

INITIAL STUDY and ENVIRONMENTAL CHECKLIST

FOR

2240 NORD AVENUE APARTMENTS PROJECT

March 2024

**Lead Agency:
City of Chico**



CITY of CHICO

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City of Chico Project No. PDP 23-01

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I. PROJECT SUMMARY

Date: March 2024

Project Title: 2240 Nord Avenue Apartments Project

Applicant: 2240 Nord Partnership

Lead Agency: City of Chico

Contact: Madison Driscoll, Associate Planner
City of Chico
Community Development Department
411 Main Street
Chico, California 95928
(530) 879-6800

Location: The project site, approximately 11.77 total acres, is located along the north side of Nord Avenue, east of W. Lindo Avenue, south of the Union Pacific railroad line, and west of an existing residential neighborhood, within the city limits of Chico in Butte County, California, at the property identified as Assessor's Parcel Numbers (APNs): 042-140-174 and 042-140-175 (portion of), located at 2240 Nord Avenue (Site; see Figure 1).

Coastal Zone: No

Affected Parcel(s): Assessor's Parcel Numbers (APNs): 042-140-174 and 042-140-175 (portion of)

City of Chico General Plan Land Use Designations (see Figure 2):

- Medium Density Residential (MDR)
- Neighborhood Commercial (NC)

City of Chico Zoning Designations (see Figure 3):

- Medium Density Residential (R2) with Airport Overflight (Traffic Pattern; -AOC), Corridor Opportunity Site (-COS), and Special Design Considerations (-SD5) zoning overlays
- Neighborhood Commercial (CN) with Airport Overflight (Other Airport Environs; -AOD), -COS, and -SD5 zoning overlays

Anticipated Permits and Approvals:

- 1) City of Chico:
 - a. Approval of Planned Development Permit (PDP) (Application No. 23-01; submitted to the City on June 21, 2023)
 - b. Adoption of the Initial Study, Mitigated Negative Declaration, and Mitigation and Monitoring Reporting Program
 - c. Issuance of Building Permit
- 2) Butte County Association of Governments (BCAG):
 - a. Approval of proposed bus stop location along Nord Avenue

Tribal Cultural Resources: Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?:

On August 18, 2023, LACO Associates (LACO), on behalf of the Applicant, contacted the Native American Heritage Commission (NAHC) to request a Sacred Lands File (SLF) search and the contact information for the representatives of the Native American tribes associated with the project area, and the Northeast Information Center (NEIC) at California State University, Chico to request a Records Search of the proposed project area. On September 12, 2023, a response was received from the NAHC, which indicated that the results of the SLF search were negative. Included with the letter was a Native American contact list of tribes who may have knowledge of cultural resources in the project area. A total of ten (10) tribal contacts from five (5) tribes are included on the contact list.

On September 17, 2023, a response was received from the NEIC, in which it was noted that the project area has been partially surveyed for cultural resources. No archaeological resources have been recorded within the project boundaries, although three (3) resources have been recorded within 1 mile of the Site. Additionally, NEIC stated that the area is archaeologically sensitive and has the potential for the discovery of additional resources. As the project area has not been surveyed for archaeological resources within the last ten (10) years, NEIC recommended that a professional consultant be contacted prior to ground disturbance.

On January 26, 2024, City staff sent a letter to the Mechoopda Tribe Cultural Center to inform them of the proposed development. City staff (Associate Planner Madison Driscoll) informed the Center that mitigation measure CUL-1 would be included. The Center sent an email agreeing to the mitigation measure and no further comments on February 27, 2024.

CEQA Requirement:

The proposed project is subject to the requirements of the California Environmental Quality Act (CEQA). The Lead Agency is the City of Chico. The purpose of this Initial Study (IS) is to provide a basis for determining whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration. This IS is intended to satisfy the requirements of the CEQA (Public Resources Code, Div. 13, Sec. 21000-21177) and the State CEQA Guidelines (California Code of Regulations, Title 14, Sec 15000-15387).

CEQA encourages lead agencies and applicants to modify their projects to avoid significant adverse impacts (CEQA Section 20180(c) (2) and State CEQA Guidelines Section 15070(b) (2)).

Section 15063(d) of the State CEQA Guidelines states that an IS shall contain the following information in brief form:

- 1) A description of the project including the project location
- 2) Identification of the environmental setting
- 3) Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to provide evidence to support the entries
- 4) Discussion of means to mitigate significant effects identified, if any
- 5) Examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls
- 6) The name of the person or persons who prepared and/or participated in the Initial Study

II. PROJECT DESCRIPTION

2240 Nord Partnership (Applicant) is requesting approval of a Planned Development Permit (PDP) for construction of a 208-unit multi-family residential apartment complex at the approximately 11.77-acre property identified as Assessor's Parcel Numbers (APNs): 042-140-174 and 042-140-175 (portion of), located at 2240 Nord Avenue within the city limits of Chico in Butte County, California (Site; see Figure 1).

In compliance with the Special Design Considerations (-SD) overlay zone for three parcels on the north side of State Highway 32/Nord Avenue, between W. 8th Avenue and W. Lindo Avenue, including the subject Site, as specified in Section 19.52.070(D)(5)(a) of Division IV (Zoning Districts, Allowable Land Uses, and Zone-Specific) of Title 19 (Land Use and Development Regulations) of the Chico Municipal Code (CMC), the Applicant submitted a PDP application (Application No. 23-01) to the City of Chico (City) on June 21, 2023. Revised materials were submitted to the City on August 10, 2023, in response to City comments received on July 20, 2023, as well as a neighborhood meeting held on March 9, 2023. A Use Permit would typically be required for ground-level residential occupancy (except for accessible units required by the Building Code, which are allowed by right) within the Neighborhood Commercial (CN) zoning district, which comprises the northernmost portion of the Site (approximately 135 feet in width). However, the required use permit would not be required for the project and would instead be incorporated under the PDP.

A Boundary Line Modification (BLM; Application No. 23-06) was recently approved by the City on June 28, 2023, in order to adjust the Site boundaries and remove the boundary line currently separating APN: 042-140-174 and an approximately 2.77-acre portion of APN: 042-140-175, located on the east side of W. Lindo Avenue, adjacent to APN: 042-140-174. A new APN will be issued by the Butte County Assessor's Office for the subject Site; however, as of the date of this Initial Study, this is still in progress and the new APN has not yet been assigned.

Project Details

As previously described, the Applicant proposes construction of a 208-unit multi-family apartment complex on the subject Site. The proposed apartment complex would comprise a variety of unit types, including sixteen (16) 3-bedroom units, one hundred thirty-six (136) 2-bedroom units, and fifty-six (56) one-bedroom units, within twenty-one (21) individual apartment buildings oriented around the perimeter and center of the Site (see Figure 4). In total, there would be 208 units spread across 11.77 acres of land, resulting in a density of 17.7 units per acre. Each apartment building would be two-stories and approximately 31 feet in height, and contain four (4), eight (8), or twelve (12) units (see Figure 4 and Appendix B), as summarized in Table 1 below.

Table 1. Summary of Proposed Apartment Buildings

Building Type	Number of Buildings	Size of Building (in square feet)	Total Area (in square feet)
4-Unit	4	6,727	26,908
8-Unit	3	8,634	25,902
12-Unit	14	11,920	166,880
Total			219,690

Source: Russell Gallaway Associates, Inc. (RGA). December 1, 2023. Planned Development Architectural Site Plan (see Figure 4).

In addition, an approximately 3,208-square-foot single-story clubhouse, with community pool and shared outdoor spaces (including BBQ area and multi-use lawn area), would be located within the center of the Site. A dog park is also proposed within the southwestern portion of the Site.

The Site would also be fenced for security. Under the project, construction of 10-foot-high concrete masonry unit (CMU) sound walls is proposed along the Site's northern and eastern boundaries, to provide a visual and sound buffer between the Site and adjacent Union Pacific Railroad (UPRR) tracks, located north of the Site, and the existing "Westside Place" development to the east of the Site, respectively. Fencing with a decorative design would be provided along the Site's Nord Avenue and W. Lindo Avenue frontages. The project also includes expanded setbacks on the railroad (north) and Westside Place development (east) sides to allow for intensified tree planting to assist with buffering from the adjacent uses.

The Site was historically utilized as an almond orchard and previously contained a single-family residence, approximately 1,500 square feet in size and constructed in 1924, which was recently removed from the Site by the Chico Fire Department on November 20, 2023, as a training exercise. The Site also contained accessory structures, including a barn, which were previously removed from the Site. An on-site well and septic system associated with the former residence have been abandoned in accordance with Butte County Environmental Health requirements, and the proposed project would be developed with community utility services [described further under Section XXIX (Utilities and Service Systems)].

Project Design

The proposed apartment buildings would be a maximum of two stories and approximately 31 feet in height (see Appendix B-Architectural Elevations and Details). The project's architectural design features a modern farmhouse style with a contemporary color palette and contrasting neutral hues (see Appendix C-Building Color Palettes). The roofs would comprise composition shingles, with the siding comprising board and bat, horizontal lapped elements, vertical stacked stone, and plaster. At this time, windows would either be white with black trim or black-framed windows (set inward) may be utilized.

Site Access and Parking

Vehicular access and parking design follows a circular arrangement around the Site, and includes development of a 16-foot-wide drive aisle for Site ingress and egress, in accordance with Chico Fire Department requirements. The Site's primary entry would be along the Site's western boundary, via a gated entrance with separate 16-foot-wide entry and exit gates off W. Lindo Avenue. A dedicated controlled emergency vehicle access (EVA) would also be located within the northeastern portion of the Site and would connect to Ruskin Street within the adjacent Westside Place development to the east. Bollards would restrict non-emergency vehicle use at this access location. Access gates for pedestrians and bicycles (3 total) would be provided along the Site entrance and exit gates along W. Lindo Avenue, as well as along the Site's southern boundary along Nord Avenue.

A total of 368 parking spaces would be provided on-site under the project. In accordance with Table 5-4 (Parking Requirements) of Section 19.70.040 (Number of Parking Spaces Required) of Chapter 19.70 (Parking and Loading Standards) of the CMC, a total of 284 parking spaces would be required for the project, determined by proposed land use type ("multi-family housing in a Corridor Opportunity Site overlay site"), as shown in Table 2. Of the total parking spaces proposed, nine (9) spaces (2.4% of the total parking) would be accessible parking spaces and twenty-two (22) spaces would be designated for electric vehicles (including one (1) space that is both accessible and for electric vehicles; 6.0% of the total parking) (see Figure 4). As shown in Table 2, below, the project would result in a surplus of 84 parking spaces when compared to the

requirements established under CMC Section 19.70.040. Per CMC Section 19.70.040, multi-family housing projects within the -COS overlay zone do not require any guest parking spaces; however, with the surplus in parking proposed (84 spaces), there would be sufficient parking for both residents and guests at the subject Site.

Table 2. Required Number of On-Site Parking Spaces Required for Project

Land Use Type	Parking Space Requirement	Number of Units	Total Number of Spaces Required
<i>Multi-Family Housing within -COS Overlay Zone</i>			
1-Bedroom Unit	1 space per unit	56	56
2-Bedroom Unit	1.5 spaces per unit	136	204
3+ Bedrooms Unit	1.5 spaces per unit	16	56
<i>Total Parking Spaces Required</i>			<i>284</i>
<i>Total Number of Parking Spaces to Be Provided</i>			<i>368</i>
<i>Difference</i>			<i>+84</i>

Sources:

Chico Municipal Code, Table 5-4 (Parking Requirements) of Section 19.70.040 (Number of Parking Spaces Required) of Chapter 19.70 (Parking and Loading Standards).

Russell Gallaway Associates, Inc. (RGA). December 1, 2023. Planned Development Architectural Site Plan (see Figure 4).

In addition, fifty-two (52) 4-stall bike racks are proposed throughout the Site, offering 208 bicycle spaces. In accordance with Table 5-4 in Section 19.70.040 of the CMC, one (1) bicycle space is required for each multi-family unit, for a total of 208 bicycle spaces required. As proposed, the project would provide sufficient bicycle parking on-site in accordance with CMC Section 19.70.040.

Landscaping

Landscaping would feature native and adaptive plant species, well-suited to Chico's climate in order to help minimize maintenance needs, reduce the use of chemical fertilizers and pesticides, and conserve water. The on-site parking area is proposed to feature shade trees in compliance with the CMC. Evergreen trees would also be placed to create a buffer between the railroad and the project. Additionally, evergreen shrubs would also be used to provide screening between the proposed project and the existing adjacent Westside Place development. Two (2) existing trees located along the Site's southern boundary would be retained on-site and incorporated into the landscaping of the proposed project (see Appendix D – Landscape Plans).

An automated, low-volume drip irrigation system would be utilized on-site. The system would have the capability to adjust in real-time based on evapotranspiration data and is designed to meet all requirements outlined in the State of California's Model Water Efficient Landscape Ordinance (MWELO) and the CMC.

While the Site was historically, utilized as an almond orchard, the agricultural trees have been removed from the property. No additional tree removal would be required under the project.

Subdivision Improvements

As previously described, access and roadway improvements are proposed, including a new gated entry off of W. Lindo Avenue along the Site's western boundary, and a new single 16-foot-wide road and parking that would be designed in a circular design around the interior of the Site. The roadway would also provide a controlled EVA access with connection to Ruskin Street to the east of the Site. Improvements to the City of Chico's right-of-way would include the installation of curbs, gutters, and sidewalks along the Site's Nord and W. Lindo Avenue frontages and within the interior of the Site. A dedicated pedestrian walkway to the proposed bus stop location, centrally located along Nord Avenue, is also to be provided under the project.

All internal utilities would be placed underground.

Stormwater

Stormwater from the subject Site would be collected and transported through an underground piping system located on-site, which is designed to release water into an existing City storm drain system located to the north and east and adjacent to the Site.

Lighting

Lighting would be utilized to provide a safe and secure nighttime environment for the proposed project. Exterior lighting would be provided in the parking and common areas, as well as on the exterior of and between proposed buildings. All exterior lighting would be shielded, directed downward, and International Dark Sky Association-compliant to minimize lighting impacts on adjacent properties. Street lighting would be installed in compliance with City standards. A photometric plan detailing the location of lighting fixtures and anticipated lighting levels across the Site is provided in Appendix E – Photometric Plan.

Additional Community Facilities

Resident mailboxes would be clustered and located near the community clubhouse and pool facilities. Community trash facilities would be located in four (4) locations around the interior of the community, with each comprising 8-foot-tall CMU trash enclosures with metal gates and appropriately sized dumpsters for trash and recycling.

III. PROJECT SETTING AND LOCATION

As described above, the Site comprises a total of 11.77 acres, located at 2240 Nord Avenue within the city limits of Chico, California, and identified as Assessor's Parcel Numbers (APNs): 042-140-174 and 042-140-175 (portion of) (see Figure 1 and below). The Site is located along the north side of Nord Avenue, east side of W. Lindo Avenue, south of active railroad tracks (Union Pacific railroad line), and west of an existing residential neighborhood (Westside Place).



Project Location

Surrounding properties to the north, east, and south of the Site consist of a variety of residential types, including single-family, duplexes, and multi-family residential development. Also, to the south, across Nord Avenue, are commercial uses at the Glenwood Avenue/Nord Avenue and Arbor Drive/Nord Avenue intersections. West of the Site is barren agricultural land (former almond orchard) with a single-family residence and the Lindo Channel. Further to the southwest of the Site is primarily unincorporated and undeveloped agricultural land, located within the County of Butte's jurisdiction.

IV. ENVIRONMENTAL EFFECTS

An environmental checklist follows this section and addresses all potential adverse effects resulting from the proposed project. No significant adverse effects are expected from any of the proposed activities.

V. 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"** or **"Potentially Significant Unless Mitigation Incorporated"** as indicated by the checklists on the following pages.

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

An explanation for all checklist responses is included, and all answers take into account the whole action involved and the following types of impacts: off-site and on-site; cumulative and project-level; indirect and direct; and construction and operational. The explanation of each issue identifies (a) the threshold of significance, if any, used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance. All mitigation measures required for the project are provided in the Mitigation and Monitoring Reporting Program (MMRP), enclosed as Appendix A.

In the checklist the following definitions are used:

"Potentially Significant Impact" means there is substantial evidence that an effect may be significant.

"Potentially Significant Unless Mitigation Incorporated" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.

"Less Than Significant Impact" means that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.

"No Impact" means that the effect does not apply to the proposed project, or clearly will not impact nor be impacted by the proposed project.

DETERMINATION: (To be completed by the Lead Agency on the basis of this initial evaluation)

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	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

Date

Madison Driscoll, Associate Planner

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

DISCUSSION

The Open Space and Environment Element and the Community Design Element of the City of Chico General Plan (2011, amended 2017) provides goals, policies, and programs related to conservation of natural resources, provision of open space and the urban design of the City. Goals CD-1, CD-3, CD-4, and CD-5 of the Chico General Plan seek to protect and enhance the City's natural attributes such as agriculture, foothills, trees, and creeks which contribute to Chico's overall character and identity. These goals are to be achieved, in part, through implementation of the City of Chico Design Manual which provides a review process of private and public development projects in accordance with Chapter 19.18 (Site Design and Architectural Review) of the City of Chico Municipal Code (CMC; 2023). The Design Manual is intended to guide the aesthetic qualities of development in Chico and maintain its dignified visual character by integrating timeless architectural and landscape design with the natural beauty of its surrounding environment.

The proposed apartment complex would comprise a variety of unit types, including sixteen (16) 3-bedroom units, one hundred thirty-six (136) 2-bedroom units, and fifty-six (56) one-bedroom units, within twenty-one (21) individual apartment buildings oriented around the perimeter and center of the Site. Each apartment building would be two-stories and approximately 31 feet in height, and contain four (4), eight (8), or twelve (12) units. An approximately 3,208-square-foot clubhouse, with community pool and shared outdoor spaces (including BBQ area and multi-use lawn area), would be located within the center of the Site. A dog park is also proposed within the southwestern portion of the Site, as well as access and roadway improvements (see Figure 4 and Appendix B). As previously described, the project's architectural design consists of a modern farmhouse style with a contemporary color palette and contrasting neutral hues. Building roofs would comprise composition shingles, with siding to comprise board and bat, horizontal lapped elements, vertical stacked stone, and plaster. At this time, windows would either be white with black trim or black-framed windows (set inward) may be utilized (see Appendices B and C).

The subject Site is currently undeveloped, although it historically contained an almond orchard, an approximately 1,500-square-foot single-family residence, and accessory structures, which have been removed from the Site.

Under the project, all exterior public and private lighting would be directed downward with full shields and International Dark Sky Association-compliant (see Appendix E). Lighting would be installed in compliance with City standards identified in Section 19.60.050 (Exterior Lighting) of the City's Municipal Code (2023).

I.a) Less Than Significant Impact. The proposed project is not located within a City- or County-mapped or designated scenic vista. However, views of the Site itself would change as a result of the project, although distant views would not change. With the proposed on-site development, the Site would change from an undeveloped, prior agricultural site (former almond orchard) to a developed condition, with 208 multi-family residential units and associated improvements. This change would be most noticeable to existing development located immediately adjacent to and which overlooks the Site, including existing residential development immediately to the south (across Nord Avenue), west (across W. Lindo Avenue), north (across UPRR line), and east (Westside Place) of the Site. The majority of the Site is currently designated for residential use under the City's General Plan (designated as MDR), which aligns with the surrounding uses. The northernmost portion of the Site (designated as Neighborhood Commercial, NC) would also allow for the proposed multi-family housing. The proposed project would provide quality housing built to modern standards and design, designed in accordance with City of Chico's Design Manual. Additionally, the proposed development would be consistent with surrounding residential development, located south, east, and north of the Site, across the UPRR tracks, including the existing Westside Place development, located immediately east of the Site.

The Site is visible from surrounding roadways, including but not limited to Nord Avenue (SR 32) and W. Lindo Avenue, surrounding properties in all directions, and the Union Pacific Railroad (UPRR) line, utilized for both freight transport and Amtrack passenger service. The project would be fenced for security, with a decorative design to be provided along the Nord Avenue and W. Lindo Avenue frontages. Additionally, views of the Site from both the railroad tracks and adjacent Westside Place development, located immediately east of the Site, would be partially obscured due to installation of a 10-foot-high concrete masonry unit (CMU) sound wall along the Site's northern and eastern boundaries, to provide a visual and sound buffer between the Site and adjacent UPRR tracks and the existing Westside Place development to the north and east of the Site, respectively. Expanded setbacks would also be provided along the northern and eastern property boundaries (along the railroad and Westside Place, respectively) to allow for intensified tree planting to further assist with minimizing visual impacts associated with the proposed development.

The size and scale of the proposed development is consistent with the existing development to the east (Westside Place). North of the Site, development comprises existing single-family residential development varying between one and two stories in height. Views of the Site are currently partially obstructed by existing trees. Development immediately south of the Site, across Nord Avenue, is predominately one story in height and the proposed development would be anticipated to partially obstruct current views to the north. As shown in the project's landscape plans (see Appendix D), two (2) existing trees are to remain along the project's southern property boundary, with additional trees to be planted along all property lines and within the interior of the Site to further minimize visual impacts associated with the development. As the project would utilize different building types, a selection of building color variations, and an enhanced landscape area to break up the streetscape, and is consistent with allowable uses under the Site's land use and zoning designations, as well as development in the vicinity of the Site, a **less than significant impact** would occur.

I.b) No Impact. The Site is not located within or adjacent to a scenic highway corridor and does not contain scenic resources, such as trees of scenic value, rock outcroppings, or historic buildings. There are no State-designated or eligible scenic highways within the vicinity of the Site. Per the California Department of

Transportation (Caltrans) State Scenic Highway Program (2020), there are no designated or "eligible" State scenic highways within or in close proximity to the City of Chico. The nearest highway to the Site (SR 32) is located immediately south of the Site and is not a designated or eligible State scenic highway. State Highway 70 is the nearest "eligible" State scenic highway, located approximately 17.3 miles east of the Site. The Site is currently undeveloped, with the former on-site almond orchard, single-family residence, and accessory structures previously removed from the Site. Additionally, the project would include streetscape features, including fencing with decorative features along the Site's Nord Avenue and W. Lindo Avenue frontages, 10-foot CMU block wall along the northern and eastern Site boundaries, and enhanced landscape areas to break up the streetscape, as well as different building sizes and modern design, including varying yet complimentary building materials and colors, featuring natural hues, board and bat, horizontal lapped elements, vertical stacked stone, and plaster. As such, there is no potential for the proposed project to impact a scenic resource within a State scenic highway and **no impact** would occur.

I.c) Less Than Significant Impact. See discussion under Question I.a, above. Although views of the Site would change under the project, the project would not substantially degrade the existing visual character or quality of public views of the Site and its surroundings, nor conflict with applicable zoning and other regulations governing scenic quality. As noted above, the Site is currently undeveloped, but was historically utilized as an almond orchard and previously contained an existing residence and accessory structures, which are no longer present on-site. Public views of the Site are currently experienced from surrounding roadways, including Nord Avenue to the south, W. Lindo Avenue to the west, and the UPRR line to the north of the Site, as well as from adjacent properties within the vicinity of the Site. The proposed 208-unit apartment complex project would be built to modern standards and design, and has been designed in accordance with City of Chico's Design Manual. The project would feature different building sizes, a selection of building color variations, and an enhanced setbacks and landscape area to break up the streetscape (see Appendices B-D). The project would also be consistent with the size and scale of surrounding development, including the Westside Place development immediately east of the Site. Additionally, the project would be consistent with all development standards, including but not limited to the maximum building height allowed under the Site's current zoning designations, which allow for building heights up to a maximum of 35 feet (see CMC Sections 19.42.030 and 19.44.030). As previously discussed, each building would be a maximum of two stories and approximately 31 feet in height. Since the project would adhere to the City's design and development standards that are intended to minimize visual and other impacts to the surrounding properties, a **less than significant impact** would occur.

I.d) Less Than Significant Impact. While the Site is current undeveloped and void of existing lighting sources, the project would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. As noted above, the proposed multi-family apartment complex would include 208 units within 21 individual buildings, in addition to a variety of shared amenities, roadway and access improvements, and landscaping. Lighting would be installed in compliance with City standards identified in Section 19.60.050 (Exterior Lighting) of the City's Municipal Code (2023). Exterior lighting would be provided in the parking and common areas, as well as on the exterior of and between proposed buildings. Street lighting would be installed in compliance with City standards. Lighting would be utilized to provide an attractive, safe, and secure nighttime environment for the project. All exterior public and private lighting would be shielded, directed downward, and be International Dark Sky Association-compliant to minimize lighting impacts on adjacent properties. Although the project would introduce new light sources to the Site, all lighting will be installed consisted with consideration to adjacent residential land uses and adhere to the City's lighting standards as identified in Section 19.60.050 (Exterior Lighting) of the City's Municipal Code (2023). A photometric plan detailing the location of lighting fixtures and anticipated lighting levels across the

Site is provided in Appendix E. As detailed on the photometric plan, light spillage onto adjacent properties (including existing residential uses immediately north and east of the Site) would not occur. As all lighting to be installed on-site would be consistent with City standards, a **less than significant impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have **Less Than a Significant Impact** on Aesthetics.

II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

The Site has a General Plan land use designation of Medium Density Residential (MDR) and Neighborhood Commercial (NC) that runs along the northern edge of the parcel (see Figure 2). The Site, which comprises 11.77 acres, is currently undeveloped. The majority of the Site is currently designated for residential use under the City's General Plan (designated as MDR), which aligns with the surrounding uses. The northernmost portion of the Site (designated as NC) would also allow for the proposed multi-family housing. The Site would be consistent with surrounding single- and multi-family residential development, located south, east, and north of the Site, across the UPRR tracks.

The Site is designated as "Prime Farmland" per the Farmland Mapping and Monitoring Program (FMMP) of the California Department of Conservation (DOC, 2022). The surrounding area immediately adjacent to the Site to the north, east, south, and further to the west is designed as "Urban and Built-Up Land". Additionally, the Site is not under a Williamson Act contract (Butte-Interactive Maps, n.d.). The Site was predominately planted with mature almond trees that have been removed; however, two (2) non-agricultural trees have been retained and are proposed to be incorporated into the project's landscaping design.

Based on Site information provided by the Applicant/Property Owner, at the time the Site was purchased from the prior landowners in April 2023, the on-site almond orchard was no longer being farmed, irrigated, or managed as it was no longer cost effective.

II.a) Less Than Significant Impact. The proposed project would convert approximately 11.77 acres of Prime Farmland to a non-agricultural use. Currently, the Site is undeveloped, but was historically utilized as an almond orchard. Prior to the current landowner/Applicant purchasing the property in April 2023, the orchard was no longer being irrigated or farmed due to it not being profitable. It is important to note the former orchard was not a large operation and has been removed from the Site. Furthermore, the Site is not designated or zoned for agricultural use; rather, the Site is anticipated for residential development under the

City's General Plan and the proposed project is consistent with allowable uses under the Site's current land use and zoning designations.

The City of Chico analyzed the potential impacts associated with development of important farmlands that have been designated for non-agricultural uses in the Environmental Impact Report (EIR) prepared for the latest General Plan Update (GPU). Specifically, the City of Chico's EIR for the 2030 GPU, prepared in September 2010¹, notes that "...the proposed General Plan Land Use Diagram (see Figure 3.0-3 in Section 3.0, Project Description) does designate residential and mixed-use land uses in areas within important farmland areas (see Figure 4.2-3)...It is important to note that these areas are already identified for some level of urban development... The proposed General Plan Update and its Land Use Diagram would provide for this growth and would minimize outward expansion of the City's boundaries and would retain the current Greenline along the western boundary of the City...Thus, growth accommodated under the proposed General Plan Update would be confined to the immediate Chico area and would avoid growth effects of sprawl development patterns on agricultural areas...However, the proposed General Plan Update would still displace areas currently in agricultural production and result in the conversion of important farmland...The proposed General Plan policies and actions...do not completely offset the loss of important farmland and no feasible mitigation measures are available to avoid this impact" (pp.4.2-18-19). The City of Chico found the impacts to be significant and unavoidable. As such, environmental findings and Statements of Overriding Considerations were adopted by the City of Chico City Council in April 2011.

As the impacts associated with conversion of important farmland at the subject Site was previously assessed in the City's General Plan Update EIR and the proposed project would be consistent with the Site's land use and zoning designations, which allow for multi-family residential development, project impacts associated with conversion of prime farmland to non-agricultural use is considered to be , a **less than significant impact**

II.b) No Impact. The subject Site is not currently or planned to be designated or zoned for agriculture use. As noted above, the Site is designated and zoned as Medium Density Residential (MDR/R2) and Neighborhood Commercial (NC), indicating that the City anticipates residential development at the Site. Furthermore, the Site is not under a Williamson Act contract nor are surrounding parcels (Butte-Interactive Maps, n.d.). Therefore, the proposed project would not conflict with zoning for agricultural use or a Williamson Act contract. **No impact** would occur.

II.c) No Impact. The Site is neither designated nor zoned as forest land [as defined in Public Resources Code (PRC) Section 12220(g), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production [as defined by Government Code Section 51104(g)] or timberland, but rather designated and zoned primarily for residential use. **No impact** would occur.

II.d) No Impact. The proposed project would not result in result in the loss of forest land or conversion of forest land to non-forest use as the Site is not considered forest land and was previously utilized for an agricultural use (almond orchard), which has since been removed from the Site. No additional tree removal would occur under the project. Since the Site is not forested nor considered forest land, **no impact** would occur.

II.e) Less Than Significant Impact. The proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural

¹ The Draft Environmental Impact Report for the Chico of Chico 2030 General Plan is available at the following link: <https://chico.ca.us/post/draft-eir-chico-2030-general-plan>.

use or conversion of forestland to non-forest use. Although the Site is classified as "Prime Farmland" under the FMMP of the DOC (2022), the surrounding area immediately adjacent to the Site is designated as "Urban and Built-Up Land". Additionally, the Site is neither designated nor zoned as forest land or timberland, nor is there any such land within the vicinity of the Site. Furthermore, the project would not impact other agricultural properties within the vicinity of the Site or jeopardize the continued use of such properties for agricultural use. A **less than significant impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Agricultural and Forestry Resources.

III. AIR QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

The Clean Air Act of 1970 (CAA) (as amended 1977 and 1990, 42 U.S.C. 7401 et seq.) established national ambient air quality standards (NAAQS) and generally delegates the enforcement of these standards to the states. In California, the California Air Resources Board (CARB) is responsible for enforcing air pollution regulations. CARB has, in turn, delegated the responsibility of regulating stationary emission sources to local air agencies. Criteria air pollutants are a group of six common air pollutants [ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂) and nitrogen oxides (NO_x), sulfur dioxide (SO₂), particulate matter (PM), and lead] for which the U.S. Environmental Protection Agency (U.S. EPA) has set national ambient air quality standards (NAAQS), and for which California has set California ambient air quality standards (CAAQS). In addition to the criteria air pollutants identified by the U.S. EPA, California adds four state criteria air pollutants (visibility reducing particulates, sulfates, hydrogen sulfide, and vinyl chloride) (EPA, 2023; CARB-Common Air Pollutants, 2023).

The project Site is located within the 11-county Northern Sacramento Valley Air Basin (NSVAB), which includes all of Sacramento, Yolo, Yuba, Sutter, Colusa, Glenn, Butte, Tehama, and Shasta counties and parts of Solano and Placer counties. The NSVAB is subject to Butte County Air Quality Management District (BCAQMD) requirements. The BCAQMD is responsible for monitoring and enforcing local, state, and federal air quality standards in the County of Butte. Air quality standards are set for emissions that may include, but are not limited to, visible emissions, particulate matter, and fugitive dust. The BCAQMD is currently designated as "non-attainment," or in excess of allowable limits, for the State 24-hour PM₁₀ standard for breathable particulate matter of 10 microns or less (PM₁₀), State annual PM_{2.5} standard, and State 1- and 8-hour ozone standards, as well as "non-attainment" for the federal 8-hour ozone standard; however, the BCAQMD is in "attainment," or within allowable limits, with respect to the balance of the criteria pollutants (BCAQMD-Air Quality Standards, n.d.). The California Clean Air Act (CCAA) requires air districts, such as the BCAQMD, which have been designated as non-attainment for CAAQS for O₃, CO, SO₂, and/or NO₂ to prepare and submit a plan for attaining and maintaining the standards. Because Butte County is in "non-attainment" for O₃, the BCAQMD adopted the 2021 *Triennial Air Quality Attainment Plan*, prepared by the Sacramento Valley Air Quality Engineering and Enforcement Professionals (SCAQEEP), which assesses the progress made in implementing the previous 2018 triennial update and includes strategies and measures to assist the BCAQMD in reaching attainment of the CAAQS by the earliest practicable date. The CCAA requires that districts review their progress made toward attaining the CAAQS every three years (SCAQEEP, 2021).

Additionally, the City of Chico's *Climate Action Plan Update Plan* (2021; CAP), prepared by Rincon Consultants, Inc. in 2021, provides specific actions to reduce greenhouse gas emissions to achieve the City's target of carbon neutrality² by 2045. Although the CAP's primary goal is the reduction of GHG emissions, the numerous State, regional, and local GHG reduction measures included in the CAP would also help to improve overall air quality [see Section VIII (Greenhouse Gas Emissions) of this Initial Study, below, for further discussion].

An *Analysis of Impacts to Air Quality/Greenhouse Gas from Proposed Residential Development* (AQ/GHG Assessment) was prepared by Environmental Permitting Specialists (EPS), dated November 29, 2023 (see Appendix F), to assess the potential air quality impacts, impacts to public health, and impacts from greenhouse gas (GHG) emissions anticipated under construction and operation of the proposed multi-family residential development.

The project and its emission sources are subject to BCAQMD rules and regulations contained in the most recent version of the *Butte County Air Quality Management District Rules and Regulations*. During anticipated future construction at the Site, the contractor would be expected to use heavy construction machinery and temporary air pollutant emissions would be associated with grading, excavation, and construction on the Site; however, the project would be required to comply with an array of rules and regulations established by the BCAQMD. These include, but are not limited to the following:

- **Rule 200 – Nuisance:** To protect the public health, Rule 200 prohibits any person from discharging such quantities of air contaminants that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public.
- **Rule 201 – Visible Emissions:** Prohibits individuals from discharging into the atmosphere from any single source of emissions whatsoever any air contaminant whose opacity exceeds certain specified limits.
- **Rule 202 – Particulate Matter Concentration:** Requires a person to take every reasonable precaution not to cause or allow the discharge of particulate matter from being airborne in excess of 0.3 grains per cubic foot of gas.
- **Rule 205 – Fugitive Dust:** Requires a person to take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates; from construction, handling, or storage activity; or any wrecking, excavation, grading, clearing of land, or solid waste disposal operation.
- **Rule 270 – Wood Burning Devices:** This rule prohibits the sale, supply, or installation, of a used wood burning device in any new or existing interior space unless it is a BCAQMD approved device.
- **Rule 230 – Architectural Coatings:** Sets volatile organic compound limits for coatings that are applied to stationary structures or their appurtenances. The rule also specifies storage and cleanup requirements for these coatings.
- **Rule 231 – Cutback and Emulsified Asphalt:** Asphalt paving operations that may be associated with implementation of the project would be subject to Rule 231. This rule applies to the manufacture and use of cutback asphalt and emulsified asphalt for paving and maintenance operations.
- **Rule 500 – Stationary Source Permit Fees:** The BCAQMD regulates criteria air pollutant emissions from new and modified stationary sources through this rule.

² Carbon neutrality refers to achieving net-zero carbon dioxide equivalent emissions, such that any GHG emissions created are offset by GHG sequestering activities.

For example, pursuant to these rules, all construction equipment would be required to be maintained in good working condition and the contractor would be required to minimize the amount of fugitive dust generated by construction of the project. BCAQMD's thresholds of significance are provided in Table 3, below.

Table 3. BCAQMD Air Quality Significance Thresholds

Criteria Pollutant and Precursors	Construction Related		Operation Related
	Average Daily Emissions (lbs/day)	Annual Emissions (tons/year)	Average Daily Emissions (lbs/day)
Reactive organic gases (ROG)	137	4.5	25
Nitrogen oxides (NOx)	137	4.5	25
Particulate matter (PM _{2.5})	80	No Threshold	80
Particulate matter (PM ₁₀)	80	No Threshold	80

Source: Butte County Air Quality Management District (BCAQMD). 2021. California Environmental Quality Act Air Quality Guidelines. Available at: <https://bcaqmd.org/wp-content/uploads/CEQA-Handbook-Appendices-2014.pdf>.

Under the AQ/GHG Assessment, air quality impacts anticipated under construction and operation of the project were modeled using the California Emissions Estimator Model (CalEEMod) program and compared to the BCAQMD significance thresholds, shown in the table above. The analysis assumes the proposed project would break ground on June 1, 2024, and be constructed over a period of approximately 13 months (assuming 5 workdays per week), with an estimated completion date of June 30, 2025. Full occupancy of the project is expected in 2026 (EPS, 2023). It is important to note that project construction would likely halt during the wet, winter months, but would overall take a total of approximately 13 months to complete, based on standard assumption of the CalEEMod program associated with the proposed use. The analysis also assumes that heavy equipment, such as tractors, loaders, backhoes, rubber-tired dozers, forklifts, paving equipment, and rollers would be required during the site preparation, grading, building construction, and paving phases of the project development, with generator sets and air compressors to be utilized during building construction and architectural coating phases (EPS, 2023). Since vehicles are known to be a major pollution contributor, producing significant amounts of nitrous oxides (NO_x), carbon monoxide (CO), ozone (O₃), and particulate matter (PM_{2.5} and PM₁₀), vehicle use must also be considered when evaluating potential air quality impacts of a proposed project. Average daily traffic volumes were estimated at 1,402 daily trips by W-Trans using the "Multifamily Housing (Low-Rise) Not Close to Rail Transit" (ITE LU #220) category from ITE's *Trip Generation 11th Edition* and applying it to the proposed 208 dwelling units [see Section XVII (Transportation) for further discussion].

Results of the CalEEMod analyses for the construction and operational phases of the project are provided in Tables 4 and 5 below. The CalEEMod results in their entirety are included in Appendix F.

Table 4. Summary of Project Level Impacts – Construction Phase

Pollutant	Daily Emissions (lbs/day)		Annual Emissions (tons/year)		Significant Impact?
	Project Emissions	Threshold	Project Emissions	Threshold	
Reactive organic gases (ROG)	17.2	137	0.42	4.5	no
Nitrogen oxides (NO _x)	4.41	137	0.28	4.5	no
Particulate matter (PM _{2.5})	1.78	80	0.06	No Threshold	no
Particulate matter (PM ₁₀)	3.49	80	0.11	No Threshold	no

Source: Environmental Permitting Specialists. November 29, 2023. Analysis of Impacts to Air Quality/Greenhouse Gas from Proposed Residential Development. (see Appendix F)

Table 5. Summary of Project Level Impacts – Operational Phase

Pollutant	Daily Emissions (lbs/day)		
	Project Emissions	Threshold	Significant Impact?
Reactive organic gases (ROG)	13.4	25	no
Nitrogen oxides (NO _x)	8.73	25	no
Particulate matter (PM _{2.5})	2.57	80	no
Particulate matter (PM ₁₀)	9.60	80	no

Source: Environmental Permitting Specialists. November 29, 2023. Analysis of Impacts to Air Quality/Greenhouse Gas from Proposed Residential Development. (see Appendix F)

As shown in Tables 4 and 5, above, the anticipated emissions associated with construction and operation of the 208 new multi-family residential units and associated development would be below all daily and annual thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NO_x), and particulate matter (PM_{2.5} and PM₁₀).

Toxic Air Contaminants

The AQ/GHG Assessment also evaluated impacts associated with toxic air contaminants (TACs). Per Section 39655 of the California Health and Safety Code, a TAC is defined as “...an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health.” Additionally, substances listed as federal hazardous air pollutants (HAPs) under Section 7412 of Title 42 of the United States Code are also TACs under the air toxics program pursuant to Section 39657(b) of the California Health and Safety Code. CARB has formally identified over 200 substances and groups of substances as TACs, which includes 189 federal HAPs. Examples of TACs include benzene, nickel, formaldehyde, and asbestos, to name a few (CARB-CARB Identified Toxic Air Contaminants, 2023). TACs are known to be released from the combustion of fuels such as gasoline, diesel, and natural gas. Results of the AQ/GHG Assessment indicate the project would not be a significant source of TACs during both the construction and operational phases of the project (EPS, 2023).

III.a) Less Than Significant Impact. The Site is located in the NSVAB. Air quality within the NSVAB is regulated by the BCAQMD. Standards for air quality are documented in *BCAQMD Rules and Regulations*. The proposed project would emit pollutants into the NSVAB during short-term construction and long-term operational activities. However, as shown in Tables 4 and 5, above, the anticipated emissions associated with construction and operation would be well-below the BCAQMD significance thresholds. As such, the pollutant levels emitted by the project would not conflict with the adopted BCAQMD air quality policies or the CAP.

Although BCAQMD significance thresholds would not be exceeded for construction and operation of the project with implementation of standard emissions reduction measures, at all times, site preparation and construction activities at the Site would be required to occur in compliance with the policies included in Rule 205 (Fugitive Dust Emissions) of the Butte County AQMD *Rule Book*. A **less than significant impact** would occur.

III.b) Less Than Significant Impact. Any use or activity that generates unnecessary emissions or airborne particulate matter may be of concern to BCAQMD and has the potential to create significant project-specific and cumulative effects to air quality. However, as noted in the discussion above, the BCAQMD is currently designated as “non-attainment,” or in excess of allowable limits, for the State 24-hour PM₁₀ standard for breathable particulate matter of 10 microns or less (PM₁₀), State annual PM_{2.5} standard, and State 1- and 8-hour zone standards, as well as “non-attachment” for the State 8-hour ozone standard; however, the BCAQMD is in “attainment,” or within allowable limits, with respect to the balance of the criteria pollutants (BCAQMD-Air Quality Standards, n.d.). Because Butte County is in “non-attainment” for ozone, the BCAQMD adopted the 2021 *Triennial Air Quality Attainment Plan* to achieve the State ozone standards by identifying the major contributors of ozone and identifying control measures that can be implemented to reduce ambient ozone levels. Additionally, with employment of standard emissions reduction measures during construction and operation of the project, no thresholds of significance would be exceeded. Further, the project would be subject to and designed in accordance with regulations of the BCAQMD and the CAP. As a result, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment. A **less than significant impact** would occur.

III.c) Less Than Significant Impact. Sensitive receptors are generally considered to be people that have an increased sensitivity to air pollution or environmental contaminants, or places where such people may normally be found. These may include, but are not limited to, preschools and daycare centers, K-12 schools, nursing homes, hospitals, and residential dwelling units. The nearest sensitive receptors to the Site include single-family residential neighborhoods located immediately east, north (across the UPRR tracks), and south (across Nord Avenue/SR 32) of the Site. As provided in Tables 4 and 5, emissions associated with construction and operation of the proposed project would not be anticipated to exceed BCAQMD’s thresholds of significance. Additionally, results of the AQ/GHG Assessment indicate the project would not be a significant source of TACs during both the construction and operational phases of the project (EPS, 2023). However, temporary exhaust from construction equipment may, for short periods of time over the approximately 13-month construction period, which may impact residents living near the Site. With required compliance with *BCAQMD Rules and Regulations* and maintaining all equipment in good working condition, potential fugitive dust would be controlled and exhaust emissions would be minimized. A **less than significant impact** would occur.

III.d) Less Than Significant Impact. The project would not create substantial emissions (such as odors or dust) adversely affecting a substantial number of people. Temporary odors and dust, typical of construction sites and equipment use, may be generated during the construction phase. In order to reduce potential impacts on nearby sensitive receptors, including residences located immediately east, north (across the UPRR tracks),

and south (across Nord Avenue/SR 32) of the Site, the project contractor would be required to comply with BCAQMD standards and regulations and maintain all equipment in good working condition, which would ensure that potential fugitive dust is controlled and exhaust emissions are minimized. In addition, truck idling on-site would also be required to be limited to five minutes or less, pursuant to State law, further reducing potential impacts. A **less than significant impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Air Quality.

IV. BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

The Site is currently undeveloped. Historically, the Site was utilized as an almond orchard and contained an approximately 1,500-square-foot single-family residence and accessory structures; however, the agricultural trees and buildings have been removed from the property. The Site is located approximately 330 feet southeast of the Lindo Channel and surrounding freshwater forested/shrub and riverine wetland habitat (USFWS, 2023).

A *Biological Resources Assessment* (Biological Assessment) was prepared by Gallaway Enterprises on August 31, 2023 (see Appendix G), to evaluate and document if any special status species and suitable habitat for such species occurs within the biological survey area (BSA; 11.96 acres). The BSA is noted to be comprised of annual grassland (0.06 acres) within the northwestern corner of the Site; barren habitat comprising exposed soils within the majority of the Site (11.67 acres), and urban habitat (0.23 acres), which was noted to surround an existing residence located with the southern portion of the subject Site (which has since been removed). The Biological Assessment notes that a variety of species may use the grassland and urban habitats; however, the Report states that the barren habitat type provides only low-quality habitat for wildlife. During the field survey, no special status plant or wildlife species were observed on-site. In addition, the Site is noted to not contain any designated critical habitat, sensitive natural communities, or aquatic resources within or adjacent to the Site (Gallaway, 2023).

Based on the Site survey, habitat assessment, and review of several databases [including the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC), California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB), and the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants], the Biological Assessment concludes there is no potential for any special status plant species to occur on-site. However, suitable habitat for migratory birds and raptors protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC) is present within the subject Site (Gallaway, 2023), including two (2) existing trees located within the southern portion of the Site to be retained and incorporated into the project's landscaping design. In addition, some bird species also nest on the ground. The former almond orchard has been removed from the Site and no additional trees would be removed under the project.

As ground disturbing and construction activities have the potential to affect sensitive bird species, including those protected under the MBTA and CFGC, the Biological Assessment includes several recommendations for the project in order to avoid and minimize impacts to these species with the potential to occur on-site (further discussed below).

In addition, since the anticipated multi-family residential development would disturb more than one acre of land during construction, the project would be subject to the requirements of General Construction Activity Stormwater Permit (Construction General Permit Order 2009-0009-DWQ), administered by the State Water Resources Control Board (SWRCB), which requires operators of such construction sites to implement stormwater controls and develop a Stormwater Pollution Prevention Plan (SWPPP) identifying specific Best Management Practices (BMPs) to be implemented to minimize the amount of sediment and other pollutants associated with construction sites from being discharged in stormwater runoff. Such BMPs may include straw bales, fiber rolls, and/or silt fencing structures to assure the minimization of erosion resulting from construction and to avoid runoff into sensitive habitat areas, limit ground disturbance to the minimum necessary, and stabilize disturbed soil areas as soon as feasible after construction is completed.

IV.a) Less Than Significant with Mitigation Incorporated. As described above, although there is not the potential for any special status plant species to be located on-site and the majority of the study area (11.67 acres) was identified as barren habitat during the survey performed for the Biological Assessment, suitable habitat for migratory birds and raptors protected under the MBTA and CFGC was identified within the Site boundaries (Gallaway, 2023). Ground disturbing and construction activities have the potential to affect special status bird species. Should project development activities occur outside of the bird nesting season (February 1 to August 31), no impacts to such species would be anticipated. However, if project activities cannot be initiated outside of the bird nesting season, several recommendations are included in the Biological Assessment to minimize potential impacts, including conducting pre-construction surveys and halting project activities until young have fledged or the nest fails, and a qualified biologist determines the nest(s) to no longer be active, included as Mitigation Measure BIO-1, below. A **less than significant impact with mitigation incorporated** would occur.

IV.b-c) Less Than Significant Impact. As previously discussed, the Site is located approximately 330 feet southeast of the Lindo Channel and surrounding freshwater forested/shrub and riverine wetland areas; however, pursuant to the U.S. Fish and Wildlife Service's (USFWS) National Wetland Mapper (USFWS, n.d.), the Site is not known to contain any creeks/streams or wetlands on-site, nor were any aquatic resources found within the BSA during the biological survey. Additionally, no critical habitat or sensitive natural communities have been identified on-site (Gallaway, 2023).

As discussed above, since the project comprises more than one acre, the project would be subject to the Construction General Permit Order 2009-0009-DWQ, which requires preparation of a SWPPP and implementation of standard BMPs during construction of the project. Such BMPs may include installation of straw bales, fiber rolls, and/or silt fencing structures, limiting ground disturbance to the minimum necessary, and stabilizing disturbed soil areas as soon as feasible after construction is completed, which would aid in assuring the minimization of erosion and avoiding runoff into sensitive habitat areas (including the nearby identified wetland areas) during construction of the proposed project. In addition, stormwater from the subject Site would be collected and transported through an underground piping system located on-site which is designed to release water into an existing City storm drain system located to the north and east and adjacent to the Site, further minimizing potential impacts. A **less than significant impact** would occur.

IV.d) Less Than Significant with Mitigation Incorporated. The proposed project would not significantly impact the movement of any native resident or migratory fish or impede the use of native wildlife sites. As described above, the Biological Assessment concluded the Site does not contain any designated critical habitat, sensitive natural communities, or aquatic resources within or adjacent to the Site, and the Site's barren habitat types provides only low-quality habitat for wildlife (Gallaway, 2023). In addition, the Site is primarily surrounded by residential and commercial development and would not be anticipated to be utilized as a wildlife corridor.

However, as previously discussed, ground disturbing and construction activities have the potential to affect special status bird species, including those protected under the MBTA and CFGC. Should project development activities occur outside of the bird nesting season (February 1 to August 31), no impacts to such species would be anticipated. However, if project activities cannot be initiated outside of the bird nesting season, several recommendations are included in the Biological Assessment to minimize potential impacts, including conducting pre-construction surveys and halting project activities until young have fledged or the nest fails, and a qualified biologist determines the nest(s) to no longer be active, included as Mitigation Measure BIO-1, below. A **less than significant impact with mitigation incorporated** would occur.

IV.e) Less Than Significant Impact. The City of Chico has several policies and regulations pertaining to the protection of biological resources, including tree removal and preservation regulations. Specifically, the Open Space and Environment Element of the City of Chico 2030 General Plan (Chapter 10) contains goals, policies, and actions related to the preservation of biological resources within the community. Chapter 2 (Sustainability) of the City's General Plan also contains a policy (Policy SUS-6.4) related to the planting and maintenance of trees within the community. Additionally, Chapter 16.66 (Tree Preservation Regulations) of the City of Chico's Municipal Code contains the City's tree removal and preservation requirements. Under the City's Tree Preservation Regulations (CMC Chapter 16.66), trees greater than 18 inches in diameter, in addition to certain species that are greater than 6- and 12-inches DBH, are to be preserved, except for trees that present an immediate hazard to life or property. In addition, certain tree species (including but not limited to fruit and nut trees) are excluded from the preservation requirements.

As previously discussed, the Site was historically utilized as an almond orchard. The agricultural trees have since been removed from the Site. Under CMC Chapter 16.66, almond trees are excluded from the City's tree preservation regulations. The two remaining trees on-site would be incorporated into the project's landscaping design (see Appendix D). In addition, the Applicant is required to prepare a tree protection plan to ensure that on-site trees to remain under the project, including their root systems, would be

adequately protected from potential harm during demolition, grading, and construction (CMC Sections 16.66.100-110).

The Site does not contain any streams, wetlands, or riparian habitats. However, during construction of the project, BMPs to prevent erosion and the discharge of sediment would be required to ensure the adequate. However, as previously described above and determined in the Biological Assessment, suitable habitat for migratory birds and raptors protected under the MBTA and CFGC was identified within the Site boundaries and project construction, including associated ground disturbing activities, have the potential to affect special status bird species. Should project development activities occur outside of the bird nesting season (February 1 to August 31), no impacts to such species would be anticipated. However, if project activities cannot be initiated outside of the bird nesting season, in accordance with Mitigation Measure BIO-1, the Applicant shall conduct pre-construction surveys and halt project activities until young have fledged or the nest fails, and a qualified biologist determines the nest(s) to no longer be active. With mitigation incorporated, the project would not conflict with any local policies or ordinances related to the protection of biological resources and a **less than significant impact** would occur.

IV.f) No Impact. The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, as there are no such plans applicable to the Site. **No impact** would occur.

MITIGATION MEASURES

BIO-1: Project activities, including site grubbing, vegetation removal, and all other ground disturbing activities, shall be initiated outside of the bird nesting season (February 1 – August 31). If project activities cannot be initiated outside of the bird nesting season, then the following shall occur:

1. A qualified biologist shall conduct a pre-construction survey within the Site boundaries and within 250 feet of the Site, where accessible, within seven (7) days prior to the initiation of project activities.
 - a. If no active nests are identified during the survey period or if construction is initiated during the non-breeding season (September – January), grading and construction may proceed.
 - b. If an active [i.e., containing egg(s) or young] nest is observed on-site and/or within 250 feet of the Site where impacts could occur, a species-specific protection buffer shall be determined by a qualified biologist in coordination with CDFW and/or USFWS, based on the species, nest type, and tolerance to disturbance. Project activities shall be prohibited within the buffer zone(s) until the young have fledged or the nest fails, and a qualified biologist has determined the nest to no longer be active. The buffer zone(s) shall also be fenced with temporary orange construction fencing.
2. A report of findings shall be prepared by the qualified biologist and submitted to the City for review and approval prior to initiation of grading and construction during the nesting season (February - August). The report would either confirm absence of any active nests or confirm establishment of a designated buffer zone for any active nests. Supplemental reports would be submitted to the City for review and approval where buffer zones have been required to allow construction to proceed within these zones after any young birds have fledged.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Biological Resources.

V. CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

Cultural Resources Survey

A *Cultural Resources Inventory Survey* (Cultural Report) was prepared by Genesis Society on September 13, 2023 (on file and confidential). Per the Cultural Report, existing records at the Northeast Information Center (NEIC) at the California State University, Chico campus document that of the entirety of the present Area of Potential Effects (APE) had been subjected to previous archaeological investigation. One (1) historic-era cultural resource (on-site residence; P-04-4755) was previously documented within the APE by the California Department of Transportation (Caltrans) in July 2021. The residence was present on-site at the time of the Cultural Report (September 2023), but has since been removed from the Site. As previously discussed, the single-family residence was approximately 1,500 square feet in size and constructed in 1924, and was recently removed from the Site by the Chico Fire Department on November 20, 2023, as a training exercise. As described in the Cultural Report and in accordance with PRC Section 5024.1(c)(1-4), a resource is considered historically significant if it retains "substantial integrity" and meets at least one of the following criteria: 1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; 2) Is associated with the lives of persons important in our past; 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; and/or 4) Has yielded, or may be likely to yield, information important in prehistory or history. However, Caltrans determined the identified resource was not eligible for inclusion on the National Register of Historic Places (NRHP) nor the California Register of Historic Resources (CRHR) (Genesis, 2023), which indicates the former single-family residence was not found to meet any of the above-listed eligibility criteria.

Fieldwork was conducted in August 2023, in which the APE was surveyed via an intensive pedestrian survey, in which parallel transects were walked at 20-meter intervals. Disturbance to the ground surface, within the APE, was noted to range from moderate to substantial. Additionally, per the Cultural Report, the entire property has been subjected to a century of farming and ranching activities, including the planting, removal, and replanting of almond orchards. Deep ripping has occurred throughout the APE. Further, construction of the single-family residence in 1924 and the construction and subsequent demolition of related ancillary buildings have further contributed to ground disturbance within the APE (Genesis, 2023).

Finally, adjacent road construction and placement of both buried and overhead utilities within the property have further contributed to the disturbance of both surface and subsurface soils within the APE. No evidence of prehistoric use or occupation was observed, nor were any historical or unique archaeological resources identified within the APE. While no resources were identified on-site during the survey and no such resources were identified during former agricultural and residential-related construction activities at the Site, the

presence of buried cultural materials on the subject property remains a possibility. As such, recommendations are provided in the Cultural Report in the event of inadvertent discovery of cultural materials and human remains (Genesis, 2023), further described below.

Native American Heritage Commission Outreach

On August 8, 2023, LACO Associates (LACO), on behalf of the Applicant and City of Chico (City), contacted the Native American Heritage Commission (NAHC) to request a Sacred Lands File (SLF) search and the contact information for the representatives of the Native American tribes associated with the project area. On September 12, 2023, a response was received from the NAHC, which indicated that the results of the Sacred Lands File (SLF) search were negative. Included with the letter was a Native American contact list of tribes who may have knowledge of cultural resources in the project area. A total of ten (10) tribal contacts are included on the NAHC contact list, which includes representatives from the Konkow Valley Band of Maidu Indians, Mechoopda Indian Tribe, Mooretown Rancheria of Maidu Indians, Nevada City Rancheria of the Nisenan Tribe, and the Washoe Tribe of Nevada and California.

Northeast Information Center Outreach

In addition, on August 8, 2023, LACO, on behalf of the Applicant and City, contacted the Northeast Information Center (NEIC) at California State University, Chico to request a Records Search of the proposed project area. On September 17, 2023, a response was received from the NEIC, in which it was noted that the project area has been partially surveyed for cultural resources. No archaeological resources have been recorded within the project boundaries, although three (3) resources have been recorded within 1 mile of the Site. It is further noted that the project is located in a region utilized by Konkow populations at the time of Euro-American contact. Additionally, indigenous populations used the local region for seasonal and/or permanent settlement, as well as for the gathering of plants, roots, seeds, domestic materials, and hunting seasonal game. Furthermore, NEIC notes that historically, Euro-Americans utilized the region for mining and transportation opportunities. NEIC states that the area is archaeologically sensitive and has the potential for the discovery of additional resources. As the project area has not been surveyed for archaeological resources within the last ten (10) years, NEIC recommends that a professional consultant be contacted prior to ground disturbance.

Tribal Outreach

On January 26, 2024, City staff sent a letter to the Mechoopda Tribe Cultural Center to inform them of the proposed development. City staff (Associate Planner Madison Driscoll) informed the Center that mitigation measure CUL-1 would be included. The Center sent an email agreeing to the mitigation measure and no further comments on February 27, 2024.

Please note that copies of the Cultural Report and correspondence are not enclosed with this Initial Study, due to the confidential nature of the information.

V.a-c) Less Than Significant with Mitigation Incorporated. As described above, one (1) historic-era cultural resource (P-04-4755) was previously documented within the APE, although the resource was determined to not be eligible for the NRHP or the CRHR. Aside from this resource, no additional historical or cultural resources were observed within the APE. Additionally, while the Site previously contained a residence that was constructed in 1924 and was recently removed from the Site, it was not considered historically significant, as the residence did not possess one or more of the attributes or qualities contained in PRC Section 15064.5, including:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value.
4. Has yielded, or may be likely to yield, information important in prehistory or history (Genesis, 2023).

Although the entire property has been utilized for farming and ranching activities for more than a century, there remains the possibility of inadvertent discovery of historical and/or archaeological resources, and human remains on-site, especially during ground disturbing activities associated with construction of the proposed project. As such, the Cultural Report includes recommended protocol in the event of inadvertent discovery of such resources, which has been incorporated as Mitigation Measure CUL-1. A **less than significant impact with mitigation incorporated** would occur.

MITIGATION MEASURES

CUL-1: In the event that grading or other ground disturbance activities uncover any bones, pottery fragments or other potential cultural resources, the developer or their supervising contractor shall cease all work within 100 feet of the area of the find and notify the Community Development Department at 879-6800. A professional archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology and who is familiar with the archaeological record of Butte County, shall be retained by the developer to evaluate the significance of the find. Community Development Department staff shall notify the Mechoopda Indian Tribe of Chico Rancheria (Tribe) if the find is determined to be of pre-historic origin. Site work shall not resume until the archaeologist conducts sufficient research, testing and analysis of the archaeological evidence to make a determination that the resource is either not cultural in origin or not potentially significant. If a potentially significant resource is encountered, the archaeologist shall prepare a mitigation plan for review and approval by the Community Development Department, including recommendations for total data recovery, Tribal monitoring, disposition protocol, or avoidance, if applicable. All measures determined by the Community Development Director to be appropriate shall be implemented pursuant to the terms of the archaeologist's report. The preceding requirement shall be incorporated into construction contracts and documents to ensure contractor knowledge and responsibility for the proper implementation.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Cultural Resources.

VI. ENERGY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

On October 7, 2015, Governor Edmund G. Brown, Jr. signed into law Senate Bill (SB) 350, known as the Clean Energy and Pollution Reduction Act of 2015 (De León, Chapter 547, Statutes of 2015), which sets ambitious annual targets for energy efficiency and renewable electricity aimed at reducing greenhouse gas (GHG) emissions. According to the Final Commission Report of the California Energy Commission (CEC), dated October 2017, SB 350 requires the CEC to establish annual energy efficiency targets that will achieve a cumulative doubling of statewide energy efficiency savings and demand reductions in electricity and natural gas final end uses by January 1, 2030. This mandate is one of the primary measures to help the State achieve its long-term climate goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The proposed SB 350 doubling target for electricity increases from 7,286 gigawatt hours (GWh) in 2015 up to 82,870 GWh in 2029. For natural gas, the proposed SB 350 doubling target increases from 42 MM therms in 2015 up to 1,174 MM therms in 2029 (CEC, 2017).

The project would be responsible for an incremental increase in the consumption of energy resources during the construction phase of the project (including site preparation, construction, paving, and architectural coatings) through the use of construction equipment and tools on-site. All project construction equipment would be required to comply with the California Air Resources Control Board (CARB) emissions requirements for construction equipment, which includes measures to reduce fuel-consumption, such as imposing limits on idling and requiring of replacement of older engines.

The development of the 208-unit multi-family apartment complex, with clubhouse, pool, and common areas, would also include the installation of new infrastructure, such as internal roads, as well as the extension of utilities (including, but not limited to: water, wastewater, and electrical systems). The residential units would be serviced by Pacific Gas and Electric Company (PG&E) for electrical and natural gas services. The project would result in increased energy demand in the area due to the operation of new homes and infrastructure, which would also result in increased greenhouse gas emissions [discussed in Section VIII (Greenhouse Gas Emissions), further below]. Development of the proposed project would be subject to Part 6 (California Energy Code) of Title 24 of the California Code of Regulations (2019), which contains energy conservation standards applicable to residential and non-residential buildings throughout California. The Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency by reducing wasteful, uneconomic, inefficient, or unnecessary consumption of energy and enhance outdoor and indoor environmental quality.

VI.a-b) Less Than Significant Impact. As stated above, the proposed project involves the construction of a 208-unit multi-family apartment complex on an undeveloped site. During both construction and operation of the project, consumption of energy resources would be required for the movement of equipment and

materials during construction, as well as for operation of the newly constructed residential units (e.g., heating and cooling, cooking, lighting, etc.).

The proposed project would consume energy, but it would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy or wasteful use of energy resources, nor would the proposed project conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The projected energy demand would not be excessive relative to total countywide demand or relative to other land use projects and would not inherently be a source of wasteful energy demand. Additionally, each multi-family residential building to be developed on-site would contain solar collectors, which would minimize the energy demand required for each future residential unit.

Furthermore, any development to occur at the Site, including the proposed project, would be subject to Part 6 (California Energy Code) and Part 11 [California Green Building Standards Code (commonly known as "CalGreen")] of Title 24 of the California Code of Regulations (2022), which contains energy conservation standards applicable to residential and non-residential buildings throughout California to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. For residential development of the type proposed, these standards require that each residential building include a solar photovoltaic system to ensure that each unit has net zero energy demand. For non-residential buildings, the standards require that they be solar ready. For both residential and non-residential development, the standards address a range of energy efficiency requirements for multiple building features including, but not limited to: building envelope, mechanical systems, lighting, electrical power distribution, heating and cooling, etc. Because the project would comply with the fundamental state regulations for energy efficiency, the project would not conflict with or obstruct a state or local plan for energy efficiency, and a **less than significant impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Energy.

VII. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

As provided in Annex B (City of Chico) of the *Butte County Local Hazard Mitigation Plan Update* (2019), the City is located at the northeast edge of the Sacramento Valley, one of the richest agricultural areas in the world. The Sierra Nevada mountains are located to the east, with Chico's city limits extending several miles into the foothills. To the west, the Sacramento River is situated five miles from the city limit. Chico lies on the Sacramento Valley floor close to the foothills of the Cascade Range and the Sierra Nevada range with Big Chico Creek being the demarcation line between the Cascade Range (to the north) and the Sierra Nevada range (to the south). The City's terrain is generally very flat with increasingly hilly terrain beginning at the eastern city limits (2019).

Per the Safety Element of the Chico 2030 General Plan (2017), the City of Chico and the surrounding area are relatively free from significant seismic and geologic hazards. There are no known or inferred active faults within the City (2017). The only known active fault in Butte County is the Cleveland Hills Fault, the site of the August 1975 Oroville Earthquake, which had a magnitude of 5.7. Due to the proximity of the City to the Cleveland Hills Fault, the City can expect low to medium intensity shocks on occasion. In addition, landslide potential is influenced by a number of factors, including geology, water influences, and topography. Landslides have the potential to occur in the foothill portions of the community. Much of the City of Chico is

mapped to have expansive soils that swell when water is absorbed and shrink when dried, with the Site mapped to be in an area with moderate to highly expansive soils (see Figure S-3 *Expansive Soils* in the Chico 2023 General Plan). Expansive soils have the potential to cause structural damage to foundations and roads if the necessary construction techniques and materials are not used (City of Chico General Plan, 2017). Goal S-3 of the City's General Plan (2017) seeks to protect lives and property from seismic and geologic hazards by enforcing Policy S-3.1 (Potential Structural Damage), which aims to prevent damage to new structures caused by seismic, geologic, or soils conditions. Further, due to Chico's inland location, the City is not at risk for tsunamis or seiches.

A *Soils Report Investigation* (Soils Report) was prepared by Streamline Engineering, dated October 16, 2023 (see Appendix H), to assess the subsurface conditions of the Site near the proposed building locations and provide the design parameters required to support the proposed on-site construction. Per the Soils Report, test pits were taken at the Site in August 2023 and soils encountered in the top 7 feet of the test holes were found to consist primarily of silty sand. At the time of the field investigation, no groundwater was encountered on-site in the test holes. The Soils Report determined the on-site soils do not have significant expansion potential, nor are they prone to liquefaction. In addition, the Soils Report includes recommendations related to site clearing and grubbing, site preparation, engineered fill construction, utility trench backfill, drainage and landscaping, foundation design, interior concrete slabs on grade for moisture sensitive areas, retaining walls, special inspections, site geology and seismicity, and soil expansion (Streamline, 2023), which would be implemented under construction of the project.

VII.a.i) Less Than Significant Impact. The Site is not located within an earthquake fault zone designated by the Chief of the California Geological Survey (CGS) pursuant to the Alquist-Priolo Act (California Department of Conservation 2022). As noted above, the only known active fault in Butte County is the Cleveland Hills fault. The nearest fault is the Monocline Fault, which is approximately 5.76 miles east of the Site. Since the Site is not located within a mapped Alquist-Priolo special studies zone, the potential for surface rupture on the Site from an active fault, within the design life of the on-site residential development, is considered low. A **less than significant impact** would occur.

VII.a.ii) Less Than Significant Impact. As noted above, there are no mapped faults or Alquist-Priolo special studies zones traversing the Site. However, since the Site is situated within a seismically active region and given the proximity of known active faults to the Site, the Site will likely experience low to medium intensity ground shaking during the economic life span of any development on the Site.

Any development to occur on-site, including development of the proposed multi-family residential apartment complex, would be required to comply with the Chico 2030 General Plan (2017), CMC, recommendations of the Soils Report (see Appendix H), and the most recent version of the California Building Code (CBC) at the time of development, which includes design criteria for seismic loading and other geologic hazards, including design criteria for geologically induced loading that governs sizing of structural members and provide calculation methods to assist in the design process. Thus, while shaking impacts would be potentially damaging, they would also tend to be reduced in their structural effects due to CBC criteria that recognize this potential. The CBC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design. General Plan policies (Policy S-3.1 and Action S-3.1.1) specifically require that all new buildings in the City be built under the seismic requirements of the CBC and that damage to new structures from seismic conditions be prevented to the maximum extent feasible. Therefore, a **less than significant impact** would occur.

VII.a.iii) Less Than Significant Impact. Since the Site is not located within a mapped Alquist-Priolo special studies zone, the potential for surface rupture on the Site from an active fault, within the design life of the future residential development at the Site, is considered low. According to Annex B (City of Chico) of the *Butte County Local Hazard Mitigation Plan Update* (2019), earthquakes and liquefaction were identified as occasional/unlikely to occur in the future with a high vulnerability. Due to Chico's inland location, the City is not at risk for tsunamis or seiches; however, earthquakes can cause liquefaction within the City, and the Site is mapped within an area of moderate to high potential for expansive soils. However, as previously described, the Soils Report determined the on-site soils do not have significant expansion potential, nor are they prone to liquefaction (Streamline, 2023). Proper excavation and site preparation, as well as adherence to the requirements of the Chico 2030 General Plan, CMC, CBC, and Soils Report, would reduce potential seismic and geological risks, including seismic related ground failure. A **less than significant impact** would occur.

VII.a.iv) Less Than Significant Impact. As noted above, landslide potential is influenced by a number of factors, including geology, water, and topography. Landslides have the potential to occur in the foothill portions of the community to the east; however, the Site is not located in or near the foothill portions of the community. Required conformance with the latest requirements of the Chico 2030 General Plan, CMC, CBC, and Soils Report, would reduce potential seismic and geological risks, including potential impacts associated with landslides. A **less than significant impact** would occur.

VII.b) Less Than Significant Impact. On-site development would require excavation and groundbreaking activities. All development activities would be subject to local and State regulations regarding environmental protections, including Chapter 18R.08.050 *Storm Drainage* of the Chico Municipal Code (Code) and the General Construction Activity Stormwater Permit (Construction General Permit Order 2009-0009-DWQ, also known as the CGP). The CGP requires operators of such construction sites to implement stormwater controls and develop a Stormwater Pollution Prevention Plan (SWPPP) identifying specific Best Management Practices (BMPs) to minimize the amount of sediment and other pollutants associated with construction sites from being discharged in stormwater runoff. These BMPs may include erosion control measures such as limiting construction during the rainy season, limiting ground disturbance to the minimum necessary, and stabilizing disturbed soil areas as soon as feasible after construction is completed, and sediment control measures such as straw bales, fiber rolls, and/or silt fencing structures to reduce the potential for sedimentation of stormwater. Chapter 18R.08.050 *Storm Drainage* of the Chico Municipal Code additionally contains provisions, which require development projects to minimize pollutants in stormwater runoff, in part, through the implementation of BMPs described above. Through compliance with Chapter 18R.08.050 of the CMC and the CGP, the project would not result in substantial soil erosion or the loss of topsoil. A **less than significant impact** would occur.

VII.c) Less Than Significant Impact. As discussed in Section VII.a.iii), above, the Site is not located within a mapped Alquist-Priolo special studies zone, the potential for surface rupture on the Site from an active fault, within the design life of the proposed residential development at the Site, is considered low. Based on the results of the Soils Report and field exploration, it was determined that the Site's soils not prone to liquefaction (Streamline, 2023). There is potential for landslides in the foothill portions of the community; however, the Site is not located in or near the foothill portions of the community. Goal S-3 of the City's General Plan (2017) seeks to protect lives and property from seismic and geologic hazards by enforcing Policy S-3.1 (Potential Structural Damage), which aims to prevent damage to new structures caused by seismic, geologic, or soils conditions. With adherence to the latest requirements of the Chico 2030 General Plan, CMC, CBC, and Soils Report, potential seismic and geological risks would be minimized and a **less than significant impact** would occur.

VII.d) Less Than Significant Impact. Expansive soils generally comprise cohesive, fine-grained clay soils and represent a significant structural hazard to buildings founded on them, especially where seasonal fluctuations in soil moisture occur at the foundation-bearing depth.

As indicated by the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service's (NRCS) Web Soil Survey (2019), the soil types underlying the Site include the following:

- Almendra loam, 0 to 1 percent slopes (Soil Type #418; northern portion of Site; approximately 29.5% of the Site); and
- Vina fine sandy loam, sandy substratum, 0 to 2 percent slopes, MRLA 17 (Soil Type #425; southernmost portion of Site; approximately 70.5% of the Site) (NRCS, 2019)

A Plasticity Index of less than 15 represents a low potential for soil expansion. As previously discussed, the Site is mapped within an area of moderate to high potential for expansive soils as shown in Figure S-3 *Expansive Soils* in the Chico 2023 General Plan. However, based on the soil data provided by the NRCS Web Soil Survey, both soil types underlying the subject Site comprise a Plasticity Index of less than 15 – (Soil Type #418-Plasticity Index of 12.3, and Soil Type #425-Plasticity Index of 4.4) (NRCS, 2019). Furthermore, based on test pits taken at the subject Site, the Soils Report determined that on-site soils were predominately comprised of silty sand, classified as "SM Silty Sand", and, as a result, there is not a significant expansion potential associated with the Site's soils (Streamline, 2023).

Proper excavation and site preparation, as well as adherence to the latest requirements of the Chico 2030 General Plan, CMC, CBC, and Soils Report, would reduce potential seismic and geological risks, including potential impacts associated with expansive soils, and a **less than significant impact** would occur.

VII.e) No Impact. The project would be served by community water and sanitary sewer systems. Under the proposed project, the existing well and septic system that previously served a former single-family residence on-site would be abandoned in accordance with Butte County Environmental Health requirements, and the proposed project would be developed with and supported by community utility services. As a result, **no impact** would occur.

VII.f) Less Than Significant Impact. There are no known paleontological resources or unique geologic features on the subject Site and ground disturbance has already occurred on portions of the Site. Additionally, the Site is not listed within an area identified as containing paleontological resources nor is it located in close proximity to any known paleontological resources. There is no data indicating that there may be a potential for the project to uncover fossils or fossil-bearing deposits during project development. As such, a **less than significant impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Geology and Soils.

VIII. GREENHOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions (GHG), either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

The project Site is located within the Northern Sacramento Valley Air Basin (NSVAB) and is subject to Butte County Air Quality Management District (BCAQMD) requirements. The BCAQMD is responsible for monitoring and enforcing federal, State, and local air quality standards in the County of Butte.

The Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32, is a State law that establishes a comprehensive program to reduce GHG emissions from all sources throughout the State. AB 32 requires the State to reduce its total GHG emissions to 1990 levels by 2020, a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario. Pursuant to the AB 32 Scoping Plan (last reviewed in 2018), the California Air Resources Board (CARB) must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The following major GHGs and groups of GHGs being emitted into the atmosphere are included under AB 32: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃). The 2020 GHG emissions statewide limit set by AB 32, equal to the 1990 level, is 431 million metric tonnes of carbon dioxide equivalent (MMTCO_{2e}) (CARB, 2018). Pursuant to Senate Bill (SB) 32 and Executive Order S-3-05, California has a reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

Under AB 32, the California Air Resources Board (CARB) was required to develop a Scoping Plan identifying how California will reduce its GHG emissions to achieve established targets. The Scoping Plan was first approved in 2008 and is required to be updated at least every 5 years (CARB – AB 32 (About), 2022). The *Draft 2022 Scoping Plan Update* was released for public review on May 10, 2022, and was finalized on November 16, 2022. The final *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) assesses the State's progress in achieving the 2030 statutory targets, while also presenting a plan for the State to reach carbon neutrality by 2045 or earlier.³

Health and Safety Code Section 38505 identifies seven GHG that the CARB is responsible for monitoring and regulating in order to reduce emissions, including: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and nitrogen trifluoride (NF₃). CO₂ is the primary GHG emitted in California and accounted for 80.2 percent of total GHG emissions in 2020 (CARB – GHG Descriptions, 2022).

CARB, in its *California Greenhouse Gas Emissions for 2000 to 2020 Report* (2022), states that GHG emissions within the State of California have generally followed a declining trend since the peak in 2004. In 2020,

³ The CARB 2022 Scoping Plan is available for review at: <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents>.

statewide GHG emissions were 369.2 million metric tons of CO₂ equivalent (MMTCO₂e), 35.3 MMTCO₂e lower than 2019 levels and 61.8 MMTCO₂e below the 2020 statewide GHG limit of 431 MMTCO₂e. Notably, State GHG emissions dropped below the 2020 GHG limit in 2014 and have remained below since that time. It is noted that the 2019 to 2020 decrease in emissions is likely due in large part to the impacts of the COVID-19 pandemic, and economic recovery from the pandemic may result in emissions increases over the next few years (CARB-California, 2022). The transportation sector remains the largest source of GHG emissions in the State, accounting for approximately 38 percent of the State's GHG emissions in 2020. As shown in Table 6 below, the transportation sector remains the largest source of GHG emissions in the State, accounting for approximately 38 percent of the State's GHG emissions in 2020 (CARB-Current, 2022).

Table 6. California's GHG Emissions by Economic Sector in 2020

Economic Sector	Percentage of California's Total GHG Emissions (2020)
Transportation	38%
Industrial	23%
Electricity	16%
Agriculture & Forestry	9%
Residential	8%
Commercial	6%
Total	100%

Source: California Air Resources Board (CARB). 2022. *Current California GHG Emission Inventory Data. 2000-2020 GHG Inventory (2022 Edition)*. Available at: <https://ww2.arb.ca.gov/ghg-inventory-data>.

Construction on-site, including anticipated construction of 208 multi-family residential units within 21 individual apartment buildings and associated development (including clubhouse and interior roadway, parking, and pedestrian improvements), would be subject to Part 6 (California Energy Code) of Title 24 of the California Code of Regulations, which contains energy conservation standards applicable to residential and non-residential buildings throughout California. Notably, State law requires the installation of solar for all new residential construction, which would be included under development of the Site. The Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency by reducing wasteful, uneconomic, inefficient, or unnecessary consumption of energy and enhance outdoor and indoor environmental quality.

City of Chico Climate Action Plan

In 2012, the Chico City Council adopted a Climate Action Plan (*2020 Climate Action Plan*; 2020 CAP), which set forth objectives and actions to be undertaken in order to meet the City's emission reduction target. The City's 2020 CAP contained GHG emission reduction targets that exceeded the goals established under the State Global Warming Solutions Act of 2006 (AB 32, Health & Safety Code, Section 38501[a]). The CAP established an overall GHG reduction goal of 25 percent (as opposed to 15 percent) below 2005 base-year emission levels to be achieved by 2020. The City has subsequently tracked progress toward meeting this 25 percent reduction goal by conducting high-level community-wide emissions inventories, consistent with guidance contained in the U.S. *Community Protocol for Accounting & Reporting GHG Emissions*, developed by the International Council for Local Environmental Initiatives.

Development and implementation of the CAP are directed by a number of goals, policies, and actions in the City's General Plan (including SUS-6, SUS-6.1, SUS-6.2, SUS-6.2.1, SUS-6.2.2, SUS-6.2.3, S-1.2, and OS-4.3). Growth and development assumptions used for the CAP are consistent with the level of development anticipated in the General Plan EIR. The actions in the CAP, in most cases, mirror adopted General Plan

policies calling for energy efficiency, water conservation, waste minimization and diversion, reduction of vehicle miles traveled, and preservation of open space and sensitive habitat.

To track progress in meeting citywide GHG reduction goal, the City conducted a GHG emissions inventory of community-wide GHG emissions for each year between 2005 and 2017. In April 2020, the City of Chico finalized an update to its GHG inventory and forecast from 1990 to 2045 in order to support the City's CAP Update. The results of the GHG emissions inventories completed for 2005 through 2017 show a strong decreasing trend in Chico's emissions over time. The inventory shows that Chico's mass GHG emissions have decreased 27 percent overall since 2005, despite a population increase of approximately 27 percent over the same time period, exceeding the 2020 CAP reduction target of 25 percent below 2005 levels by 2020. The overall GHG reduction is the equivalent of taking 9,326 passenger vehicles off the road for one year, or preserving 292 acres of U.S. forest from conversion to cropland. Table 7, below, shows the City's GHG emissions by sector in 2017 (CAP, 2021).

Table 7. City of Chico's GHG Emissions by Emissions Sector in 2017

Economic Sector	2017 GHG Emissions (MTCO ₂ e)	Percentage of Chico's Total GHG Emissions (2017)
Residential Electricity	30,757	6%
Commercial Electricity	32,658	7%
Residential Natural Gas	64,769	14%
Commercial Natural Gas	31,926	7%
Gasoline	181,031	39%
Diesel	101,854	22%
Landfill Waste	23,372	5%
Total	466,366	100%

Source: City of Chico. 2021. Climate Action Plan Update. Available at: <https://chico.ca.us/post/climate-action-plan-update>.

Additionally, on a per capita basis, the City's emissions decreased 42 percent between 2005 and 2017 (8.8 MT CO₂e per person in 2005 to 5.07 MT CO₂e per person in 2017; City of Chico, 2020).

Major reductions were seen in the energy and transportation sectors. Reductions in the transportation sector were driven primarily by reductions in diesel and gasoline consumption, whereas reductions in the energy sector were driven entirely by a reduction in emission factors, despite little change in actual electricity usage (City of Chico, 2020).

City of Chico Climate Action Plan Update

The City adopted a CAP Update in 2021 (CAP Update), including a GHG emissions inventory and forecast. The CAP Update is intended to guide the City of Chico towards reducing GHG emissions consistent with the State goal of reducing GHG emissions 40 percent below 1990 levels by 2030 (established by SB 32). By achieving this goal, substantial progress would be made toward meeting the State's long-term goal of carbon neutrality by 2045 (established by EO B-55-18). Under CEQA, local agencies must evaluate the environmental impacts of new development projects, including impacts from GHG emissions associated with construction and operation. Per CEQA Guidelines Section 15183.5(b), a qualified GHG reduction plan must:

- Quantify existing and projected GHG emissions within the plan area.
- Establish a reduction target based on SB 32.
- Identify and analyze sector specific GHG emissions from Plan activities.
- Specify policies and actions (measures) that local jurisdictions will enact and implement over time to achieve a specified reduction target.

- Establish a tool to monitor progress and amend if necessary.
- Adopt in a public process following environmental review.

The CAP Update fulfills these requirements and is therefore a “qualified” GHG reduction plan per CEQA.

California Emissions Estimator Model (CalEEMod) Analysis

As previously described under Section III (Air Quality), an *Analysis of Impacts to Air Quality/Greenhouse Gas from Proposed Residential Development* (AQ/GHG Assessment) was prepared by Environmental Permitting Specialists (EPS) in November 2023 (see Appendix F) to assess the potential air quality impacts, impacts to public health, and impacts from GHG emissions anticipated under construction and operation of the proposed multi-family residential development. CalEEMod was utilized to quantify potential criteria pollution and GHG emissions associated with both construction and operation of the proposed project. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, the model identifies mitigation measures to reduce criteria pollutants and GHG emissions along with calculating the benefits achieved from measures chosen by the user (n.d.). The results of the CalEEMod analysis are included as an appendix to the AQ/GHG Assessment, included in Appendix F.

Since the proposed project would increase development on the subject Site, it is anticipated that emissions in the vicinity of the project Site would be anticipated to increase. According to the AQ/GHG Assessment and associated CalEEMod results for the proposed project and as shown in Table 8, below, construction activities would result in approximately 127 metric tons of CO₂e (MTCO₂e) over the anticipated 13-month construction period (assuming 5 workdays per week), and the project's operational emissions of CO₂ equivalent gasses would be approximately 2,119 MTCO₂e per year, respectively. It is anticipated that mobile sources would account for approximately 86 percent of the project's anticipated annual operational emissions. The GHG emissions anticipated under the project would equate to approximately 0.027 percent (construction) and 0.459 percent (operational) of the City of Chico's total GHG emissions recorded in 2017, and approximately 0.00003 percent (construction) and 0.00058 percent (operational) of California's total GHG emissions recorded in 2020, respectfully.

Table 8: Construction, Operational, and Mobile Greenhouse Gas Emissions of the Proposed Project

Emission Category	CO ₂ e Emissions (MT/yr)
Construction ¹	127
Operational	2,119
Area	2.36
Energy	236
Mobile	1,821
Waste	48.0
Water	11.1
Refrigerant	0.26

Notes:

CO₂e= Carbon Dioxide Equivalents

¹= Analysis assumes a 13-month construction period, beginning on June 1, 2024, and ending on June 30, 2025. Once construction activities are completed, construction emissions would cease at the Site and only operational emissions would be anticipated at the Site.

Source: Environmental Permitting Specialists. November 29, 2023. Analysis of Impacts to Air Quality/Greenhouse Gas from Proposed Residential Development. (see Appendix F).

VIII.a-b) Less Than Significant Impact. A significant amount of GHG emissions is not anticipated under the proposed project, nor would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As noted above, construction and operation of the proposed project would result in approximately 127 and 2,119 MTCO₂e per year, respectively, which would account for less than one percent of the City's total GHG emissions recorded in 2017 and of the State's total GHG emissions recorded in 2020. Mobile sources are anticipated to account for approximately 86 percent of the project's anticipated annual operational emissions.

As described in Section III, Air Quality, above, the project would be required to comply with BCAQMD standards and regulations and maintain all construction equipment in good working condition, which would minimize GHG emissions associated with the project.

The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. There are several goals, policies, actions related to air quality and the reduction of GHG emissions included in Chapter 2 (Sustainability Element) of the City of Chico 2023 General Plan. In addition, the City has an adopted Climate Action Plan (CAP), updated in 2021, which identifies programs and actions to reduce GHG emissions within the City and aid the City in achieving its goal of carbon neutrality by 2045. In accordance with the Governor's Office of Planning and Research's (OPR) General Plan Guidelines and Technical Advisories (2023) and Section 15064(h)(3) of the CEQA Guidelines, projects that are consistent with the CAP, may be found to cause a less than significant impact under CEQA.

As noted above, the City's CAP Update was adopted in 2021. The CAP Update includes 13 measures aimed at achieving the necessary GHG reductions in Chico, summarized in Table 9, below.

Table 9. City of Chico CAP GHG Reduction Measure Summary

Measure Number	Measure Description
Energy	
E-1	Procure carbon-free electricity for the community through a CCA by 2024 and maintain opt-out rates of 5% for residential and 15% for commercial through 2030 and 2045.
E-2	Eliminate natural gas in all new building construction starting in 2025 to reduce natural gas 6% by 2030 and 16% by 2045 compared to the adjusted forecast.
E-3	Electrify existing residential buildings starting in 2027 to reduce overall natural gas consumption to 100 therms/person by 2030 and 30 therms/person by 2045.
E-4	Increase generation and storage of local renewable energy.
Transportation	
T-1	Improve active transportation infrastructure to achieve greater than 6% bicycle mode share by 2030 and 12% bicycle mode share by 2045.
T-2	Improve EV infrastructure to achieve greater than 23% EV share of car registrations by 2030, and 90% by 2045.
T-3	Improve shared mobility and transit programs and infrastructure.
T-4	Implement parking and curb management procedures that support the mode shift goals of the overall transportation strategy.
T-5	Support implementation of the City's General Plan that promotes sustainable infill development and mixed-use development in new growth areas to reduce vehicle miles traveled (VMT).
Waste	
W-1	Update waste hauler franchise agreements to implement requirements of SB 1383 and achieve 75% reduction below 2014 levels in organic waste to 0.4 tons of waste/person by 2025 and maintain through 2045.
Sequestration	
S-1	Increase carbon sequestration by increasing urban canopy cover at least 10% by 2030 through new greenscaping programs.
S-2	Develop and Implement the Urban Forest Master Plan.
Outreach and Education	
O-1	Conduct a holistic community outreach and education program to optimize CAP implementation.

Source: City of Chico. 2021. Climate Action Plan Update. Available at: https://chico.ca.us/sites/main/files/file-attachments/chico-cap-update_final-draft-complete.pdf?1655413766.

For each measure listed in the table above, the CAP Update contains one or more related actions (56 Actions in all). Most of the CAP Update actions pertain to government programs and activities and are not affected by private development projects such as the project analyzed in this document. The following section lists each action that applies to the proposed project assesses whether the proposed project complies with each action:

Action: E-2-1: Require new construction to be all-electric.

Analysis: Per the CAP, this requirement requires the City to adopt a new ordinance which bans the installation of natural gas in new residential and commercial construction by 2025. Future development on the subject Site would be required to adhere to all City requirements at the time of construction, which may include an all-electric requirement, which would be added as a condition of approval in order to implement this action.

Action: T-1-1: Implement the Chico Bicycle Master Plan.

Analysis: Under the project, fifty-one (51) 4-stall bike racks are proposed throughout the Site, offering 204 bicycle spaces. Development of the project Site would also require payment into the City's Development Impact Fee (DIF) fund for constructing citywide bicycle facility improvements consistent with the Chico Bicycle Master Plan.

- Action: *T-1-2: Require shaded and convenient bike parking.*
- Analysis: The project would include installation of fifty-two (52) 4-stall bike racks throughout the Site, offering 208 bicycle spaces. In accordance with Table 5-4 (Parking Requirements) of Section 19.70.040 (Number of Parking Spaces Required) of Chapter 19.70 (Parking and Loading Standards) of the CMC, one (1) bicycle space is required for each multi-family unit located within the -COS overlay zone, for a total of 208 bicycle spaces required. As currently proposed, the project would provide sufficient bicycle parking in accordance with CMC Section 19.70.040.
- Action: *T-1-3: Require major road upgrades to include bicycle infrastructure.*
- Analysis: No major road upgrades are required or proposed as part of the proposed project. While a 16-foot-wide internal access road would be constructed under the project in accordance with Chico Fire Department standards, its primary purpose is to provide access to the interior of the Site and provide connectivity to the Site's main entrance off W. Lindo Avenue. A dedicated controlled emergency vehicle access (EVA) would also be located within the northeastern portion of the Site and would connect to Ruskin Street within the adjacent Westside Place development to the east. Bollards would restrict non-emergency vehicle use at this access location. Existing bicycle facilities (Class II bicycle lanes) are located along the south side of Nord Avenue.
- Action: *T-1-4: Perform a street/intersection study.*
- Analysis: In February 2024, W-Trans performed a *Transportation Impact Study* (see Appendix K) that evaluated the following intersections in close proximity to the Site: Nord Avenue/East Avenue, Nord Avenue/W. Lindo Avenue, and Nord Avenue/W. 8th Avenue). The results of W-Trans' analysis indicates the project would not have significant impacts on the study intersections or VMT, and would meet City standards for parking and design. As previously noted, the project would be required to adhere to all City requirements at the time of construction and payment into the City's DIF fund for citywide improvements.
- Action: *T-2-1: Increase privately owned EV charging infrastructure.*
- Analysis: This action requires the City to update its Building Code to require EV capable private garages for new single-family and duplex residential development, 20% EV charging capable spaces and panel capacity for new multi-family residential development, 20% EV charging capable spaces for new commercial development, and at least 1% working EV charging spaces for all new development and major retrofits. The project would include installation of a series of electric vehicle charging stations (approximately 10), with 22 parking spaces (approximately 6.0% of the total parking proposed on-site) dedicated for electric vehicles.
- Action: *T-5-1: Support Infill Growth.*
- Analysis: The Site is located immediately west, south, and north (across Nord Avenue) of existing residential development. As previously discussed, the Site is primarily designated and zoned as Medium Density Residential (MDR/R2), indicating that the City anticipates residential development at the Site. Additionally, the northernmost portion of the Site is designated and zoned as Neighborhood Commercial (NC), would also allow for the proposed multi-family housing, subject to a Use Permit for ground-level residential occupancy (to be incorporated under the Planned Development Permit for the project), except for accessible units required by the Building Code, which are allowed by right (see CMC Section 19.44.020). Furthermore, the proposed project and anticipated residential development would be consistent with the

regional Sustainable Communities Strategy and provide much-needed housing within the community.

Action: S-1-1: Implement Chico's Urban Forest Revitalization Program.

Analysis: No tree removal would be required under the project. Under the project's landscaping design, parking lot shade trees are proposed in accordance with the CMC so as to reduce the Urban Heat Island (EHI) effect. In total, 50.1 percent of the parking and back-up area (totaling 112,139 square feet) would be shaded (see Appendix D) in compliance with CMC Section 19.70.060(E)(2), which requires that trees be planted and maintained so that at tree maturity (15 years), at least 50 percent of the total paved parking area is shaded. Evergreen trees would also be provided to offer a buffer between the UPRR railroad and proposed residential units. Evergreen shrubs would also be incorporated to provide screening between this project and the adjacent existing apartments. The City of Chico right-of-way is also proposed to be improved with curbs, gutters, and sidewalks featuring a landscaped parkway strip planted with adaptive street trees and appropriate landscape shrubs. Additionally, two existing trees on-site would be incorporated into the project's proposed landscaping design. The applicant would be required to prepare a tree protection plan to ensure that on-site trees to remain under the project, including their root systems, would be adequately protected from potential hard during demolition, grading, and construction (CMC Sections 16.66.100-110).

Action: S-1-3: Improve Greenspace Management to Maximize Carbon Sequestration.

Analysis: Landscaping would be incorporated into the project design (see Appendix D). Landscaping would feature native and adaptive plant species, well-suited to Chico's climate in order to help minimize maintenance needs, reduce the use of chemical fertilizers and pesticides, and conserve water. The parking lot is proposed to feature shade trees in compliance with the CMC. Evergreen trees would also be placed to create a buffer between the railroad and the project. Additionally, evergreen shrubs would also be used to provide screening between the proposed project and the existing adjacent Westside Place development. Two existing trees located along the Site's southern boundary would be retained on-site and incorporated into the landscaping of the proposed project.

An automated, low-volume drip irrigation system would be utilized on-site. The system would have the capability to adjust in real-time based on evapotranspiration data, and is designed to meet all requirements outlined in the State of California's Model Water Efficient Landscape Ordinance (MWELO) and the CMC.

Action: S-1-4: Require Shade Trees in New Major Developments.

Analysis: Landscaping, including shade trees, would be provided under the project. As described above, the parking lot is proposed to feature shade trees (50.1 percent), which would meet the minimum shade requirement (50 percent) for parking lots in compliance with Section 19.70.060(E)(2) CMC. Evergreen trees would also be placed to create a buffer between the railroad and the project. Additionally, evergreen shrubs would also be used to provide screening between the proposed project and the existing adjacent Westside Place development. Two existing trees located along the Site's southern boundary would be retained on-site and incorporated into the landscaping of the proposed project.

There are no elements of the project that would be expected to result in substantial GHG emissions. Additionally, project development would be subject to the City's land use entitlement and building plan check review processes, for which development projects in the City are required to comply with all applicable standards, including the California Building Code and City of Chico regulations. As the proposed project is consistent with the City's General Plan and CMC, and complies with the applicable actions identified in the City-adopted CAP, it is not anticipated to generate GHG emissions that would have a significant impact on the environment or conflict with any planning requirement aimed at reducing GHG emissions. A **less than significant impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Greenhouse Gas Emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or has characteristics defined as hazardous by a federal, state, or local agency. Chemical and physical properties such as toxicity, ignitability, corrosiveness, and reactivity cause a substance to be considered hazardous. These properties are defined in the California Code of Regulations (CCR), Title 22, Sections 66261.20-66261.24. A "hazardous waste" includes any hazardous material that is discarded, abandoned, or will be recycled. Therefore, the criteria that render a material hazardous also cause a waste to be classified as hazardous (California Health and Safety Code, Section 25117).

A *Phase I Environmental Site Assessment* (Phase I Report) was prepared by A&M Environmental Services on April 3, 2023 (see Appendix I) to assess the Site for any recognized environmental conditions (REC)⁴, controlled recognized environmental conditions (CREC)⁵, historic recognized environmental conditions

⁴ A recognized environmental condition (REC) refers to 1) the presence of hazardous substances or petroleum products in, on, or at a specific property due to a release to the environment; 2) the likely presence of hazardous substances or petroleum products in, on, or at a specific property due to a release or likely release to the environment; or 3) the presence of hazardous substances or petroleum products in, on, or at a specific property under conditions that post a material threat of a future release to the environment (A&M, 2023).

⁵ A controlled recognized environmental condition (CREC) is defined as a recognized environmental condition affecting a specific property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with

(HREC)⁶, and/or environmental issues. The assessment also included the collection of five (5) soil samples collected throughout the orchard, which were analyzed for pesticides. During the site inspection, no hazardous materials, chemicals, or petroleum products were observed on-site, with the exception of an empty above ground storage tank (AST) that historically contained diesel fuel; however, according to the property owner, the tank has been unused and empty since approximately 2005. Database research indicates there are leaking underground storage tank (LUST) sites within ½-mile and adjacent to the Site, although both sites have a status of "Completed Case Closed" and pose no threat to human health or the environment based on levels of contaminants left in place, if any (A&M, 2023).

Results of the Phase I Report indicate that no REC, CREC, or HREC were identified on-site. However, two (2) environmental conditions were identified, which include the following:

1. The subject property has been in agricultural production (almond orchard) since at least 1937. Due to the risk of residual pesticides remaining in Site soils, five (5) soil samples were collected for chemical analysis. All constituent concentrations were reported below laboratory reporting limits with the exception of DDT and DDE. However, the results are considered somewhat common in agricultural settings, and the detected concentrations are well below the EPA Regional Screening Levels for residential shallow soil exposure levels. As noted in the Phase I Report, it is A&M's professional opinion that these concentrations pose little to no threat to human health or the environment and are not considered a REC in association with the subject Site (A&M, 2023).
2. In August 2005, a smudge oil tank was removed from the subject property. Confirmation soil samples were collected and analyzed, the results of which indicated the Site was not impacted by the use of the smudge oil tank. In September 2005, a Site Closure Letter was issued by the Butte County Department of Environmental Services. After review of County records, the Phase I Report notes that it is the professional opinion of A&M that this is not a REC in association with the subject property (A&M, 2023).

Based on the results of the Phase I Report, it is noted that further investigation of the Site is not warranted (A&M, 2023).

IX.a-b) Less Than Significant with Mitigation Incorporated. During the construction phase, small quantities of hazardous materials common to equipment maintenance and operation, such as gasoline, diesel fuel, hydraulic fluids, oils, and lubricants may be required. Once constructed, the project would be anticipated to utilize household cleaning supplies, in addition to fuels, lubricants, solvents, pesticides, and fertilizers during routine maintenance. The types and quantities of materials to be used are not expected to pose a significant risk to the public and/or environment and would be managed in accordance with federal, State, and local regulations. However, in order to assure hazardous materials are not released into the environment, leaks, drips, and spills of hydraulic fluid, oil, or fuel from construction equipment shall be promptly cleaned, per Mitigation Measure HAZ-1, below. A **less than significant impact with mitigation incorporated** would occur.

hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (A&M, 2023).

⁶ A historic recognized environmental condition (HREC) is defined as a previous release of hazardous substances or petroleum products affecting a specific property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (A&M, 2023).

IX.c) Less Than Significant Impact. No existing or proposed schools are located within one-quarter mile of the Site. Lee Kindergarten Readiness, a preschool, is located approximately 0.30 miles west of the Site, and is the closest school to the Site. Seven (7) additional schools are located within 2 miles of the Site, and include the following:

- Emma Wilson Elementary (0.40 miles southeast of Site)
- Chico State University (1.23 miles southeast of Site)
- Citrus Avenue Elementary School (1.28 miles east of Site)
- Inspire School of Arts & Sciences (1.48 miles southeast of Site)
- Chico High School (1.57 miles southeast of Site)
- Rosedale Elementary School (1.66 miles southeast of Site)
- Chico Junior High School (1.90 miles southeast of Site)

It is not anticipated that hazardous materials to be transported to and utilized on-site would be used or stored at the Site in any quantity or application that could impact any schools in the area. Therefore, a **less than significant impact** would occur.

IX.d) Less Than Significant Impact. A records search was completed under the Phase I Report, which included a search of federal and State databases containing known and suspected sites of environmental contamination, in addition to a search of local and historic record sources. The Site and adjacent properties are included on records databases. However, it is noted in the Phase I Report that no REC, CREC, or HREC were identified on-site during the assessment. Although two (2) environmental conditions were identified, which included agricultural use of the subject Site since at least 1937 and the risk of residual pesticides, as well as a former smudge oil tank that was removed from the Site in August 2005, with a Site Closure Letter issued by the Butte County Department of Environmental Services in September 2005 (A&M, 2023).

As previously described, five (5) soil samples were collected for chemical analysis and all constituent concentrations were reported below laboratory reporting limits with the exception of DDT and DDE. However, the results are considered somewhat common in agricultural settings, and the detected concentrations are well below the EPA Regional Screening Levels for residential shallow soil exposure levels. As noted in the Phase I Report, it is A&M's professional opinion that these concentrations pose little to no threat to human health or the environment and are not considered a REC in association with the subject Site, and that the former smudge oil tank is not a REC in associated with the Site (A&M, 2023).

Due to the results of the Phase I Report, which did not identify any REC, CREC, or HREC on-site, a **less than significant impact** would occur.

IX.e) Less Than Significant Impact. The Site is located approximately 1.21 miles north of the Ranchoero Airport, a private-use airport, and approximately 3.30 miles southwest of the Chico Municipal Airport, a public-use airport. The Site is located outside of the designated airport safety zones of the Chico Municipal Airport, but within Compatibility Zones C and D of the Ranchoero Airport, as per the Butte County Airport Land Use Compatibility Plan (ALUCP; 2017). Generally, per the Compatibility Policy Map – Rohnerville Airport (Map RAN-4. 4A) of the Butte County ALUCP, the Site is bisected from approximately the northwestern property corner to the southeastern property corner, with the southeastern portion of the Site within Compatibility Zone C and the northwestern portion of the Site within Compatibility Zone D (see Figure 5). Per the Butte County ALUCP, the Compatibility Zones are defined as follows:

- **Compatibility Zone C:** *Contains the airport traffic pattern on the west side of the airport plus a buffer strip along the east side of the runway; and*

- **Compatibility Zone D:** Includes an additional buffer area east of the airport to a distance of 5,000 feet from the runway centerline. Aircraft normally do not fly on this side of the airport, thus the height review and airport proximity disclosure policies applicable within this zone are sufficient compatibility measures (Butte County ALUCP, 2017).

Ranchaero Airport is noted to contain a single 2,280-foot runway (Runway 14-32). Runway 14 has a 300-foot displaced landing threshold and Runway 32 has a 200-foot displaced threshold. The short runway limits use to single-engine airplanes and helicopters. Per Exhibit 8-3 (Airport Activity Data Summary – Ranchaero Airport) of the Butte County ALUCP, as of 2016, airport operations entail approximately 5,000 annual flights and approximately 14 average daily flights, which is expected to increase to approximately 10,000 annual flights and 27 average daily flights by 2030 (2017).

Pursuant to Table 3A (Basic Compatibility Criteria) of the Butte County ALUCP, the proposed use (multi-family residential apartments) is considered to have a land use acceptability rating of "Conditional"⁷ within Compatibility Zone C and be a "Normally Compatible" use within Compatibility Zone D. The "Conditional" land use acceptability rating indicates the use is compatible if indicated usage intensity, lot coverage, and other listed conditions are met, whereas a "Normally Compatible" rating indicates that the uses are compatible with noise, safety, and airspace protection criteria. The proposed use (multi-family residential apartments) is also shown to be considered a highly noise sensitive use. Additionally, Table 3A states that caution should be exercised with regard to approval of outdoor uses (i.e., the potential for aircraft noise to disrupt the activity should be evaluated) and indoor uses may require the addition of sound attenuation (see Table 10, below; Butte County ALUCP, 2017).

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Table 10. Basic Compatibility Criteria - Butte County Airport Land Use Compatibility Plan

Intensity/Density Criteria ¹	Compatibility Zones					Intensity Criteria Interpretation
	A	B1	B2	C	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	0 0	40 80	100 300	200 600	no limit	<ul style="list-style-type: none"> All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Max. Sitewide Average Density (units/acre)	0	≤0.1	≤0.2	low/high option	no limit	<ul style="list-style-type: none"> Low Option: ≤0.2 (avg.); 4.0 (single-acre) High Option: ≥4.0 (avg.); 20.0 (single-ac.) See Policy 3.4.1 for application of high/low density option and Policy 4.1.3 for exception for Chico Municipal
Open Land Requirement ²	all remain'g	30%	20%	10%	no req.	<ul style="list-style-type: none"> See Policy 3.4.9 for application
Land Use Category	Legend (see last page of table for interpretation)					Additional Criteria
<ul style="list-style-type: none"> Multiple land use categories may apply to a project Land uses not specifically listed shall be evaluated using the criteria for similar uses Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses³ 	Incompatible	Conditional	Normally Compatible			<ul style="list-style-type: none"> Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone See Policy 3.7.5 for aviation easement dedication requirements See Policy 3.6.1 for Recorded Overflight Notification requirements See Policy 3.6.2 for Airport Proximity Disclosure requirement
Residential and Lodging Uses						
Single-Family Residential: individual dwellings, townhouses, mobile homes, bed and breakfast inns →						B1, B2, C: Ensure density criteria met; locate dwelling max. distance from extended runway centerline where feasible
Multi-Family Residential: townhouses, apartments condominiums →						C: Ensure density criteria met

Source: Butte County Airport Land Use Commission. November 15, 2017. Butte County Airport Land Use Compatibility Plan - Chico Municipal, Oroville Municipal, Paradise and Ranchoero Airports. Table 3A: Basic Compatibility Criteria. Available at: <https://www.buttecounty.net/541/Airport-Land-Use-Commission-ALUC>.

As described in Section XIII (Noise) of this Initial Study, an *Environmental Noise Assessment* (Noise Assessment) was completed by Bollard Acoustical Consultants, Inc. on November 17, 2023 (see Appendix J), which indicates that exterior noise levels would be consistent with City of Chico exterior noise level standards; however, interior noise level standards are expected to be exceeded at some locations within the proposed development as a result of the project's location adjacent to Nord Avenue (SR 32) and the UPRR rail line, although impacts would be reduced to a less-than-significant level with incorporation of the recommendations of the Noise Assessment, including but not limited to updated windows with specified Sound Transmission Class (STC) ratings at noted locations. Significant noise impacts associated with the Ranchoero Airport are not anticipated under the project. See Section XIII (Noise) of this Initial Study for further discussion on noise impacts associated with the project.

As described in further detail in Section XIV (Population and Housing), below, development of the project would be anticipated to result in a population of 499 residents on-site. Based on size of the Site (11.77 acres), this equates to an average density of approximately 43 residents per acre at the subject Site, which is below the maximum sitewide average intensity and maximum single-acre intensity (both in people per acre) within Compatibility Zone C (i.e., 200 and 600 people per acre, respectively); Compatibility D has no density limits. In addition, within Compatibility Zone C, a minimum of 10 percent of open space is required. As indicated

on the project's landscape plans (see Appendix D), approximately 210,601 square feet of the Site's total gross area (509,652 square feet), or 41.3 percent, would be landscaped or other usable open space areas, including: areas around buildings (front and back yards); central area including pool, shared barbeque area, shared outdoor space, and multi-use lawn area; dog park area; and landscaped areas. As such, the open space requirements associated with Compatibility Zone C would be met. There is no minimum open space required within Compatibility Zone D.

In addition, pursuant to Table 3A of the Butte County ALUCP, as a portion of the Site is within Compatibility Zone C and the proposed project is a "Conditional" use within this compatibility zone, the project would be required to comply with all policies of the ALUCP, including but not limited to Policy 3.7.5 pertaining to aviation easement dedication requirements, Policy 3.6.1 for Recorded Overflight Notification requirements, and Policy 3.6.2 for Airport Proximity Disclosure requirements.

As the project would be required to comply with all policies of the Butte County ALUCP, would not result in significant noise impacts, and, as designed, would meet the established usage intensity and lot coverage requirements provided in Table 3A of the Butte County ALUCP, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the proposed project area. A **less than significant impact** would occur.

IX.f) Less Than Significant Impact. As described in Chapter 12 (Safety Element) of the City of Chico 2030 General Plan, both the City of Chico and the County of Butte have adopted Emergency Response Plans, which include prearranged emergency response procedures and mutual aid agreements for emergency assistance. Additionally, as stated in the Safety Element of the City's 2030 General Plan, "the objectives of the emergency plans are to prepare for and coordinate effective responses to emergencies and to provide adequate assistance to other jurisdictions as needed. The plans specify actions to coordinate operations, manage resources, and direct governmental and nongovernmental organization's responsibilities during emergency events" (2011 and amended 2017). Chico's emergency evacuation routes are identified as Highway 99 (located approximately 1.73 miles northeast of the Site) and State Route 32 (located immediately south and adjacent to the Site).

The proposed project would not have a significant impact on the adopted Emergency Response Plans, as the proposed multi-family development is consistent with the allowable uses under the existing land use and zoning designations. Additionally, the proposed development would be designed to current standards with suitable road widths and turn radii to accommodate emergency vehicles, and would not impede access to the identified emergency access routes. A **less than significant impact** would occur.

IX.g) Less Than Significant Impact. The Site, currently undeveloped, is located in close proximity and adjacent to existing development to the east, north, and south, with agricultural lands immediately to the west. The Site is mapped as located within an area of no substantial fire hazard under the City's Community Wildfire Protection Plan (2022). The Chico Fire Department provides fire suppression, emergency medical, rescue, hazardous materials response, public assistance, fire prevention, and life and safety services to the City of Chico. In addition, the Department has a Chico Urban Area Fire and Rescue Agreement (CUAFRA) with Butte County Fire Department, which provides for closest engine response to all emergencies, regardless of jurisdiction (Butte LAFCo, 2018). As the Site would be developed in accordance with all current standards and would be adequately served by fire protection services, a **less than significant impact** would occur.

MITIGATION MEASURES

HAZ-1: Leaks, drips, and spills of hydraulic fluid, oil, or fuel from construction equipment shall be promptly cleaned up to prevent environmental contamination, including contamination of waterways. All workers shall be properly trained in the prevention and clean-up of spills of contaminants. Protective measures shall include the following:

1. No discharge of pollutants from vehicle and equipment cleaning shall be allowed into any drainage ditches or watercourses.
2. Spill containment kits shall be properly maintained and located within the vicinity of all operations and fueling of equipment.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Hazards and Hazardous Materials.

X. HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

As previously discussed, the Site is currently undeveloped, but was historically utilized as an almond orchard, with a single-family residence and accessory structures that have since been removed from the Site. Additionally, the existing well and septic system associated with the former on-site residence would be abandoned in accordance with Butte County Environmental Health requirements, and community utility services would be extended to the Site. The Site would be connected to California Water Service (Cal Water) for community water service, which provides water services to the City of Chico. As noted in 2020 Urban Water Management Plan (UWMP) for the Chico-Hamilton City District (herein referred to as "Chico District"; 2021), Cal Water has provided water utility services in the Chico area since 1926 and supplies water service to approximately 1.8 million Californians through over 481,000 connections. The Chico District operates two public water systems (PWS): the Chico PWS (located in Butte County) and the Hamilton City PWS (located in Glenn County). The Chico District has a population of approximately 109,700 and all water customers are considered urban non-agricultural water users. Water demand within the Chico District was 20,399 acre-feet per year (AFY) (6,647,043,291 gallons) on average between 2016 and 2020 (Cal Water-2020, 2021). Cal Water's Water Quality Report (2021) for the Chico District indicates that water is derived from the groundwater by using 57 wells in Chico to pump an average of 15.9 million gallons of groundwater per day, which is delivered to customers through 401 miles of main, six (6) storage tanks, and eleven (11) booster pumps (2021).

The Chico District pumps groundwater from two groundwater subbasins (the Vina Subbasin [DWR Basin No. 5-021.57] in the Chico PWS, and the Corning Subbasin [DWR Basin No. 5-021.51] in the Hamilton City PWS). Neither basin is considered by the California Department of Water Resources (DWR) to be critically over drafted. In addition, Butte County has a 27,000 acre-feet per year (AFY) (8,797,988,571 gallons) entitlement to California State Water Project (SWP) water. As stated in the UWMP, the groundwater supply is expected to be sufficient to support the Chico District's projected water demand through 2045 (Cal Water-2020, 2021).

As indicated in the Vina Groundwater Sustainability Plan (GSP) for the Vina Subbasin, adopted on December 15, 2021, the Vina Subbasin lies in the eastern central portion of the Sacramento Groundwater Basin. Groundwater flows from the north toward the southwestern corner of the subbasin. The Sacramento River borders the Vina Subbasin on its western side and flows from north to south. The Sacramento River and streams that cross the Vina Subbasin stabilize storage volumes by providing recharge to the Vina Subbasin. Per the Vina GSP, the estimated sustainability yield, or the amount of groundwater that can be withdrawn without causing undesirable results, for the subbasin is 233,000 acre-feet per year (AFY) (75,923,382,857 gallons). The total fresh groundwater in storage was estimated at over 16 million acre-feet (MAF). The amount in storage has decreased by approximately 0.07 percent (approximately 10,000 acre-feet or 3,258,514,285 gallons) per year between 2000 and 2018 due to recent dry years and an increase of outflows. Groundwater levels are expected to continue to decline based on projections of current land and water uses. However, it is highly unlikely that the Vina Subbasin will experience conditions under which the volume of stored water poses a concern. In addition, several projects are planned in the Vina Subbasin to offset approximately 10,000 acre-feet per year (2021).

The proposed project is located within the regulatory boundaries of the Central Valley Regional Water Quality Control Board (CVRWQCB), which serves to protect the quality of the waters within the Region for all beneficial uses. The CVRWQCB formulates and adopts water quality plans for specific ground or surface water basins and prescribes and enforces requirements on all agricultural, domestic, and industrial waste discharges. In addition, the CVRWQCB is the largest region in California, which stretches from the Oregon border to the northern tip of Los Angeles County. Water from this region supplies more than 50 percent of the state's total water supply. The CVRWQCB adopted Order R5-2022-0006-01, which provides standard provisions that the discharger must follow to be in compliance with their permit. Any noncompliance constitutes a violation of the Clean Water Act (CWA) and the California Water Code and is grounds for enforcement action; permit termination, revocation and reissuance, or modification; denial of a permit renewal application; or a combination thereof. The proposed project would be required to adhere to the regulations outlined in Order R5-2022-0006-01.

Although the Site is currently served by an individual on-site septic system, under the project, community wastewater service would be extended to the Site. Wastewater within the City of Chico is treated by the City of Chico Water Pollution Control Plant (WPCP). Collected wastewater undergoes secondary treatment followed by chlorination and dechlorination prior to disposal into the Sacramento River. Oxidation ponds are also available for backup. The Chico WPCP has a capacity to treat 12 million gallons per day (MGD) with future expandability to 15 MGD capacity. The City's average dry weather flow is 7.5 MGD (Cal Water-2020, 2021). Therefore, there is capacity to support the extension of services to the Site for the proposed multi-family apartment complex.

As noted in Chapter 9 (Parks, Public Facilities, and Services) of the Chico 2023 General Plan (2011, amended 2017), the storm drainage management within the City and the urban area is provided by a system of developed and undeveloped collection systems operated and maintained by the City and Butte County.

The City is not constrained by any formally designated service areas but has established storm drainage basins for the purpose of planning infrastructure. New development is required to install storm drainages infrastructure where necessary. As stated in the General Plan, the existing storm drainage system is developed to consist of primarily of drop inlets located along the street system, which transports water to outfall locations located along major creeks including Sycamore, Mud, Comanche, Big Chico, and Little Chico Creeks, in addition to Lindo Channel.

Consistent with the General Plan (2017) and the City's Storm Drain Master Plan (2000) Integrated Document, new development must incorporate storm water quality and quantity mitigations into their designs. The U.S. Environmental Protection Agency's (EPA) National Pollutant Discharge Elimination System (NPDES) permit program addresses water pollution by regulating point sources that discharge pollutants to waters of the United States. Created in 1972 by the Clean Water Act, the NPDES permit program grants authority to State governments to perform many permitting, administrative, and enforcement aspects of the program. Within California, the NPDES permit program is administered by the State Water Resources Control Board (SWRCB). Construction projects that would disturb more than one acre of land, such as the proposed project, would be subject to the requirements of General Construction Activity Stormwater Permit (Construction General Permit Order 2009-0009-DWQ, also known as the CGP), which requires operators of such construction sites to implement stormwater controls and develop a Stormwater Pollution Prevention Plan (SWPPP) identifying specific BMPs to be implemented to minimize the amount of sediment and other pollutants associated with construction sites from being discharged in stormwater runoff. Such BMPs may include, for example, straw bales, fiber rolls, and/or silt fencing structures to assure the minimization of erosion resulting from construction and to avoid runoff into sensitive habitat areas (including the unnamed tributary and downstream watercourses), limit ground disturbance to the minimum necessary, and stabilize disturbed soil areas as soon as feasible after construction is completed.

Landscaping and open grassy areas would be incorporated into the proposed project design (see Appendix D). Native and adaptive plant species would be utilized. Parking lot shade trees would also be provided in accordance with the CMC to reduce the Urban Heat Island (EHI) effect. Evergreen trees and shrubs are proposed between the railroad tracks and the adjacent development to the east to offer screening and additional buffer between the uses. The City right-of-way is proposed to include curbs, gutters, and sidewalks featuring a landscaped parkway strip planted with adaptive city street trees and appropriate landscape shrubs. Landscape areas are proposed to be irrigated by means of an automatically controlled, low-volume drip irrigation system capable of making real-time adjustments based upon evapotranspiration data to optimize the use of water to irrigate the landscape and is designed to meet all requirements set by the State of California's Model Water Efficient Landscape Ordinance (MWELo) as well as the CMC.

X.a) Less Than Significant Impact. The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The proposed multi-family residential apartment complex would be constructed in accordance with the most recent standards set by all regulatory agencies, including but not limited to the City and State and local water quality control boards [State Water Resources Control Board (SWRCB) and the CVRWQCB. Additionally, the project would be subject to the CGP (2022) and Chapter 15.50 (Storm Water Management and Discharge Controls) of the CMC, which require the preparation and implementation of a SWPPP that specifies erosion and sediment control construction and post-construction BMPs to reduce or eliminate construction-related and operational impacts on receiving water quality. Lastly, the project would adhere to the standard provisions identified in Chapter 7 of the City's Stormwater Resource Protection Plan (2018). A **less than significant impact** would occur.

X.b) Less Than Significant Impact. The project is not anticipated to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. As the Site is currently undeveloped, it is anticipated the project would increase the number of impermeable surface areas on-site. However, landscaping and open grassy areas would be incorporated into the project design in accordance with Chapter 19.68 of the CMC, which would aid in groundwater recharge and infiltration. Additionally, an automatically controlled, low-volume drip irrigation system would be utilized for irrigation of the common areas to reduce water demand. As described above, per the UWMP, the groundwater supply is expected to be sufficient to support the Chico District's projected water demand through 2045 (Cal Water-2020, 2021), and the Vina Subbasin GSP (2021) identifies projects that will offset groundwater pumping and/or increase recharge to aid in achieving sustainability goals. A **less than significant impact** would occur.

X.c.i) Less Than Significant Impact. Although the existing drainage patterns of the Site would be altered through the addition of newly proposed impervious surfaces, the project would not result in substantial erosion or siltation on- or off-site, as the project would be subject to the CGP, which requires the preparation and implementation of a SWPPP that specifies erosion and sediment control construction and post-construction BMPs to reduce or eliminate construction-related and operational impacts on receiving water quality. Such BMPs may include straw bales, fiber rolls, and/or silt fencing structures to assure the minimization of erosion resulting from construction and to avoid runoff into sensitive habitat areas, limit ground disturbance to the minimum necessary, and stabilize disturbed soil areas as soon as feasible after construction is completed. A **less than significant impact** would occur.

X.c.ii) Less Than Significant Impact. The proposed project would not be expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. As previously discussed, the proposed project would increase the amount of impervious surface on-site, as the Site is currently undeveloped. However, the project would incorporate landscaped areas, which would aid in groundwater recharge and infiltration. In addition, the project developer would be required to prepare a SWPPP and implement standard BMPs such as straw bales, fiber rolls, and/or silt fencing structures to assure the minimization of erosion resulting from construction and to avoid runoff into sensitive habitat areas, limit ground disturbance to the minimum necessary, and stabilize disturbed soil areas as soon as feasible after construction is completed. A **less than significant impact** would occur.

X.c.iii) Less Than Significant Impact. The proposed project would not be expected to 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. As previously discussed, storm drainage management within the City and the urban area is provided by a system of developed and undeveloped collection systems operated and maintained by the City and Butte County. The City is not constrained by any formally designated service areas but has established storm drainage basins for the purpose of planning infrastructure. As stated in the Chico General Plan (2000, amended in 2017), the existing storm drainage system is developed to consist of primarily drop inlets located along the street system, which transports water to outfall locations located along major creeks including Sycamore, Mud, Comanche, Big Chico, and Little Chico Creeks, as well as Lindo Channel (Chico General Plan, 2017). All on-site development would comply with the City's Storm Drain Master Plan (2000) and would include storm drain drop inlets as necessary along the proposed roadway. In addition, construction projects that would disturb more than one acre of land, such as the proposed project, would be subject to the requirements of General Construction Activity Stormwater Permit (Construction General Permit Order 2009-0009-DWQ, also known as the CGP), which

requires operators of such construction sites to implement stormwater controls and develop a SWPPP identifying specific BMPs to be implemented to minimize the amount of sediment and other pollutants associated with construction sites from being discharged in stormwater runoff. Such BMPs may include, for example, straw bales, fiber rolls, and/or silt fencing structures to assure the minimization of erosion resulting from construction and to avoid runoff into sensitive habitat areas (including the unnamed tributary and downstream watercourses), limit ground disturbance to the minimum necessary, and stabilize disturbed soil areas as soon as feasible after construction is completed. Therefore, a **less than significant impact** would occur.

X.c.iv) No Impact. The Site is located within Zone X, which is classified as an area of minimal flood hazard (Zone X) and not prone to flooding, as depicted on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel No. 06007C0485E, effective January 6, 2011. As a result, the project would not impede or redirect flood flows, and **no impact** would occur.

X.d) Less Than Significant Impact. The project Site is located inland, outside of the coastal zone. Additionally, the Site is not located within a tsunami inundation zone, is not located within close proximity to a dam or levee, and is not located within an area subject to flood hazards (FEMA Zone X). In addition, the Site is not located within close proximity to a body of water. As such, proposed development at the Site would not be subject to inundation by seiche, tsunami, or mudflow. As a result, the potential for inundation at the Site is considered low and a **less than significant impact** would occur.

X.e) Less Than Significant Impact. The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As stated above, the Site is located in the Vina Subbasin, which, per the Vina Groundwater Sustainability Plan, adopted on December 15, 2021, which indicates that it is highly unlikely that the Vina Subbasin will experience conditions under which the volume of stored water poses a concern. Additionally, per Cal Water's Urban Water Management Plan (UWMP) (2020) for the Chico-Hamilton City District, the groundwater supply is expected to be sufficient to support the Chico District's projected water demand through 2045 (2021). There are no components of the project that would be expected to significantly impact water resources. Furthermore, the proposed project would be subject to the requirements of the NPDES Stormwater Program and would be required to comply with a SWPPP, which would identify all potential sources of pollution that could affect stormwater discharges from the Site and identify BMPs to prevent significant impacts related to stormwater runoff. A **less than significant impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Hydrology and Water Quality.

XI. LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

Currently, the Site has a City of Chico General Plan (2017) land use designation of Medium Density Residential (MDR) and Neighborhood Commercial (NC) that runs along the northern edge of the parcel (see Figure 2). The Site has a City of Chico zoning designation of Medium Density Residential (R2) and Neighborhood Commercial (CN) with Airport (-AOC/-AOD), Corridor Opportunity Site (-COS), and Special Design Considerations (-SD5) zoning overlays (see Figure 3). No changes to the Site's current land use or zoning designations are proposed under the project. The subject Site is surrounded by existing residential land uses to the north, east, and south. To the west contains an orchard with a single-family dwelling.

Development would be in compliance with the current land use and zoning designations, including overlay zones. In compliance with the Special Design Considerations (-SD) overlay zone for three parcels on the north side of State Highway 32/Nord Avenue, between W. 8th Avenue and W. Lindo Avenue, including the subject Site, as specified in Section 19.52.070(D)(5)(a) of Division IV (Zoning Districts, Allowable Land Uses, and Zone-Specific) of Title 19 (Land Use and Development Regulations) of the Chico Municipal Code (CMC; last updated July 5, 2023), the Applicant submitted a PDP application (Application No. 23-01) to the City of Chico (Chico) on June 21, 2023.

A Use Permit (UP) would typically be required for ground-level residential occupancy (except for accessible units required by the Building Code, which are allowed by right) within the Neighborhood Commercial (CN) zoning district, which comprises the northernmost portion of the Site (approximately 135 feet in width). Due to the project requiring a PDP that will analyze the land use and design of the project, the additional application of a UP is not required.

Additionally, the proposed project Site is located in the Nord Avenue Opportunity Area within the City of Chico. According to Appendix B (Opportunity Sites) of the City of Chico General Plan (2017), Nord Avenue from Lindo Channel to W. Sacramento Avenue acts as the northwestern gateway to Chico travelers arriving from the west on State Route 32 (Nord Avenue); however, as noted in the General Plan, *"this area currently presents little of the way of welcoming features."* Opportunities have been identified within this area to transition vacant or underutilized properties to office or industrial mixed-use projects and, at key intersections, commercial mixed-use projects. Although the project would be solely residential in nature, the proposed multi-family apartment complex is a permitted use within the current zoning districts. In addition, the project would be consistent with the goals of Chapter 3 (Land Use) of the City of Chico General Plan (2017), which includes goals for new residential development in order to support the growing population in the city.

XI.a-b) No Impact. The project Site is a former almond orchard that previously contained a single-family residence and accessory structures, which have been removed from the Site. The Site vicinity is developed with residences and light commercial uses. The proposed project would involve the construction of 208 multi-

family residential units within 21 individual apartment buildings. Each building would be a maximum of two stories and approximately 31 feet in height, and would be consistent with surrounding development in terms of scale and use. The project is consistent with permitted uses under the current land use and zoning designations. Furthermore, the project is consistent with the following General Plan and 2022 Housing Element policies:

City of Chico 2030 General Plan

Policy LU-2.3 (Sustainable Land Use Pattern) - Ensure sustainable land use patterns in both developed areas of the City and new growth areas.

Action LU-4: Promote compatible infill development.

LU-4.2: Support infill development, redevelopment and rehabilitation projects that are compatible with surrounding properties and neighborhoods.

Policy SUS-1.1 (General Plan Consistency) – Ensure proposed development projects, policies, and programs are consistent with the General Plan.

Action CIRC-2.1.3 (Multimodal Connections) – Provide connections between and within existing and new neighborhoods for bicycles, pedestrians, and automobiles.

Policy CIRC-2.2 (Circulation Connectivity and Efficiency) – Provide greater street connectivity and efficiency for all transportation modes.

Policy CIRC-4.2 (Continuous Network) – Provide a pedestrian network in existing and new neighborhoods that facilitates convenient and continuous pedestrian travel free from major impediments and obstacles.

Action CD-2.1.1 (Circulation and Access) – As part of project review, integrate a predominately grid-based street pattern into new development to enhance walkability and public health.

Policy CD-2.3 (Corridor Improvements) – Improve corridors traversing the City to enhance their aesthetics and accessibility.

Goal CD-5: Support infill and redevelopment compatible with the surrounding neighborhood.

City of Chico 2022-2030 Housing Element

Goal 1: Improve fair housing choice and equitable access to opportunity.

Goal 4: Promote construction of a wide range of housing types.

Policy 4.1: Enable sufficient housing construction to meet future needs.

Policy 4.2: Promote a mix of dwelling types and sizes throughout the City.

Action 4.2.1: Implement the Corridor Opportunity Site Overlay through the use of incentives found in the City's Land Use Element and flexibility in development.

Goal 9: Encourage energy efficiency in housing.

Policy 9.1: Continue to enforce energy standards required by the State Energy Building Regulations and California Building Code and reduce long-term housing costs through planning and applying energy conservation measures.

As the project would not divide an established community and is consistent with surrounding development, City regulations, and General Plan and Housing Element policies, **no impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have **No Impact** on Land Use and Planning.

XII. MINERAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

The project Site is not located in an area of known rock, aggregate, sand, or other mineral resource deposits of local, regional, or State residents. There are no known mineral resources of significance on the Site that would be made unavailable by the proposed project. Furthermore, the parcel is not utilized for Surface Mining and Reclamation Act (SMARA) activities, nor are any such sites located in the vicinity of the Site (CGS, 2016 and 2022).

XII.a-b) No Impact. The proposed project area does not contain mineral resources that are of value locally, to the region, or to residents. Additionally, the proposed project area is not identified as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, the proposed project would not interfere with materials extraction or otherwise cause a short-term or long-term decrease in the availability of mineral resources. **No impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have **No Impact** on Mineral Resources.

XIII. NOISE. Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

Excessive and chronic exposure to elevated noise levels can result in auditory and nonauditory effects in humans. Auditory effects of noise on people are those relating to temporary or permanent hearing loss induced by noise. Nonauditory effects of exposure to elevated noise levels are those relating to behavioral and physiological effects. The nonauditory behavioral effects of noise on humans are associated primarily with the subjective effects of annoyance, nuisance, and dissatisfaction, which lead to interference with such activities as communications, sleep, and learning.

The degree to which noise results in annoyance and interference with activities is highly subjective and may be influenced by non-acoustic factors. The number and effect of these non-acoustic environmental and physical factors vary, depending on the individual characteristics of the noise environment, including sensitivity, level of activity, location, time of day, and length of exposure. One key aspect to the prediction of human response to new noise environments is the individual level of adaptation to an existing noise environment. The greater the noise level change caused by a new noise source relative to an individual's customary environment, the less tolerant of the new noise source the individual will be. With regard to human perception of increases in sound levels expressed in decibels (dB), a 1 dB change generally is not perceivable, excluding controlled conditions and pure tones. Outside controlled laboratory conditions, the average human ear barely perceives a change of 3 dB. A 5 dB change generally fosters a noticeable change in human response, and an increase of 10 dB is subjectively heard as a doubling of loudness.

As provided in the Noise Element (Chapter 13) of the City of Chico 2030 General Plan), the City has established noise compatibility standards for different land uses for both exterior and interior locations, as provided below:

**TABLE N-1
MAXIMUM ALLOWABLE NOISE LEVELS FROM
TRANSPORTATION NOISE SOURCES**

Land Use	Outdoor Activity Areas ¹ Ldn/CNEL, dB	Interior Spaces	
		Ldn/CNEL, dB	Leq, dB ²
Residential	65 ³	45	--
Transient Lodging	--	45	--
Hospitals, Nursing Homes	65 ³	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	65 ³	--	40
Office Buildings	--	--	45
Schools, Libraries, Museums	65 ³	--	45
Playgrounds, Neighborhood Parks	70	--	--

Notes:

1. Noise standards are to be applied at outdoor activity areas with the greatest exposure to the noise source. When it is not practical to mitigate exterior noise levels at the patios or balconies of multi-family dwellings, a common area or onsite park may be designated as the outdoor activity area. For noise-sensitive land uses that do not include outdoor activity areas, only the interior noise standard shall apply.
2. As determined for a typical worst-case hour during periods of use.
3. Where it is not possible to reduce noise in outdoor activity areas to 65 dB L_{dn}/CNEL or less using all feasible noise reduction measures, an exterior noise level of up to 70 dB L_{dn}/CNEL may be allowed provided that interior noise levels are in compliance with this table.

Development of the 208-unit multi-family residential apartment complex on-site would be subject to the exterior and interior noise limits identified in Table N-1, above, and the allowable interior noise levels for habitable rooms, pursuant to Subsection 1207.4, Allowable Interior Noise Levels, of Section 1207, Sound Transmission, of Chapter 12, Interior Environment, of the latest California Building Code (CBC). Per Table N-1, the residential units would be required to have a maximum exterior noise level of 65 dB CNEL and an interior noise level of 45 dB CNEL, as measured with exterior windows and doors closed.

As previously described, the Site is located in close proximity to the nearby Union Pacific Railroad (UPRR) tracks, which are located immediately adjacent to and north of the subject property. As such, it is anticipated that elevated noise levels may be possible at this Site. As noted in the Noise Element of the City's General Plan, the railroad tracks are used for both freight transport and Amtrack passenger service, and approximately seventeen (17) freight trains (at speeds of up to 70 mph) and two (2) Amtrack passenger trains utilize this rail line on a daily basis. Noise levels associated with passing trains can reach levels ranging from 96 to 110 dBA L_{max} at 50 feet from the track centerline. Additionally, Nord Avenue (SR 32), located immediately adjacent to and south of the Site, is identified as a major roadway within the City and impacts associated with traffic noise from this roadway may occur.

Environmental Noise Assessment

An *Environmental Noise Assessment* (Noise Analysis) was prepared by Bollard Acoustical Consultants, Inc. (BAC) on November 17, 2023 (see Appendix J) to "quantify noise levels at the Site associated with traffic and railroad operations, to compare those levels against the applicable City of Chico noise standards for acceptable noise exposure, and to recommend noise mitigation measures where needed to achieve satisfaction with those standards." The maximum allowable noise levels from transportation noise sources from the Noise Element of the Chico General Plan are provided in Table N-1 above. Additional requirements are included in Section 9.38.060 (Categorical Exemptions) of the CMC, which prescribes noise limits associated with construction equipment during specific days and times (Bollard, 2023).

As noted in the Noise Analysis, the existing ambient noise environment at the Site is defined primarily by traffic on Nord Avenue to the south of the Site, by intermittent train passbys to the immediate north, and railroad crossings operations. To quantify the existing ambient noise level environment at the Site, BAC conducted a long-term (72-hour) noise level survey from October 13 through October 15, 2023, at two (2) locations, including within the southern portion of the Site, approximately 45 feet from the centerline of Nord Avenue (LT-1), and north of the subject Site, along the east side of W. Lindo Avenue and north of the UPRR tracks, approximately 70 feet to the railroad centerline at crossing (LT-2). During this time period, an average of approximately sixteen (16) heavy rail train passbys occurred during a 24-hour period. Results of the long-term noise survey indicates that measured day-night average noise levels (DNL) at LT-1 averaged 72 dB and at LT-2, 77 dB, both of which are above the City's exterior noise level standard of 65 dB for residential units (see Table N-1, above; Bollard, 2023).

Traffic-Related Noise

To assess the future traffic noise environment anticipated at the Site, BAC utilized the long-term ambient data collected at measurement site LT-1. Specifically, the noise measurement data were projected to the nearest noise-sensitive locations on the project site. In addition, future traffic volumes on Nord Avenue were conservatively assumed to double in the future, resulting in a 3 dB increase in traffic noise levels relative to measured existing noise levels. Future traffic noise levels were projected to the nearest proposed outdoor activity areas and building facades of the development based on a 4.5 dB decrease per doubling of distance from the noise source. Under the assessment, a -25 dB offset was applied for exterior-to-interior noise level attenuation provided by new standard residential construction, a +2 dB offset was applied at all upper-floor building facades to account for reduced ground absorption of sound at elevated positions, and a -10 dB offset was applied for shielding provided by proposed intervening buildings.

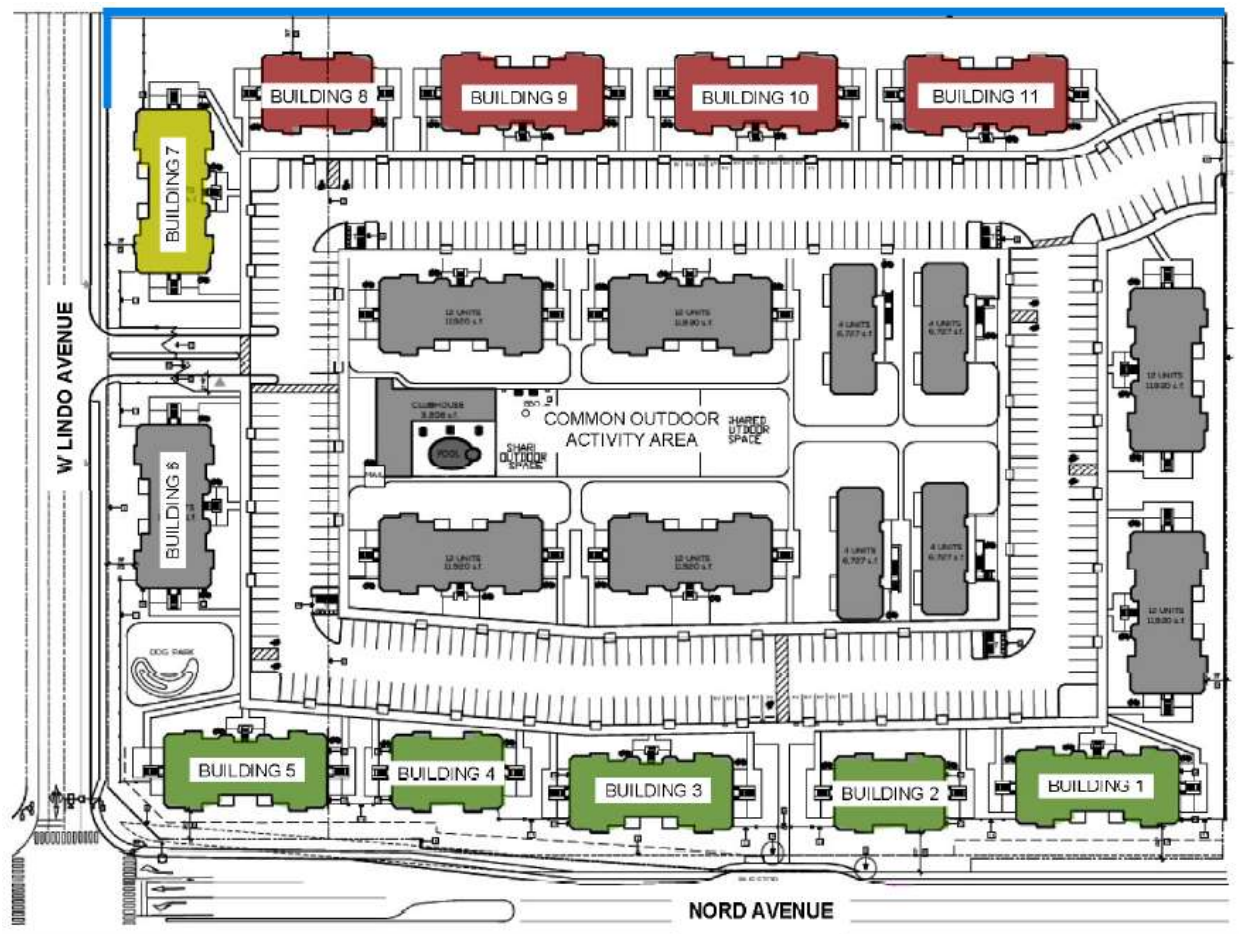
Regarding the proposed outdoor activity area within the center portion of the Site, future traffic noise levels at this location are predicted to be satisfactory relative to the City of Chico General Plan exterior noise level standard of 65 dB DNL. However, interior noise levels of five (5) of the proposed buildings (Buildings 1-5), located along the Site's Nord Avenue frontage, are expected to range between 47 and 50 dB, which would exceed the City's 45 dB standard on both the lower and upper floors. As future exterior traffic noise levels are predicted to exceed 45 dB DNL, upgrades to window and door assemblies would be required to ensure compliance with the City's 45 dB DNL interior noise level standard (incorporated as Mitigation Measure NOISE-1, below; Bollard, 2023). A figure depicting the building locations and where associated noise-related mitigation is necessary for compliance with the City's interior noise standards is included as Figure 6.

Railroad-Related Noise

As stated in the Noise Analysis, the noise generation for individual train passbys varies depending on train length, speed, warning horn usage, track condition and number of locomotive. The measured noise levels

at LT-2 included noise generated from locomotives, rail cars, warning horns, and bells from a crossing located north of the Site. For a conservative approach, the Noise Analysis conservatively assumed a 2 dB increase over existing levels, future railroad noise levels were projected to the nearest proposed outdoor activity areas and building interiors of the development based on a 4.5 dB decrease per doubling of distance from the noise source. As the project also includes a 10-foot-tall CMU noise barrier between the railroad tracks and the development, this was taken into consideration under the assessment.

Regarding the proposed outdoor activity area within the center portion of the Site, the proposed intervening buildings are estimated to provide a conservative 10 dB of noise reduction at this location area, and future railroad noise levels at this location are predicted to be satisfactory relative to the City of Chico General Plan exterior noise level standard of 65 dB DNL. However, interior noise levels of five (5) proposed building (Buildings 7-11), located along the northern portion of the Site, along the Site's UPRR railroad track frontage, are expected to range between 49 and 57 dB, which would exceed the City's 45 dB standard on both the lower and upper floors. As future exterior railroad noise levels are predicted to exceed 45 dB DNL, upgrades to window and door assemblies would be required to ensure compliance with the City's 45 dB DNL interior noise level standard (incorporated as Mitigation Measure NOISE-1, below; Bollard, 2023). A figure depicting the building locations and where associated noise-related mitigation is necessary for compliance with the City's interior noise standards is included as Figure 6 and below.



Building Locations

Airport-Related Noise

As discussed in Section IX (Hazards and Hazardous Materials), above, the Site is located approximately 1.21 miles north of the Rancharo Airport and is located within Compatibility Zones C and D of the airport. However, the Site is outside of the mapped noise contours associated with the airport, as per Figure N-2 (Noise Contour Map) of the City's General Plan. As described in the Noise Assessment, the 50 dB DNL noise contour for the Rancharo Airport is located well south of the Site (approximately 5,000 feet), indicating that aircraft noise exposure at the subject property would be below 50 dB DNL and below the City's 65 dBA DNL noise standard applicable to new residential uses. As such, no adverse noise impacts from use of the Rancharo Airport are anticipated under the project (Bollard, 2023).

XIII.a) Less Than Significant with Mitigation Incorporated. The proposed residential development would not be expected to generate noise in excess of what is common for such uses once demolition, site preparation, and construction are complete. The activities and associated construction equipment would be anticipated to cause temporary increases in noise; however, these impacts would only be associated with construction and would be temporary in nature. Sensitive receptors located nearest the Site include single-family residential neighborhoods located immediately east, north (across the UPRR tracks), and south (across Nord Avenue/SR 32) of the Site. In order to reduce potential impacts to these sensitive receptors during construction, best management noise reduction techniques and practices, including but not limiting to utilizing equipment equipped with mufflers that are in good condition and appropriate for the equipment and locating noise-generating equipment away from noise-sensitive receptors to the greatest extent feasible, would be implemented, which would reduce any potential construction-related impacts to a less-than-significant level.

Post-construction, noise associated with operation of the proposed project would be primarily generated through traffic associated with residents traveling to and from the Site, consistent with surrounding uses. While significant noise levels would not be anticipated at the common outdoor area proposed on-site within the central portion of the complex, it is anticipated that under standard building construction, interior spaces of certain residential apartment buildings on-site, including Buildings 1-5, located along the Site's Nord Avenue frontage, and Buildings 7-11, located along the northern portion of the Site, along the Site's UPRR railroad track frontage, would be subject to noise levels that exceed City standards (see Table N-1), above). Several recommendations are included in the Noise Analysis to ensure impacts are reduced to a less-than-significant level (see Mitigation Measure NOISE-1, below). Specifically, BAC recommends utilizing upgraded windows and doors of specified Sound Transmission Class (STC) ratings for Buildings 1-5 and Buildings 7-11, utilizing a suitable form of forced-air mechanical ventilation or air-conditioning so that windows can be kept closed as desired by residents for additional acoustical isolation, and installing a minimum 10-foot-tall noise barrier (as proposed) along the Site's UPRR rail line frontage (Bollard, 2023). A **less than significant impact with mitigation incorporated** for potential construction-related noise impacts would occur.

XIII.b) Less Than Significant Impact. There are no existing or proposed uses on-site that would result in excessive groundborne vibration or groundborne noise levels. The initial preparation and grading of the Site would require the use of heavy equipment, which would cause temporary groundborne vibration and/or groundborne noise. However, these impacts are associated with construction and would be temporary in nature. No significant groundborne vibration or groundborne noise would be anticipated during operation of the proposed project, as the project is residential in nature and is consistent with existing residential development located on both sides of the UPRR tracks. A less than significant impact would occur.

XIII.c) Less than Significant Impact. As previously discussed, the Site is located approximately 1.21 miles north of the Ranchoero Airport, a private-use airport, and approximately 3.30 miles southwest of the Chico Municipal Airport, a public-use airport. However, as shown on Figure N-2 (Noise Contour Map) of the Noise Element of the Chico General Plan, the Site is located outside of all noise contours around the two airports. Therefore, a **less than significant impact** would occur.

MITIGATION MEASURES

NOISE-1: To ensure interior noise levels of the proposed residential apartment buildings do not exceed the City of Chico standard of 45 dB DNL, the Applicant shall implement the following, as recommended in the *Environmental Noise Assessment*, prepared by Bollard Acoustical Consultants, Inc., dated November 17, 2023:

- Upgraded windows with STC ratings shall be utilized for windows from which the railroad tracks would be visible, including those that will ultimately be shielded by the proposed sound wall, as follows:
 - Buildings 1-5 (along Nord Avenue frontage) – STC 32 (all floors) for windows with view of Nord Avenue
 - Building 7 (adjacent to W. Lindo Avenue and south of the UPRR rail line) – STC 32 (first floors) and STC 36 (upper floors) for windows with view of railroad tracks
 - Buildings 8-11 (along UPRR railroad frontage) – STC 32 (first floors) and STC 40 (upper floors) for windows with view of railroad tracks
- All proposed buildings shall include a suitable form of forced-air mechanical ventilation or air-conditioning so that windows can be kept closed as desired for additional acoustical isolation.
- A minimum 10-foot-tall noise barrier should be constructed as shown on Figure 2 of the *Environmental Noise Assessment*. This includes installation of the sound wall along the Site's northern boundary and partially along the Site's western boundary, along W. Lindo Avenue, from the northern property line to the northern edge of Building 7. The noise barrier height is relative to the building pad elevation.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Noise.

XIV. POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and/or businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

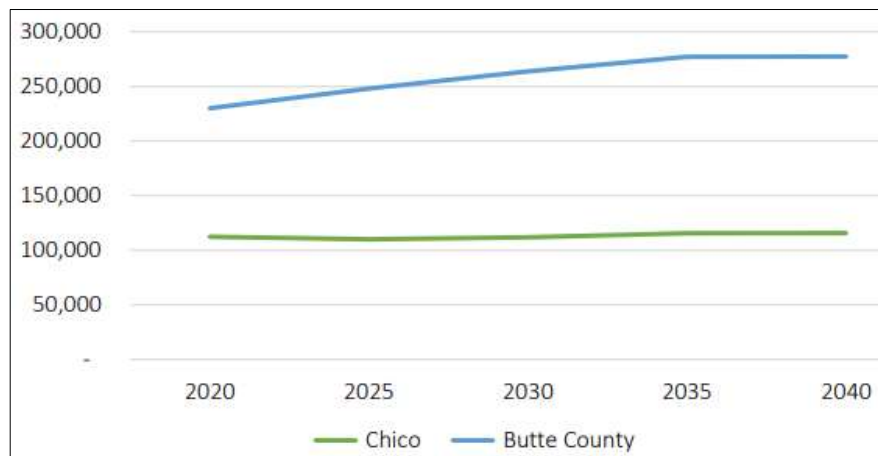
According to the *City of Chico 2022-2030 Housing Element Update* (2022-2030 Housing Element; adopted on September 19, 2023), the City of Chico had a population of 90,186 persons in 2016 and 111,490 persons in 2021, as shown in Table 11 below. The Butte County Association of Governments (BCAG) projects a population increase of approximately 3,164 persons between 2020 and 2040, with Butte County's population expected to increase by approximately 47,429 persons over the same 20-year period. It is expected that the majority of growth within Butte County will occur in the Paradise and Magalia areas, as those communities rebuild from the 2018 Camp Fire. Figure A, below, depicts the anticipated population growth between 2020 and 2040 within Chico and the County of Butte (City-2022-2030 Housing Element Update, 2023).

Table 11. City of Chico and County of Butte Population Growth, 2016-2021

	2016	2017	2018	2019	2020	2021
Chico	90,186	91,368	92,286	109,688	110,326	111,490
Butte County	224,096	225,643	226,374	221,521	210,291	202,669

Source: City of Chico 2022-2030 Housing Element Update, Figure 25.

Figure A. City of Chico and County of Butte Anticipated Population Growth, 2020-2040



Source: Chico 2030 General Plan Housing Element, Figure 25.2.

According to data from the U.S. Census Bureau, the population of the City of Chico in 2022 was estimated at 101,299 persons, a decrease of approximately 1.5 percent since April 1, 2020 (U.S. Census Bureau, n.d.). In 2020, there were an estimated 44,429 total household units with an average household occupancy rate of 15.6 percent for housing units with four or more bedrooms (U.S. Census Bureau, 2020). Using the average household size of 2.4 persons (U.S. Census Bureau, n.d.), the 208 multi-family residential units proposed on-site would be anticipated to result in a population increase of approximately 499 residents at the subject Site. The proposed project aligns with the policies, goals, and action items found in the City of Chico 2030 General Plan, including Policy LU-2.3 (Sustainable Land Use Pattern) and Policy SUS-1.1 (General Plan Consistency).

XIV.a) Less Than Significant Impact. Currently, the Site has a City of Chico General Plan (2017) land use designation of Medium Density Residential (MDR) and Neighborhood Commercial (NC) that runs along the northern edge of the parcel. The Site has a City of Chico zoning designation of Medium Density Residential (R2) and Neighborhood Commercial (CN) with Airport (-AOC/-AOD), Corridor Opportunity Site (-COS), and Special Design Considerations (-SD5) zoning overlays. According to the City of Chico General Plan, the R2 land use category is designed to provide for areas of duplexes, small apartment complexes, single-family attached homes such as town homes and condominiums, and single-family detached homes on small lots. The NC land use category is designed to provide a mix of business, office, and residential uses that support the needs of residents living in the surrounding neighborhoods.

Unplanned population growth could occur if the project would generate population growth that was not considered in the General Plan. However, the project would not induce substantial unplanned population growth in the area, as the Site is designated and zoned for medium density residential development, such as what is proposed under the project. Furthermore, the Site was specifically identified in the City's Adequate Sites Inventory under the 2022-2030 Housing Element as an infill site that is appropriately zoned and can feasibly be developed within the Housing Element planning period (2022-2030). While Figure 40.2 *City of Chico, Lower Income Sites Inventory Table, 2022* of the 2022-2030 Housing Element anticipates 5 acres of the Site would be developed with lower income units (with an assumed density of 24 units per acre for a total of 120 projected lower income units), there are no requirements requiring that development of the Site include affordable housing units. Rather, the project would be anticipated to add 208 additional market-rate units into the City's rental market.

Based on Chico's average household size of approximately 2.4 persons, development of the proposed 208-unit multi-family residential apartment complex on the subject Site would be anticipated to result in approximately 499 additional residents on-site, which equates to approximately 0.49 percent of the City's estimated population in 2022 (U.S. Census Bureau, 2020). While the extension of infrastructure for community water and wastewater services would be required under the project, as well as development of an internal 16-foot-wide roadway and associated parking, the proposed use (multi-family residential) is consistent with the existing land use and zoning designations of the subject Site. Since the proposed project would not induce substantial unplanned population growth, a **less than significant impact** would occur.

XIV.b) No Impact. As shown on the Site Plan (Figure 4), the Site proposes 208 multi-family residential units within 21 individual apartment buildings on a currently undeveloped Site. While the Site previously contained an almond orchard, single-family residence, and accessory buildings, no development is currently located on-site. As such, the project would not displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere. **No impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less than Significant Impact** on Population and Housing.

XV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

As previously discussed, the project is for a 208-unit multi-family apartment complex on an 11.77-acre Site. Primary access to the Site would take place off W. Lindo Avenue via gated entrance. Under the project, vehicular access and parking would follow a circular arrangement around the Site. Additionally, the Site would have a dedicated and controlled emergency vehicle access (EVA) within the northeastern portion of the Site and would connect to Ruskin Street within the adjacent Westside Place development to the east. Bollards would be utilized to restrict non-emergency vehicle use at this location. There are no elements of the proposed project that would impact the ability of the City or other local services providers to provide public services to the local community.

XV.a) Less Than Significant Impact. As discussed under Section IX (Hazards and Hazardous Materials) above, the Site is located within a Local Responsibility Area (LRA) for fire protection services and is currently located within the service boundaries of the Chico Fire Department, which serves the City of Chico and responds to emergencies in the surrounding unincorporated area through the Chico Urban Area Fire and Rescue Agreement (CUAFRA) with Butte County Fire Department. Additionally, the Site is not located within a high or very high fire hazard severity zone (City – Community Wildfire Protection Plan, 2022).

As noted on the City's website, the Chico Fire Department was established in 1873 and serves a population of approximately 92,500 people and an area of approximately 34 square miles. The Department operates four (4) fire stations across the City, in addition to a Fire Training Center, and over 30 pieces of modern emergency apparatus. The Department includes 60 full-time personnel and eight (8) currently active volunteer firefighters (City – Chico Fire-Rescue, n.d.). The nearest stations to the Site include Station 2, located at 182 E. 5th Street, approximately 1.6 miles east of the Site, and Station 1, located at 842 Salem Street, approximately 2.4 miles southeast of the Site.

As the project entails the development of a 208-unit multi-family apartment complex on an undeveloped property, there would be an increase in need for fire protection services at the Site. However, the proposed 16-foot-wide internal road would be designed to provide sufficient width and turning radii consistent with City and Chico Fire Department standards. All new construction is required to meet California Fire Code requirements for fire detection and suppression. Additionally, the City coordinates with the Department to ensure that all development is served by adequate fire protection services and all fair share fees are paid.

The project would be subject to the Fire Protection Building and Equipment Fee as denoted on the City of Chico Master Fee Schedule, which would be used to pay for new or expanded fire protection facilities or equipment, which would improve the ability of the Department to provide services. Furthermore, the project would be supplied by adequate water supplies (see Section XVIII, Utilities and Service Systems), which would ensure sufficient water is available for fire protection services. Therefore, a **less than significant** would occur.

XV.b) Less Than Significant Impact. Currently, the Site is within the service area of the Chico Police Department (CPD) for police protection services. The CPD is located approximately 3.3 miles southeast of the Site at 1460 Humboldt Road. As provided in the CPD's 2021 Annual Report, the Department comprises 104 full-time sworn employees, in addition to 64.5 non-sworn employees. The Patrol Division is noted to be staff with three (3) Lieutenants as Watch Commanders, six (6) Sergeants, forty-eight (48) Police Officers, and seven (7) Community Service Officers, which cover the six (6) assigned beats within the Chico city limits (2021).

As the project entails the development of a 208-unit multi-family apartment complex on a currently undeveloped Site, the project would likely increase the need for police protection services at the Site. However, as previously discussed in Section XIV (Population and Housing), above, development of the Site for residential use is consistent with the City of Chico 2030 General Plan (2011, amended 2017) and the 499 residents anticipated on-site as a result of the proposed project would equate to approximately 0.49 percent of the City of Chico's most recent population estimate, estimated as 101,299 people in 2022. The need for increased police services to serve the projected population growth would have been accounted for in the development of the General Plan. Additionally, the City coordinates with the Department to ensure that all development is served by adequate police protection services and all fair share fees are paid. The project would be subject to the Police Protection Building and Equipment Fee as denoted on the City of Chico Master Fee Schedule, which would be used to pay for new or expanded police protection facilities or equipment, which would improve the ability of the Department to provide services. A **less than significant impact** would occur.

XV.c) Less Than Significant Impact. As previously described, the Site is located in the vicinity of several schools, including Lee Kindergarten Readiness (preschool, located approximately 760 feet southwest of the Site), and Emma Wilson Elementary School (0.31 miles northwest), California State University, Chico (1.25 miles southeast), and Chico High School (1.42 miles east), located. As discussed in Section XIV (Population and Housing), approximately 499 additional residents are anticipated on-site after build-out of the Site. Based on information provided by the U.S. Census Bureau (2022), persons under the age of 18 years (or school-age) represent 19.2 percent of the City of Chico's population. As a result, it is expected that of the new residents anticipated on-site, approximately 96 persons would be under 18 years of age. As a result, it is anticipated that any new students as a result of the proposed project could be adequately accommodated by existing schools within the vicinity of the Site and a **less than significant impact** would occur.

XV.d) Less Than Significant Impact. Several parks and recreational facilities are located within 3 miles of the Site, as described in further detail in Section XVI (Recreation), below. As the project would ultimately lead to the development of an additional 208 housing units on-site, the population is expected to increase as a result of the proposed project. However, the project is not anticipated to significantly increase the usage of local parks or recreational facilities such that new facilities would be needed. A **less than significant impact** would occur.

XV.e) Less Than Significant Impact. The proposed project would not have a significant impact on other public facilities, as the proposed project is consistent with the Site's current land use and zoning designations. While

population is expected to increase as a result of the proposed project, the population increase would not constitute unplanned growth that would otherwise significantly increase the usage of other public facilities, such as regional hospitals or libraries, or significantly increase the population of the City of Chico to the extent that new or physically altered public facilities would be required. A **less than significant impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Public Services.

XVI. RECREATION. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

According to the Parks, Public Facilities, and Services Element of the City of Chico General Plan (2017), the City of Chico is responsible for the management, operation, and maintenance of 37 parks, open space, and recreation centers totaling 4,176 acres, within the city limits of Chico. In addition to the General Plan, the Chico City Council has adopted the Bidwell Park Master Management Plan Update (2008) and the Chico Area Recreation and Park District (CARD) has adopted the Park and Recreation Five Year Master Plan Update (2018).

The Site is located in the vicinity of the following neighborhood parks and recreational facilities:

- Oak Way Park, located approximately 0.38 miles south of the Site.
- Peterson Park, located approximately 1.57 miles north of the Site.
- Hartley Neighborhood Park, located approximately 2.19 miles northeast of the Site.
- DeGarmo Community Park, located approximately 2.31 miles northeast of the Site.
- Bidwell Mansion State Historic Park, located approximately 1.83 miles southeast of the Site.
- Children's Park, located approximately 1.91 miles southeast of the Site.
- Annie's Glen and Camellia Way Picnic Area, located approximately 2.15 miles southeast of the Site.
- One Mile Recreation Area, located approximately 2.47 miles southeast of the Site.

Furthermore, the proposed project would include a dog park, shared outdoor space with a pool and clubhouse, and a multi-use lawn area located on-site for future residents.

XVI.a-b) Less Than Significant Impact. As previously described under Section XIV (Population and Housing) above, the proposed project entails development of a 208-unit apartment complex on the subject Site, which would be anticipated to result in a total of approximately 499 residents on-site. As a result of the anticipated population increase, increased use of existing park and recreational facilities would also be anticipated, but not to such a level to create a need for a new or physically-altered park or recreational facility. Additionally, the project includes development of on-site amenities for future on-site residents, including a dog park, shared outdoor space with a pool and clubhouse, and a multi-use lawn. Furthermore, in accordance with Article V *Park Facility Fees* of the CMC, the development of the proposed residential apartment complex on-site would require the payment of park facility fees to the City, which would be utilized for the maintenance and development of park facilities within the City of Chico. A **less than significant impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Recreation.

XVII. TRANSPORTATION. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law, initiating an update to the CEQA Guidelines to change how lead agencies evaluate transportation impacts under CEQA, with the goal to better measure the actual transportation-related environmental impacts of a given project. Traditionally, transportation impacts had been evaluated by using Level of Service (LOS) analysis. As of July 1, 2020, lead agencies are required to analyze the transportation impacts of new projects using vehicle miles traveled (VMT), instead of LOS. According to the *SB 743 Frequently Asked Questions* provided by the Governor's Office of Planning and Research (OPR), VMT measures how much actual automobile travel (i.e., additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto the roads, the project may cause a significant transportation impact. VMT analysis is intended to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations (OPR, 2020). As of the date of this Initial Study, the City has not yet adopted thresholds for VMT impacts. Therefore, this analysis applies a threshold based on guidance provided in OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) and the Butte County Association of Governments' (BCAG) *BCAG SB74 Implementation* document (June 2021), both of which suggest a significance threshold for residential projects that is 15 percent or more below existing baseline conditions for citywide or regional VMT per capita would indicate a less than significant transportation impact. A 15% reduction in VMT is shown in the Technical Advisory to both be achievable and supported by evidence connecting this level of reduction to the State's long-term emissions goals (OPR, 2018).

The Site is located in close proximity to both State Route 32 (located immediately south of the Site) and Highway 99 (located approximately 1.7 miles northeast of the Site). Under the project, vehicular access and parking design follows a circular arrangement around the Site, and includes development of a 16-foot-wide drive aisle for Site ingress and egress, in accordance with Chico Fire Department requirements. The Site's primary entry would be along the Site's western boundary, via a gated entrance off W. Lindo Avenue. A dedicated controlled emergency vehicle access (EVA) would also be located within the northeastern portion of the Site and would connect to Ruskin Street within the adjacent Westside Place development to the east. Bollards would restrict non-emergency vehicle use at this access location.

Currently, within the vicinity of the Site, only minimal pedestrian and bicycle facilities are present, including a short strip of sidewalk along the Site's Nord Avenue frontage, as well as a Class II bicycle lane along the south side of Nord Avenue. Under the project, improvements to the City of Chico's right-of-way would include the

installation of curbs, gutters, and sidewalks along the Site's Nord and W. Lindo Avenue frontages and within the interior of the Site. A dedicated pedestrian walkway to the proposed bus stop location, centrally located along Nord Avenue, is also to be provided under the project. Transit service is available within Chico and is provided by Butte Regional Transit (B-Line). An existing bus stop is located along Route 3 (Nord/East) at Nord Avenue and W. Lindo Avenue, which runs Monday through Saturday (Butte Regional Transit, 2019).

A *Transportation Impact Study for 2240 Nord Avenue Apartments Project* (Transportation Impact Study) was prepared by W-Trans on February 1, 2024 (see Appendix K) to assess the potential transportation impacts and adverse operational effects that would be associated with development of the proposed project. As noted in the Transportation Impact Study, the proposed project would not conflict with any plans or policies for transportation facilities, assuming the design of the frontage improvements on West Lindo and Nord Avenues is coordinated with City and Caltrans staff in consideration of the planned Highway 32 corridor improvements and the future provision of a Class I pathway on W. Lindo Avenue, as identified in the City's Draft *Active Transportation Plan* (ATP). Development of the proposed project would be expected to generate an average of 1,402 new trips per day, including 83 trips during the weekday a.m. peak hour and 106 trips during the weekday p.m. peak hour. However, with the addition of the anticipated project trips to the anticipated future volumes and with installation of Caltrans' proposed traffic signal at Nord and W. Lindo Avenues, the study intersections are expected to continue operating at the same Levels of Service as without project trips. As a result, the project's long-term effect on operations is considered acceptable, though capacity improvements to the intersection of Nord Avenue/East Avenue would be needed to address the high delays and LOS F operations expected under buildout volumes without the project. In addition, based on the California Governor's Office of Planning and Research (OPR) *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory* (2018) as well as the Butte County Association of Governments' (BCAG) travel demand model, the project would have a less than significant impact on vehicle miles traveled (VMT). Furthermore, significant queueing impacts are not anticipated, nor would the project create any new safety hazards (W-Trans, 2024). Additional discussion is provided in the subsections below.

XVII.a) Less Than Significant. The proposed project would not conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths. It is expected that construction of the project would result in a slight increase in traffic to and from the Site, as construction workers arrive and leave the Site at the beginning and end of the day, in addition to minor interruption of traffic on Nord Avenue and/or W. Lindo Avenue when heavy equipment necessary for project construction is brought to and removed from the Site. However, once construction is complete, the construction workers and equipment would no longer be required at the Site. Upon build-out of the Site, traffic trips would be associated with residents and visitors traveling to and from the Site.

The temporary traffic increases during construction and vehicle and pedestrian increases during operation of the project are not anticipated to significantly impact the capacity of the street system or the overall effectiveness of the circulation system, as the proposed development is consistent with surrounding development and is conceptually designated for residential use under the City's General Plan. As described above, the project is expected to generate an average of 1,402 new trips per day, including 83 trips during the weekday a.m. peak hour and 106 trips during the weekday p.m. peak hour. However, with the addition of the anticipated project trips to the anticipated future volumes and with installation of Caltrans' proposed traffic signal at Nord and W. Lindo Avenues, the study intersections are expected to continue operating at the same Levels of Service as without project trips (W-Trans, 2024).

Additionally, the project is not anticipated to substantially impact alternative transportation facilities, such as transit, bicycle, or pedestrian facilities. The project's location near existing transit stops, Class II bicycle lane along the south side of Nord Avenue, and proposed pedestrian improvements would allow for alternative means of travel to and from the Site. An existing bus stop is located along Route 3 (Nord/East) at Nord Avenue and W. Lindo Avenue, which runs Monday through Saturday (Butte Regional Transit, 2019). In addition, a bus stop location is also proposed along Nord Avenue, south of the Site (not a part of project). A dedicated pedestrian walkway to the proposed bus stop location would be provided under the project.

As described in the Transportation Impact Study prepared by W-Trans in February 2024 (see Appendix K), there is a network of sidewalks, crosswalks, pedestrian signals, and curb ramps providing access for pedestrians in the vicinity of the Site; however, sidewalk gaps can be found along the roadways connecting to the subject Site. Additionally, Class II bike lanes exist on both Nord Avenue and W. 8th Avenue. Per the *City of Chico Draft Active Transportation Plan (2023)*, pedestrian crossing improvements, including high visibility crosswalk markings and curb ramp upgrades, are planned at the intersection of Nord Avenue/West 8th Avenue. Additionally, a Class I shared-use path is planned along W. Lindo Avenue from Nord Avenue to SR 99 and along the railroad from W. Lindo Avenue to the western City limits, with an extension of the existing bike lanes on W. 8th Avenue planned between W. Sacramento Avenue and Nord Avenue. Additionally, Caltrans plans to install a traffic signal and other pedestrian improvements including sections of sidewalk at Nord Avenue/W. Lindo Avenue (W-Trans, 2024). Furthermore, under the project, pedestrian improvements are proposed within the interior of the development and along the Site's Nord and W. Lindo Avenue frontages, offering increased connectivity and pedestrian safety within the vicinity of the Site.

The roadway and sidewalk improvements proposed under the project will be evaluated by the City and inspected following construction to ensure compliance with all standards and requirements. Therefore, impacts related to project conflicts with a transportation program, plan, policy, or ordinance would be **less than significant**.

XVII.b) Less Than Significant. CEQA Guidelines Section 15064.3, subdivision (b) indicates that land use projects would have a significant impact if the project results in vehicle miles traveled (VMT) exceeding an applicable threshold of significance, but that projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant impact. The City of Chico has not yet adopted a policy or thresholds of significance regarding VMT, so project-related VMT impacts were assessed utilizing guidance provided by OPR (2018) and BCAG (2021), both of which recommend a significance threshold for residential projects that is 15 or more percent below the existing citywide or regional residential VMT per capita (W-Trans, 2024). Under the proposed project, VMT would be attributed to workers, residents, and visitors traveling to and from the Site. As discussed under Section XIV (Population and Housing), above, the 208 proposed residential apartment units would be anticipated to result in a population increase of approximately 499 residents at the subject Site.

The countywide average daily VMT per capita is 14.9. By applying OPR and BCAG guidance, a residential project generating a VMT that is 15 percent or more below this value, or 12.7 miles per capita per day or less, would have a less-than-significant VMT impact. W-Trans determined the proposed project is expected to have a daily VMT per capita of 11.4, which is approximately 23 percent below the countywide average. Therefore, project impacts to VMT would be consistent with CEQA Guidelines Section 15064.3, subdivision (b), and VMT impacts would be **less than significant**.

XVII.c) Less Than Significant. The proposed project is designed to meet City standards for roadway designs and would not substantially increase hazards due to design features or incompatible uses. The project would be required to comply with all standards, including, but not limited to, site access, roadway width, and turning radii. As previously discussed, the proposed project includes both roadway and frontage improvements, with Site access via a gated entry to be provided off W. Lindo Avenue. In addition, a dedicated controlled emergency vehicle access (EVA) would also be located within the northeastern portion of the Site and would connect to Ruskin Street within the adjacent Westside Place development to the east. Bollards would restrict non-emergency vehicle use at this access location. W-Trans determined the proposed entry would have adequate sight lines to accommodate all turns into and out of the project driveway. In addition, the proposed gated entrance is expected to have adequate stacking capacity to prevent a queue from spilling over onto West Lindo Avenue (W-Trans, 2024). Furthermore, the proposed internal roadway would be designed to provide sufficient width and turning radii consistent with Chico Municipal Code Chapter 18R.08 (Design Criteria).

With adherence to applicable street design standards and requirements the project would not increase hazards due to a geometric design feature and this impact would be **less than significant**.

XVII.d) Less Than Significant. The proposed project has been designed to meet all City design and development standards, including site access, roadway width, and turning radii, and would not result in inadequate emergency access. In addition, the project would include a dedicated controlled emergency vehicle access (EVA) within the northeastern portion of the Site, which would provide connectivity to Ruskin Street within the adjacent Westside Place development to the east in emergency situations, with bollards restricting non-emergency vehicle use. As such, a **less than significant impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Transportation.

XVIII. TRIBAL CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 as defined in Public Resources Code §5020.1(k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

Cultural Resources Survey

A *Cultural Resources Inventory Survey* (Cultural Report) was prepared by Genesis Society on September 13, 2023 (on file and confidential). Per the Cultural Report, existing records at the Northeast Information Center (NEIC) at the California State University, Chico campus document that all of the present area of potential effects (APE) had been subjected to previous archaeological investigation. One (1) historic-era cultural resource (on-site residence; P-04-4755) was previously documented within the APE. The residence was present on-site at the time of the Cultural Report (September 2023), but has since been removed from the Site. As previously discussed, the single-family residence was approximately 1,500 square feet in size and constructed in 1924, and was recently removed from the Site by the Chico Fire Department on November 20, 2023, as a training exercise. As described in the Cultural Report and in accordance with PRC Section 5024.1(c)(1-4), a resource is considered historically significant if it retains "substantial integrity" and meets at least one of the following criteria: 1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; 2) Is associated with the lives of persons important in our past; 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; and/or 4) Has yielded, or may be likely to yield, information important in prehistory or history.; however, the California Department of Transportation (Caltrans) determined that this resource was not eligible for the National Register of Historic Places (NRHP) and not eligible for the California Register of Historic Resources (CRHR) (Genesis, 2023), which indicates the former single-family residence was not found to meet any of the above-listed eligibility criteria.

Fieldwork was conducted in August 2023, in which the APE was surveyed via an intensive pedestrian survey, in which parallel transects were walked at 20-meter intervals. Disturbance to the ground surface, within the

APE, was noted to range from moderate to substantial. Additionally, per the Cultural Report, the entire property has been subjected to a century of farming and ranching activities, including the planting, removal, and replanting of almond orchards. Deep ripping has occurred throughout the APE. Further, construction of the prior on-site single-family residence in 1924 and the construction and subsequent demolition of related ancillary buildings have further contributed to ground disturbance within the APE. Finally, adjacent road construction and placement of both buried and overhead utilities within the property have further contributed to the disturbance of both surface and subsurface soils within the APE. No evidence of prehistoric use or occupation was observed, nor were any historical or unique archaeological resources identified within the APE. While no resources were identified on-site during the survey and no such resources were identified during former agricultural and residential-related construction activities at the Site, the presence of buried cultural materials on the subject property remains a possibility. As such, recommendations are provided in the Cultural Report in the event of inadvertent discovery of cultural materials and human remains (Genesis, 2023), further described below.

Native American Heritage Commission Outreach

On August 8, 2023, LACO Associates (LACO), on behalf of the Applicant and City of Chico (City), contacted the Native American Heritage Commission (NAHC) to request a Sacred Lands File (SLF) search and the contact information for the representatives of the Native American tribes associated with the project area. On September 12, 2023, a response was received from the NAHC, which indicated that the results of the Sacred Lands File (SLF) search were negative. Included with the letter was a Native American contact list of tribes who may have knowledge of cultural resources in the project area. A total of ten (10) tribal contacts are included on the NAHC contact list, which includes representatives from the KonKow Valley Band of Maidu Indians, Mechoopda Indian Tribe, Mooretown Rancheria of Maidu Indians, Nevada City Rancheria of the Nisenan Tribe, and the Washoe Tribe of Nevada and California.

Northeast Information Center Outreach

In addition, on August 8, 2023, LACO, on behalf of the Applicant and City, contacted the Northeast Information Center (NEIC) at California State University, Chico to request a Records Search of the proposed project area. On September 17, 2023, a response was received from the NEIC, in which it was noted that the project area has been partially surveyed for cultural resources. No archaeological resources have been recorded within the project boundaries, although three (3) resources have been recorded within 1 mile of the Site. It is further noted that the project is located in a region utilized by Konkow populations at the time of Euro-American contact. Additionally, indigenous populations used the local region for seasonal and/or permanent settlement, as well as for the gathering of plants, roots, seeds, domestic materials, and hunting seasonal game. Furthermore, NEIC notes that historically, Euro-Americans utilized the region for mining and transportation opportunities. NEIC states that the area is archaeologically sensitive and has the potential for the discovery of additional resources. As the project area has not been surveyed for archaeological resources within the last ten (10) years, NEIC recommends that a professional consultant be contacted prior to ground disturbance.

Tribal Outreach

On January 26, 2024, City staff sent a letter to the Mechoopda Tribe Cultural Center to inform them of the proposed development. City staff (Associate Planner Madison Driscoll) informed the Center that mitigation measure CUL-1 would be included. The Center sent an email agreeing to the mitigation measure and no further comments on February 27, 2024.

Please note that copies of the Cultural Report and correspondence are not enclosed with this Initial Study, due to the confidential nature of the information.

XVIII.a.i-ii) Less Than Significant with Mitigation Incorporated. As described above and in Section V (Cultural Resources), one (1) historic-era cultural resource (P-04-4755) was previously documented within the APE, although the resource was determined to not be eligible for the NRHP or the CRHR. Aside from this resource, no additional historical or cultural resources were observed within the APE (Genesis, 2023).

Although the entire property has been utilized for farming and ranching activities for more than a century, there remains the possibility of inadvertent discovery of historical and/or archaeological resources, including tribal cultural resources (TCRs), as well as human remains, on-site, especially during ground disturbing activities associated with construction of the proposed project. Although no TCRs have been documented or identified on the Site, inclusion of Mitigation Measures TRIBE-1 and CUL-1 (as set forth under Section V, Cultural Resources, above) will reduce the potential for significant impacts to unknown TCRs to a level that is **less than significant with mitigation incorporated**.

MITIGATION MEASURES

TRIBE-1: Prior to the start of grading operations for the project, the project developer or their representative shall provide reasonable notice and site access to the Mechoopda Indian Tribe of Chico Rancheria (Tribe) for a tribal monitor to be present during ground disturbing activities with the potential to encounter cultural resources of Native American origin or association. If archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, in coordination with the tribal monitor if prehistoric in nature, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the nature of the find, the archaeologist and tribal monitor (if a resource is prehistoric in age) may simply record the find to appropriate standards (thereby addressing any data potential) and allow work to continue. If the archaeologist determines the discovery to be potentially significant under CEQA or the tribal monitor identifies a potential Tribal Cultural Resource (TCR), additional efforts such as preparation of a treatment plan, testing, and/or data recovery may be warranted prior to allowing construction to proceed in this area. All management strategies recommended by the archaeologist and/or Tribe must be approved by the City of Chico Community Development Director. The developer shall then adhere to the management strategies approved by the City. Ground-disturbing activities may resume once the management strategies have been implemented to the satisfaction of the City's Community Development Director and the qualified archaeologist.

Also see Mitigation Measure CUL-1 in Section V, Cultural Resources.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Tribal Cultural Resources.

XVIX. UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

The parcel is currently served by an on-site well and septic system; however, under the project, the existing well and septic system would be abandoned in accordance with Butte County Environmental Health requirements, and community utility services would be extended to the Site. The Site would be connected to California Water Service (Cal Water) for community water service, which provides water services to the City of Chico. Community wastewater service would also be extended to the Site. Wastewater within the City of Chico is treated by the City of Chico Water Pollution Control Plant (WPCP). There are two (2) solid waste hauling companies which provide weekly curb-side residential and commercial garbage and recycling collection within the City of Chico, including North Valley Waste Management and Recology. Electricity and gas for the Site would be provided by Pacific Gas and Electric Company (PG&E).

Water Service

As noted above, and as provided in the Chico 2020 Water Quality Report prepared by Cal Water (2021), the water distributor has been providing water utility services to the City of Chico since 1926. To meet the needs of the City of Chico, 57 wells are used to pump an average of 16.9 million gallons of groundwater per day, which is delivered to customers through 401 miles of main, six (6) storage tanks, and eleven (11) booster pumps.

As stated in the City of Chico General Plan (2017), Cal Water maintains two primary management plans for the Chico area water system. The Urban Water Management Plan (UWMP), adopted in 2020, provides an overview of Cal Water and the Chico area water system, establishes policies and programs concerning water delivery and treatment, as well as water conservation and management practices. The Water Supply

and Facilities Master Plan (2020) guides the growth and development of their water delivery system to meet the community's future needs. The UWMP indicates the Chico District water supply is expected to be sufficient to support the area's projected water demand through 2045. Furthermore, Cal Water expects that, under all hydrologic conditions, the groundwater supply for the Chico District will fully meet future demands (2020). Table 6-9 from the UWMP (2020), below, shows the projected water supply is expected to increase in volume within the next two decades.

Table 6-9. Water Supplies – Projected (DWR Table 6-9)											
Water Supply	Additional Detail on Water Supply	Projected Water Supply									
		2025		2030		2035		2040		2045	
		Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)	Reasonably Available Volume	Total Right or Safe Yield (optional)
Groundwater (not desalinated)	Vina Subbasin (Chico PWS)	23,027		24,158		25,217		25,744		26,119	
Groundwater (not desalinated)	Corning Subbasin (Hamilton City PWS)	349		354		354		354		355	
Total		23,376		24,511		25,571		26,098		26,474	
NOTES:											
(a) Volumes are in units of AF.											
(b) The Vina Subbasin and Corning Subbasin are not adjudicated, and the projected groundwater supply volumes are not intended to and do not determine, limit or represent Cal Water's water rights or maximum pumping volumes. Any determination of Cal Water's water rights, as an overlying owner, appropriator, municipal water purveyor or otherwise, is beyond the scope of this report and the UWMP statutes and regulations.											

Wastewater Service

The City of Chico WPCP provides treatment to the City's wastewater and discharges effluent to the Sacramento River. The WPCP is a regional-serving, gravity fed facility located southwest of the City. In addition, the facility is a secondary treatment facility with a current treatment capacity of 12 million gallons per day (mgd). The WPCP utilizes alternative power, including a photovoltaic solar array installation which provides approximately 35 percent of the facility's total power demand. A significant portion of the facility's power is also provided by the cogeneration facility. According to the City of Chico Sanitary Sewer Master Plan Update (SSMP; 2017), the collection system consists of sewer mains, trunk sewers, lift stations, and flow diversions that collect and convey wastewater to the City's WPCP, which is located west of the City on Chico River Road. The City's existing sanitary sewer collection is comprised of roughly 266 miles of gravity collection system pipes up to 66-inches in diameter.

The WPCP has an average dry weather (ADW) (low) flow of approximately 6.9 mgd and an average peak wet weather flow (PWWF) wet weather (high) flow of approximately 20.5 mgd. Future improvements to the sanitary sewer collection systems identified in the City's SSMP are projected to increase the ADW from 6.9 mgd to 13.9 mgd and increase the PWWF from 20.5 mgd to 35.3 mgd. Improvements to the existing system will provide sufficient capacity to mitigate existing issues in the City and to convey increased flows resulting from future growth. Future development will require the construction to serve new users. All improvements to the existing sanitary sewer system collection are anticipated to be completed in 2030 (SSMP, 2017).

The City of Chico and Butte County adopted the Nitrate Action Plan (1985) to address high levels of nitrates in portions of groundwater under the City that resulted from the wide-spread use of septic tanks within the

urban area. In addition, the City of Chico adopted the Chico Urban Area Nitrate Compliance Plan (NCP) to provide utility infrastructure policies, as well as outline a plan to expedite the connection of septic tank users to the city sewer system. While the Site currently contains an existing septic system, the proposed on-site development will be served by the WPCP.

Storm Drainage System

As noted in Chapter 9 (Parks, Public Facilities, and Services Element) of the City of Chico General Plan (2017), storm drainage management within the City and the urban area is provided by a system of developed and undeveloped collection systems operated and maintained by the City and Butte County. The City is not constrained by any formally designated service areas but has established storm drainage basins for the purpose of planning and infrastructure. In areas of the City that are not developed with storm drainage collection, unpaved shoulders, roadside swales, and natural occurring drainages help control runoff (2017).

In addition to construction of the 208 multi-family residential units, the proposed project would also include curb and gutter, site entrance off W. Lindo Avenue, and an internal roadway with associated parking, all of which would increase impermeable surfaces. The proposed development would require an approved Storm Water Pollution Prevention Plan (SWPPP) from the State Water Resources Control Board (SWRCB) that identifies the specific BMPs to be implemented to minimize the amount of sediment and other pollutants associated with construction sites from being discharged in stormwater runoff. The proposed storm drainage system and BMPs must be designed to the satisfaction of the City's Public Works Director and in conformance with all applicable permits and regulations.

Solid Waste Service

As noted above, North Valley Waste Management and Recology provide weekly curb-side residential and commercial garbage and recycling collection within the City of Chico. Solid waste generated in the City of Chico is disposed of 7 miles southeast of the City, at the Neal Road Landfill, which is operated and owned by the County of Butte. The Neal Road Landfill has a total permitted capacity of approximately 25 million cubic yards of solid waste and has a tentative closure date of 2035.

Green yard waste is hauled to the City's Compost Facility near the Chico Municipal Airport or Neal Road Landfill. The City also collects leaves placed in the streets by City residents annually from mid-October to mid-January. The City estimates between 40,000 to 45,000 cubic yards of leaves are collected annually from residents.

Hazardous materials used in household products are available to be dropped off by City of Chico residents at the Butte Regional Household Hazardous Waste Collection Facility, located near the Chico Municipal Airport.

Electric Power and Natural Gas

As noted in Section VI (Energy), above, the proposed development would be served by Pacific Gas and Electric Company (PG&E) for electrical and gas services. According to the City of Chico Regional Climate Action Plan (CAP), the City of Chico utilizes 133 therms of natural gas per household, per year (City of Chico, CAP). To reduce the amount of natural gas used per household, the City adopted Measure E-3 identified in the City's CAP, which aims to electrify existing residential buildings starting in 2027 to reduce overall residential natural gas consumption to 100 therms/person by 2030 and 30 therms/person by 2045 (City of Chico CAP, 2021).

XVIX.a) Less Than Significant Impact. Under the project, the existing on-site well and septic system would be abandoned in accordance with Butte County Environmental Health requirements, and community utility services would be extended to the Site. While both on- and off-site improvements would be required for the project, the respective utility providers and installers would be required to implement applicable BMPs to reduce the potential for impacts, including but not limited to erosion during construction, to occur. As such, a **less than significant impact** would occur.

XVIX.b) Less Than Significant Impact. As stated above, the proposed project includes the development of a 208-unit multi-family apartment complex within twenty-one (21) individual apartment buildings oriented around the perimeter and center of the Site, in addition to community facilities, including but not limited to a pool and clubhouse. Water for the Site would be provided by Cal Water. Based on current water supply and demand identified in the 2020 Urban Water Management Plan (UWMP), it is anticipated that sufficient water supplies would be available to support the Chico District's projected water demand through 2045. A Water Supply Reliability Assessment was conducted as part of the UWMP, which concluded that the Chico District expects that available supplies of water to be sufficient to meet projected demands in all hydrologic conditions, including a five-year drought period, and considering the impacts of climate change. Standard connection fees would address any incremental impacts of the proposed project. Therefore, the proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable during normal, dry and multiple dry years, and a **less than significant impact** would occur.

XVIX.c) Less Than Significant Impact. Wastewater demand at the Site associated with the former single-family residence was served by an existing on-site septic system. The project includes decommissioning the existing septic system which previously served the on-site residence that is no longer located on the subject property. Community wastewater service would be extended to the Site. As discussed above, wastewater generated by the project would be treated at the City of Chico WPCP. As described above, improvements are proposed at the Chico WPCP to ensure anticipated future growth can be adequately supported. Therefore, impacts would be **less than significant**.

XVIX.d) Less Than Significant Impact. Solid waste collection service would be provided by North Valley Waste Management and Recology, which provide weekly curb-side residential and commercial garbage and recycling collection within the City of Chico. Solid waste is anticipated as a result of project implementation (including both construction and operation); however, the project does not include any components that would generate excessive waste and the existing landfills have sufficient permitted capacity to accommodate the project's solid waste disposal needs. In addition, North Valley Waste Management was issued a franchise to provide residential solid waste and recycling services within the Chico city limits. Within the franchise agreement, Waste Management is required to implement recyclable materials and organic waste diversion from the landfill of 32 percent by January 2021, and 35 percent by 2024. Waste Management will also develop a specific annual Waste Diversion and Sustainability Work Plan, which includes steps to increase diversion and outreach for waste reduction. Waste Management is contracted to provide resources to support waste diversion and sustainability programs. A **less than significant impact** would occur.

XVIX.e) Less Than Significant Impact. This proposed project conforms to all applicable management and reduction statutes and regulations related to solid waste disposal. The development would comply with the adopted policies related to solid waste, and would comply with all applicable federal, state, and local statutes and regulations pertaining to disposal of solid waste, including recycling. Therefore, the proposed project would have a **less than significant impact** on solid waste regulations.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Utilities and Service Systems.

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

DISCUSSION

The Site is located within a Local Responsibility Area (LRA) for fire protection services and is currently located within the service boundaries of the City of Chico Fire Department, which serves the City of Chico and responds to emergencies in the surrounding unincorporated area through the Chico Urban Area Fire and Rescue Agreement (CUAFRA) with Butte County Fire Department. Additionally, the Site is not located within a high or highest fire hazard severity zone (Community Wildfire Protection Plan, 2022). The Chico Fire Hazard Severity Zone Map illustrates that a portion of northeast Chico is designated as a very high fire hazard severity zone (VHFHSZ) while the remaining area of Chico, including the Site, is designated as non-VHFHSZ (CALFIRE, 2022). The Chico Fire Department (CFD) has four operational fire stations throughout the City, with Station 2, located at 182 E. 5th Street, approximately 1.6 miles east of the Site, and Station 1, located at 842 Salem Street, approximately 2.4 miles southeast of the Site. The Department is currently comprised of 60 full-time firefighters (57 uniformed) and 8 active volunteer firefighters (Fire Stations and Apparatus, n.d.). The CFD is equipped with a rapid response vehicle for medical emergencies, Type 3 engines for vegetation fires, and specialized equipment for the Butte County Interagency HazMat Team, which responds to major hazardous materials incidents (City-Fire Stations and Apparatus, n.d.). According to the Chico Community Wildfire Protection Plan (CWPP), there are 4,311 fire hydrants located throughout the City and no wildfires have caused significant home losses within the core urban area of the City in the past century (2022).

XX.a) Less Than Significant Impact. The City of Chico does not have an adopted emergency response plan or emergency evacuation plan. However, the City of Chico has adopted the CWPP, which evaluates wildfire hazards for lands within the City and surrounding lands. Chico's designated emergency evacuations routes are Highway 99 and State Route 32 (Nord Avenue), located immediately south and adjacent to the Site. During construction, construction vehicles and equipment would access the Site via the proposed entrance off W. Lindo Avenue. Should diversion routes or street closures be necessary, they would be only temporary in nature, as equipment is brought to or removed from the Site. Once completed, the Site would also have a secondary Emergency Vehicle Access (EVA) entrance to the property from the adjacent property on Ruskin Street. As such, the proposed project would not significantly impair emergency evacuation. Additionally, Site development would be consistent with the latest versions of the California Building Code (CBC) and the California Fire Code (CFC), as well as the City of Chico General Plan (including Safety

Element), CMC, and any other related regulations that would be required for construction of the project. A **less than significant impact** would occur.

XX.b) Less Than Significant Impact. Under the proposed project, it is not anticipated that wildfire risks would be exacerbated due to slope, prevailing winds, and other factors, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The Site is relatively flat. The 11.7-acre Site was previously utilized as an almond orchard, although the trees have since been removed from the Site. Additionally, the Site previously contained a single-family residence and accessory buildings, which were previously removed from the Site. Two (2) trees have been identified within the Site which would be retained under the project (see Figure 4). The trees to be retained are located near and adjacent to Nord Avenue. Furthermore, potential impacts due to prevailing winds or other factors would be limited as construction would be required to meet or exceed the standards prescribed in the CBC to ensure fire hazards and risk is minimized. Through compliance with existing standards and policies, potential impacts would be limited. A **less than significant impact** would occur.

XX.c) Less Than Significant Impact. The proposed project entails the development of 208 multi-family residential units, internal roads, and landscaping, which would require the installation or maintenance of infrastructure, such as roads, power lines, and other utilities. The project would be sufficiently served by water utilities, as described in Section XIX (Utilities and Service Systems), above, and is within the service boundaries of the Chico Fire Department. Project design has accounted for proper road width and turn radius needs for emergency vehicles, as required by the CFC and CMC. Given the size of the project and the proposed use, the proposed project would not trigger the need for any installation of fire-related utilities (e.g., emergency water supplies), fire roads, fire breaks, or other facilities that would exacerbate fire risk or emergency response needs or cause temporary or ongoing impacts to the environment. Furthermore, all internal utilities on the Site would be installed below ground, minimizing potential ignition and related fire risk, and all contractors would implement standard Best Management Practices (BMPs) and take proper precautions to ensure fire risk is minimized during installation and maintenance of associated infrastructure. A **less than significant impact** would occur.

XX.d) No Impact. The proposed project would not 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 challenges, as the subject Site is relatively flat in nature and is not currently developed. Additionally, there is no evidence on-site of recent wildfires at the Site or in the immediate vicinity. **No impact** would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Wildfire.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

Certain mandatory findings of significance must be made to comply with CEQA Guidelines Section 15065. The proposed project has been analyzed and it has been determined that it would not:

- Substantially degrade environmental quality;
- Substantially reduce fish or wildlife habitat;
- Cause a fish or wildlife population to fall below self-sustaining levels;
- Threaten to eliminate a plant or animal community;
- Reduce the numbers or range of a rare, threatened, or endangered species;
- Eliminate important examples of the major periods of California history or pre-history;
- Achieve short term goals to the disadvantage of long term goals;
- Have environmental effects that will directly or indirectly cause substantial adverse effects on human beings; or
- Have possible environmental effects that are individually limited but cumulatively considerable when viewed in connection with past, current, and reasonably anticipated future projects.

Potential environmental impacts from construction and operation of the proposed project have been analyzed in this document and mitigation measures have been included in the document to ensure impacts would be held to a less-than-significant level.

XXI.a) Less Than Significant with Mitigation Incorporated. The project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. No trees would be removed under the project and two (2) existing trees on-site would be incorporated into the project's

landscaping design (see Appendix D). The Site does not provide habitat for any fish species, nor does the Site support any notable plant or animal communities; however, suitable habitat for migratory birds protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC) is present within the subject Site (Gallaway, 2023). Ground disturbing activities have the potential to affect bird species protected under the MBTA. Should project development activities occur outside of the bird nesting season (February 1 to August 31), no impacts to such species would be anticipated. However, if project activities cannot be initiated outside of the bird nesting season, several recommendations are included in the Biological Assessment to minimize potential impacts, including conducting pre-construction surveys and halting project activities until young have fledged or the nest fails, and a qualified biologist determines the nest(s) to no longer be active, which have been incorporated under Mitigation Measure BIO-1 within Section IV (Biological Resources).

Additionally, there are no important examples of California pre-history located on-site. While the Site previously contained an approximately 1,500-square-foot single-family residence that was constructed in 1924, it was not eligible for listing on the California Register of Historical Resources (CRHR). Although the Site has been heavily disturbed due to prior agricultural (almond orchard) use of the property, one (1) historic-era cultural resource (P-04-4755) was previously documented within the APE and there is the potential for unrecorded archaeological and Native American resources and/or human remains to be located on-site. CEQA Guidelines Section 15064.5(d) and (f) and PRC Section 5097.98 provide proper protocol in the event of inadvertent discovery of archaeological or paleontological resources, or human remains on-site during project construction, and required compliance with these protocols provided in Mitigation Measures CUL-1 through CUL-3 would ensure impacts would be less than significant.

There would be a **less than significant impact with mitigation incorporated**.

XXI.b) Less Than Significant Impact. No cumulative impacts have been identified as a result of the proposed project. The project is a multi-family residential apartment complex project that is consistent with the Site's land use and zoning designations and would be served by community services. The analysis included in this Initial Study found that all potential impacts associated with the project could be reduced to a less-than-significant level with mitigation incorporated. As such, individual impacts from the project would not significantly contribute to cumulative impacts in the area. A **less than significant impact** would occur.

XXI.c) Less Than Significant with Mitigation Incorporated. The proposed project would not generate any potential direct or indirect environmental effect that would have a substantial adverse impact on human beings including, but not limited to, exposure to geologic hazards, air quality, water quality, traffic hazards, noise, and fire hazards. With mitigation incorporated, all potential impacts associated with construction and operation of the project would be reduced to a less-than-significant level. A **less than significant impact with mitigation incorporated** would occur.

MITIGATION MEASURES

Refer to Mitigation Measure BIO-1 in Section IV (Biological Resources); Mitigation Measures CUL-1 through CUL-3 in Section V (Cultural Resources); and NOISE-1 in Section XIII (Noise), above.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Mandatory Findings of Significance.

VI. REFERENCES

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(Appendix K)

FIGURES

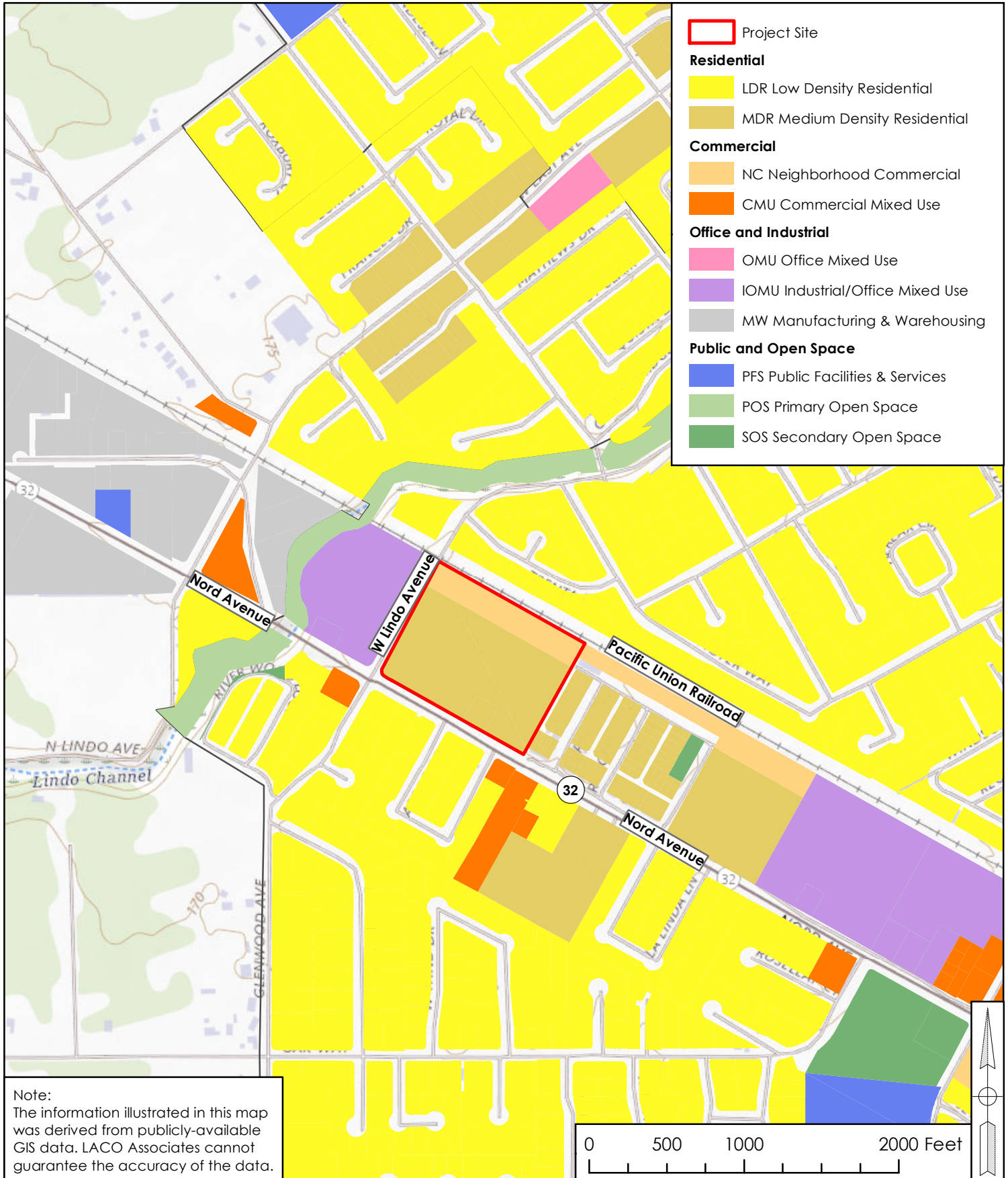
Figure 1	Location Map
Figure 2	Land Use Map
Figure 3	Zoning Designation Map
Figure 4	Architectural Site Plan
Figure 5	Ranchaero Airport Map
Figure 6	Noise Mitigation Locations

<div>LACO</div> <div>EUREKA • UKIAH • SANTA ROSA</div> <div>1-800-515-5054 www.lacoassociates.com</div>	PROJECT	Multi-Family Apartment Complex	BY	MCH	FIGURE
	CLIENT	2240 Nord Partnership	CHECK	MMM	1
	LOCATION	2240 Nord Avenue, Chico, CA	DATE	11/29/2023	JOB NO.
		Location Map			10569.00

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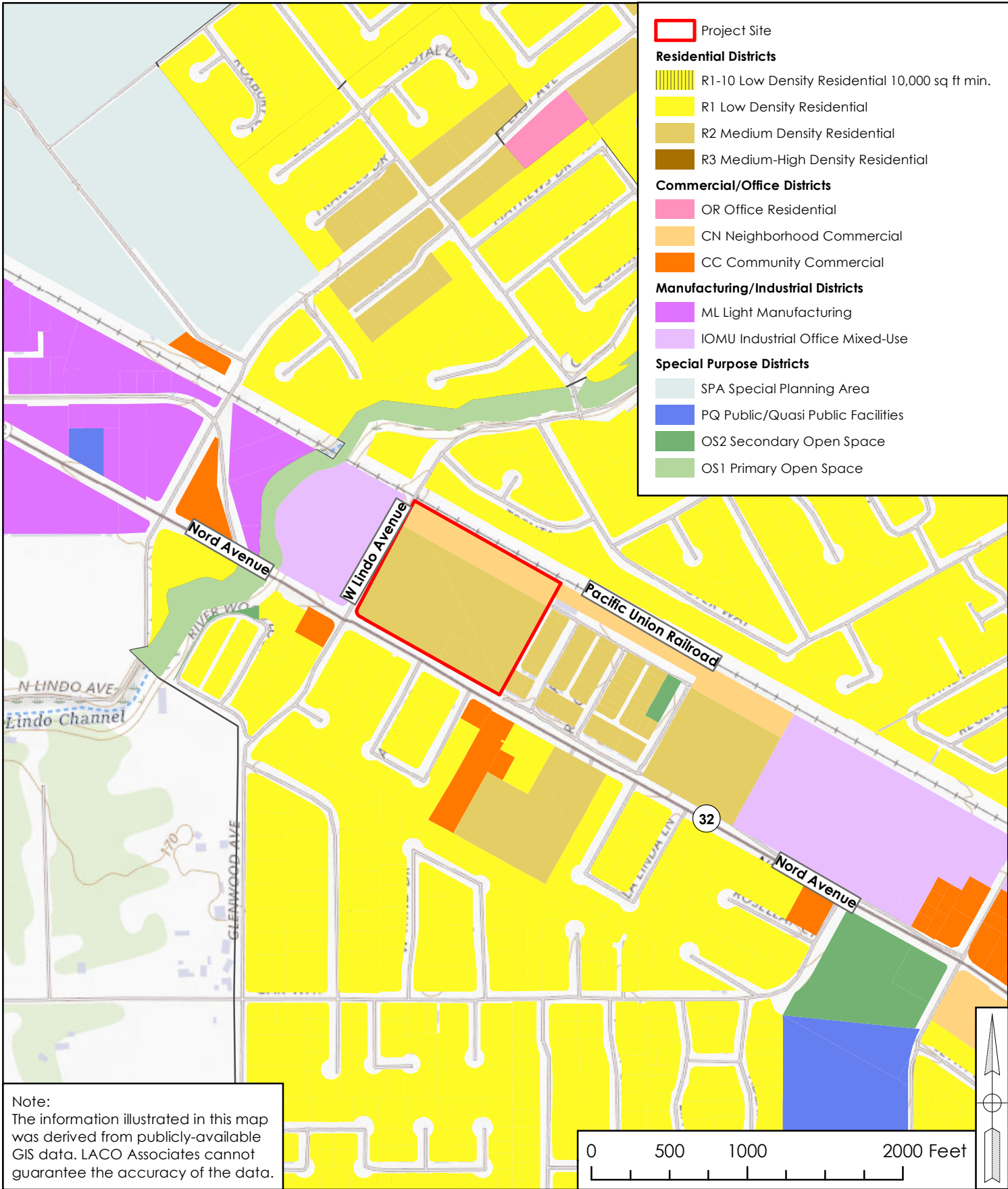


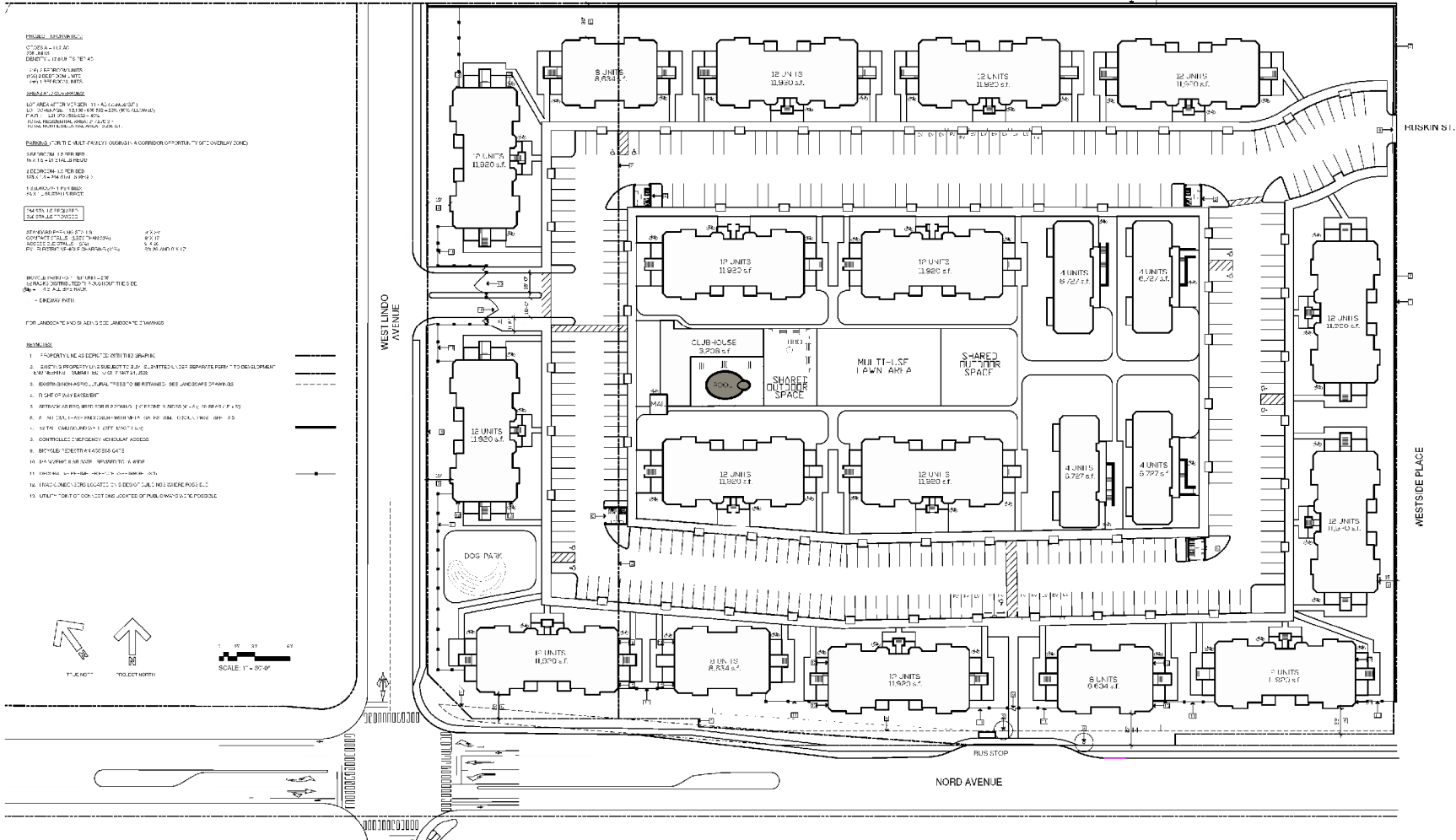
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<div>LACO</div> <div>EUREKA • UKIAH • SANTA ROSA</div> <div>1-800-515-5054 www.lacoassociates.com</div>	PROJECT	Multi-Family Apartment Complex	BY	MCH	FIGURE
	CLIENT	2240 Nord Partnership	CHECK	MMM	3
	LOCATION	2240 Nord Avenue, Chico, CA	DATE	11/02/2023	JOB NO.
		Zoning Designation Map			10569.00

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2240 NORD AVENUE APARTMENTS

PLANNED DEVELOPMENT ARCHITECTURAL SITE PLAN

REVISED 2023.12.01

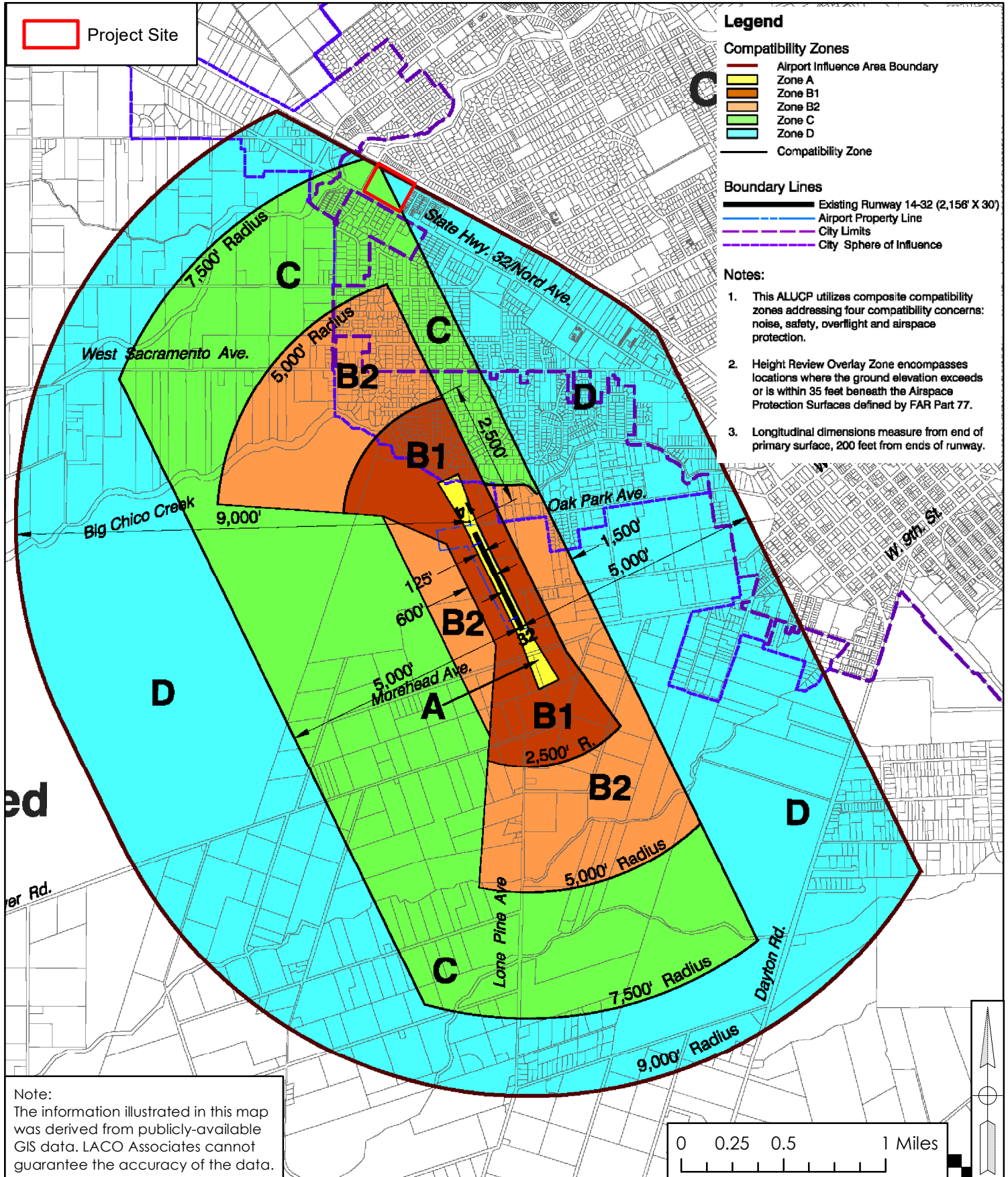
LACO									
EUREKA • UKIAH • SANTA ROSA									
1-800-515-5054 www.lacoassociates.com									
PROJECT	Multi-Family Apartment Complex				BY	MCH	FIGURE	4	
CLIENT	2240 Nord Partnership				CHECK	MMM			
LOCATION	2240 Nord Avenue, Chico, CA				DATE	12/01/2023		JOB NO.	10569.00
	Architectural Site Plan								

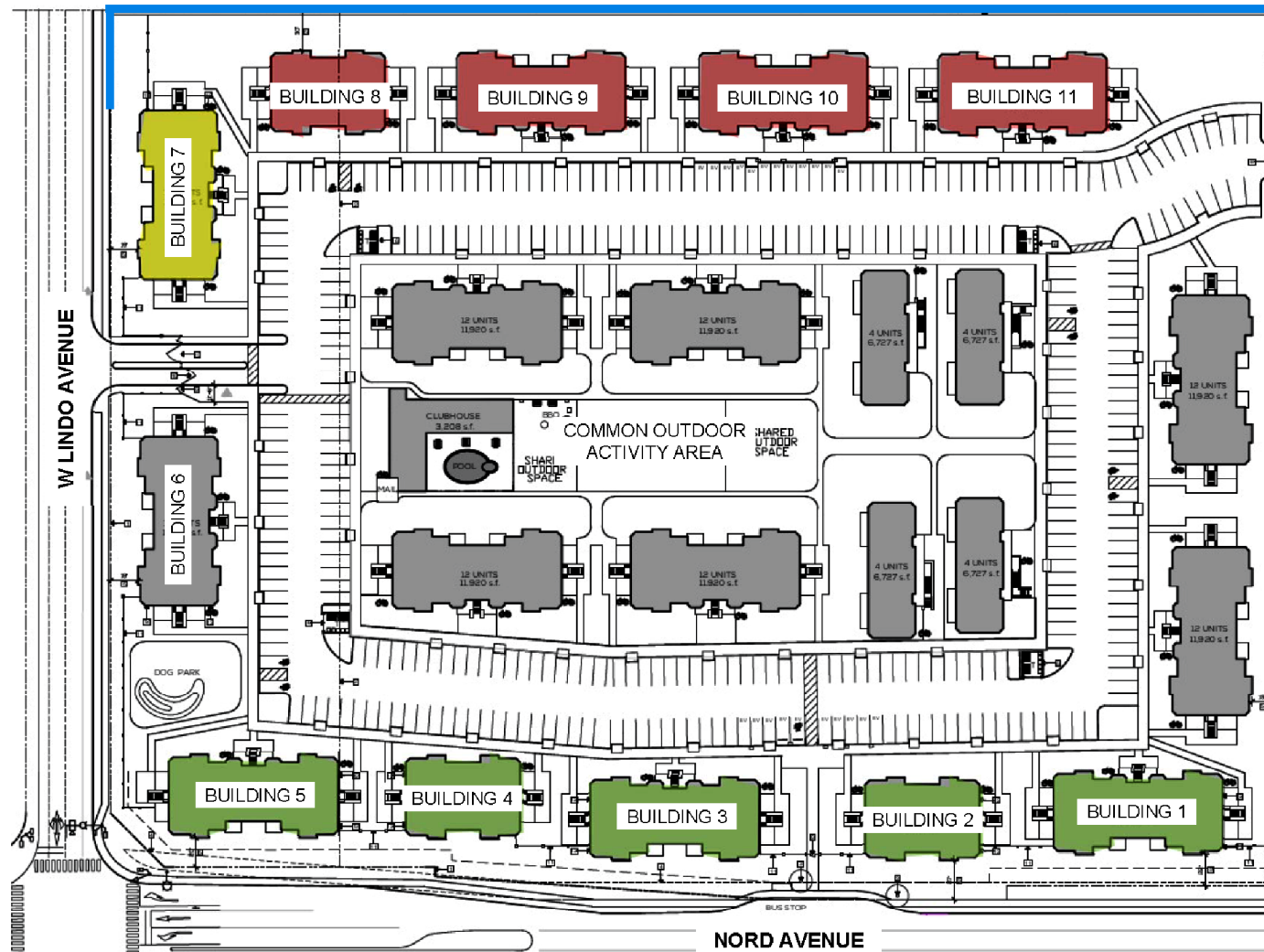
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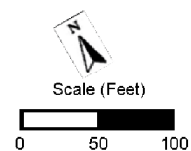
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Legend

- Proposed 10-foot Tall CMU Noise Barrier
- Window Upgrades: STC 32 All Floors (with View of Nord Avenue)
- Window Upgrades: STC 32 First Floors, STC 36 Upper Floors (with View of RR)
- Window Upgrades: STC 32 First Floors, STC 40 Upper Floors (with View of RR)



Source: Bollard Acoustical Consultants, Inc.
November 17, 2023. *Environmental Noise Assessment* (included in Appendix H).

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PROJECT Multi-Family Apartment Complex

CLIENT 2240 Nord Partnership

LOCATION 2240 Nord Avenue, Chico, CA

Noise Mitigation Locations

BY MCH

CHECK MMM

DATE 02/22/2024

FIGURE 6

JOB NO.

10569.00

APPENDIX A

Mitigation Monitoring and Reporting Program (MMRP)

MITIGATION MONITORING AND REPORTING PROGRAM

Public Resources Code, Section 21081.6 (Assembly Bill 3180) requires that mitigation measures identified in environmental review documents prepared in accordance with California Environmental Quality Act (CEQA) are implemented after a project is approved. Therefore, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures during the implementation of the 2240 Nord Avenue Apartments Project. The City of Chico is the agency responsible for implementation of the mitigation measures identified in the Initial Study.

This MMRP provides the City of Chico with a convenient mechanism for quickly reviewing all the mitigation measures including the ability to focus on select information such as timing. The MMRP includes the following information for each mitigation measure:

- The phase of the project during which the required mitigation measure must be implemented;
- The phase of the project during which the required mitigation measure must be monitored;
- The enforcement agency; and
- The level of significance after mitigation.

The MMRP includes a checklist to be used during the mitigation monitoring period. The checklist will verify the name of the monitor and the date of the monitoring activity.

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Level of Significance After Mitigation	Verification of Compliance	
					Initial	Date
Biological Resources						
BIO-1: Project activities, including site grubbing, vegetation removal, and all other ground disturbing activities, shall be initiated outside of the bird nesting season (February 1 – August 31). If project activities cannot be initiated outside of the bird nesting season, then the following shall occur: 1. A qualified biologist shall conduct a pre-construction survey within the Site boundaries and within 250 feet of the Site, where accessible, within seven (7) days prior to the initiation of project activities. o If no active nests are identified during the survey period or if construction is initiated during the non-breeding season (September – January), grading and construction may proceed. o If an active [i.e., containing egg(s) or young] nest is observed on-site and/or within 250 feet of the Site where impacts could occur, a species-specific protection buffer shall be determined by a qualified biologist in coordination with CDFW and/or USFWS, based on the species, nest type, and tolerance to disturbance. Project activities shall be prohibited within the buffer zone(s) until the young have fledged or the nest fails, and a qualified biologist has determined the nest to longer be active. The buffer zone(s) shall also be fenced with temporary orange construction fencing. 2. A report of findings shall be prepared by the qualified biologist and submitted to the City for review and approval prior to initiation of grading and construction during the nesting season (February - August). The report would either confirm absence of any active nests or confirm establishment of a designated buffer zone for any active nests. Supplemental reports would be submitted to the City for review and approval where buffer zones have been required to allow construction to proceed within these zones after any young birds have fledged.	Project Construction	Project Construction	City of Chico	Less Than Significant		
Cultural Resources						
CUL-1: In the event that grading or other ground disturbance activities uncover any bones, pottery fragments or other potential cultural resources, the developer or their supervising contractor shall cease all work within 100 feet of the area of the find and notify the Community Development Department at 879-6800. A professional archaeologist who meets the Secretary of the Interior's Professional Qualification Standards	Project Construction	Project Construction	City of Chico	Less Than Significant		

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Level of Significance After Mitigation	Verification of Compliance	
					Initial	Date
for prehistoric and historic archaeology and who is familiar with the archaeological record of Butte County, shall be retained by the developer to evaluate the significance of the find. Community Development Department staff shall notify the Mechoopda Indian Tribe of Chico Rancheria (Tribe) if the find is determined to be of pre-historic origin. Site work shall not resume until the archaeologist conducts sufficient research, testing and analysis of the archaeological evidence to make a determination that the resource is either not cultural in origin or not potentially significant. If a potentially significant resource is encountered, the archaeologist shall prepare a mitigation plan for review and approval by the Community Development Department, including recommendations for total data recovery, Tribal monitoring, disposition protocol, or avoidance, if applicable. All measures determined by the Community Development Director to be appropriate shall be implemented pursuant to the terms of the archaeologist's report. The preceding requirement shall be incorporated into construction contracts and documents to ensure contractor knowledge and responsibility for the proper implementation.						
Hazards and Hazardous Materials						
HAZ-1: Leaks, drips, and spills of hydraulic fluid, oil, or fuel from construction equipment shall be promptly cleaned up to prevent environmental contamination, including contamination of waterways. All workers shall be properly trained in the prevention and clean-up of spills of contaminants. Protective measures shall include the following: <ol style="list-style-type: none"> 1. No discharge of pollutants from vehicle and equipment cleaning shall be allowed into any drainage ditches or watercourses. 2. Spill containment kits shall be properly maintained and located within the vicinity of all operations and fueling of equipment. 	Project Construction	Project Construction	City of Chico	Less Than Significant		
Noise						
NOI-1: To ensure interior noise levels of the proposed residential apartment buildings do not exceed the City of Chico standard of 45 dB DNL, the Applicant shall implement the following, as recommended in the <i>Environmental Noise Assessment</i> , prepared by Bollard Acoustical Consultants, Inc., dated November 17, 2023: <ul style="list-style-type: none"> Upgraded windows with STC ratings shall be utilized for windows from which the railroad tracks would be visible, including those that will ultimately be shielded by the proposed sound wall, as follows: <ul style="list-style-type: none"> Buildings 1-5 (along Nord Avenue frontage) – STC 32 (all floors) for windows with view of Nord Avenue 	Project Construction	Project Construction	City of Chico	Less Than Significant		

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Level of Significance After Mitigation	Verification of Compliance	
					Initial	Date
<ul style="list-style-type: none"> ○ Building 7 (adjacent to W. Lindo Avenue and south of the UPRR rail line) – STC 32 (first floors) and STC 36 (upper floors) for windows with view of railroad tracks ○ Buildings 8-11 (along UPRR railroad frontage) – STC 32 (first floors) and STC 40 (upper floors) for windows with view of railroad tracks • All proposed buildings shall include a suitable form of forced-air mechanical ventilation or air-conditioning so that windows can be kept closed as desired for additional acoustical isolation. • A minimum 10-foot-tall noise barrier should be constructed as shown on Figure 2 of the <i>Environmental Noise Assessment</i>. This includes installation of the sound wall along the Site's northern boundary and partially along the Site's western boundary, along W. Lindo Avenue, from the northern property line to the northern edge of Building 7. The noise barrier height is relative to the building pad elevation. 						
Tribal Cultural Resources						
TRIBE-1: Prior to the start of grading operations for the project, the project developer or their representative shall provide reasonable notice and site access to the Mechoopda Indian Tribe of Chico Rancheria (Tribe) for a tribal monitor to be present during ground disturbing activities with the potential to encounter cultural resources of Native American origin or association. If archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, in coordination with the tribal monitor if prehistoric in nature, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the nature of the find, the archaeologist and tribal monitor (if a resource is prehistoric in age) may simply record the find to appropriate standards (thereby addressing any data potential) and allow work to continue. If the archaeologist determines the discovery to be potentially significant under CEQA or the tribal monitor identifies a potential Tribal Cultural Resource (TCR), additional efforts such as preparation of a treatment plan, testing, and/or data recovery may be warranted prior to allowing construction to proceed in this area. All management strategies recommended by the archaeologist and/or Tribe must be approved by the City of Chico Community Development Director. The developer shall then adhere to the management strategies approved by the City. Ground-disturbing	Project Construction	Project Construction	City of Chico	Less Than Significant		

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Level of Significance After Mitigation	Verification of Compliance	
					Initial	Date
activities may resume once the management strategies have been implemented to the satisfaction of the City's Community Development Director and the qualified archaeologist.						
Also see Mitigation Measure CUL-1 under Cultural Resources, above.	Project Construction	Project Construction	City of Chico	Less Than Significant		

APPENDIX B

Architectural Elevations



ALT. WINDOW COLOR



ALT. WINDOW CONFIG.



PD 6.01

2-1-2 BUILDING

EPICK HOMES - NORD AVE APTS

08/09/23



ALT. WINDOW COLOR



ALT. WINDOW CONFIG.



PD 6.04

4 UNIT

EPICK HOMES - NORD AVE APTS

08/09/23



ALT. WINDOW COLOR



ALT. WINDOW CONFIG.



PD 6.10 CLUBHOUSE IN PRIMARY COLOR OPTION

EPICK HOMES - NORD AVE APTS

08/09/23

Keynote Legend	
Key Value	Keynote Text
03.01	STONE VENEER - SAWTOOTH EDGE - SILVER ASH
03.02	DARK GRAY COMPOSITION ROOF
03.03	HARDI PLANK LAP SIDING - SELECT CEDARMILL - SW 7006 EXTRA WHITE
03.04	HARDI PANEL VERTICAL SIDING - SW 7006 EXTRA WHITE
03.05	HARDI PANEL VERTICAL SIDING - SW 6256 SERIOUS GRAY
03.06	SMOOTH PLASTER - SW 6252 ICE CUBE

1 LEFT ELEVATION
1/4" = 1'-0"



2 RIGHT ELEVATION
1/4" = 1'-0"



3 FRONT ELEVATION
1/4" = 1'-0"



4 REAR ELEVATION
1/4" = 1'-0"



PD 6.02

DRAWING SCALE: 1/4" = 1'-0"

2-1-2 BUILDING

EPICK HOMES - NORD AVE APTS

06/20/23

Keynote Legend	
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03.02	DARK GRAY COMPOSITION ROOF
03.03	HARDI PLANK LAP SIDING - SELECT CEDARMILL - SW 7006 EXTRA WHITE
03.04	HARDI PANEL VERTICAL SIDING - SW 7006 EXTRA WHITE
03.05	HARDI PANEL VERTICAL SIDING - SW 6256 SERIOUS GRAY
03.06	SMOOTH PLASTER - SW 6252 ICE CUBE





1 FRONT ELEVATION
1/4" = 1'-0"



2 LEFT ELEVATION
1/4" = 1'-0"



3 REAR ELEVATION
1/4" = 1'-0"

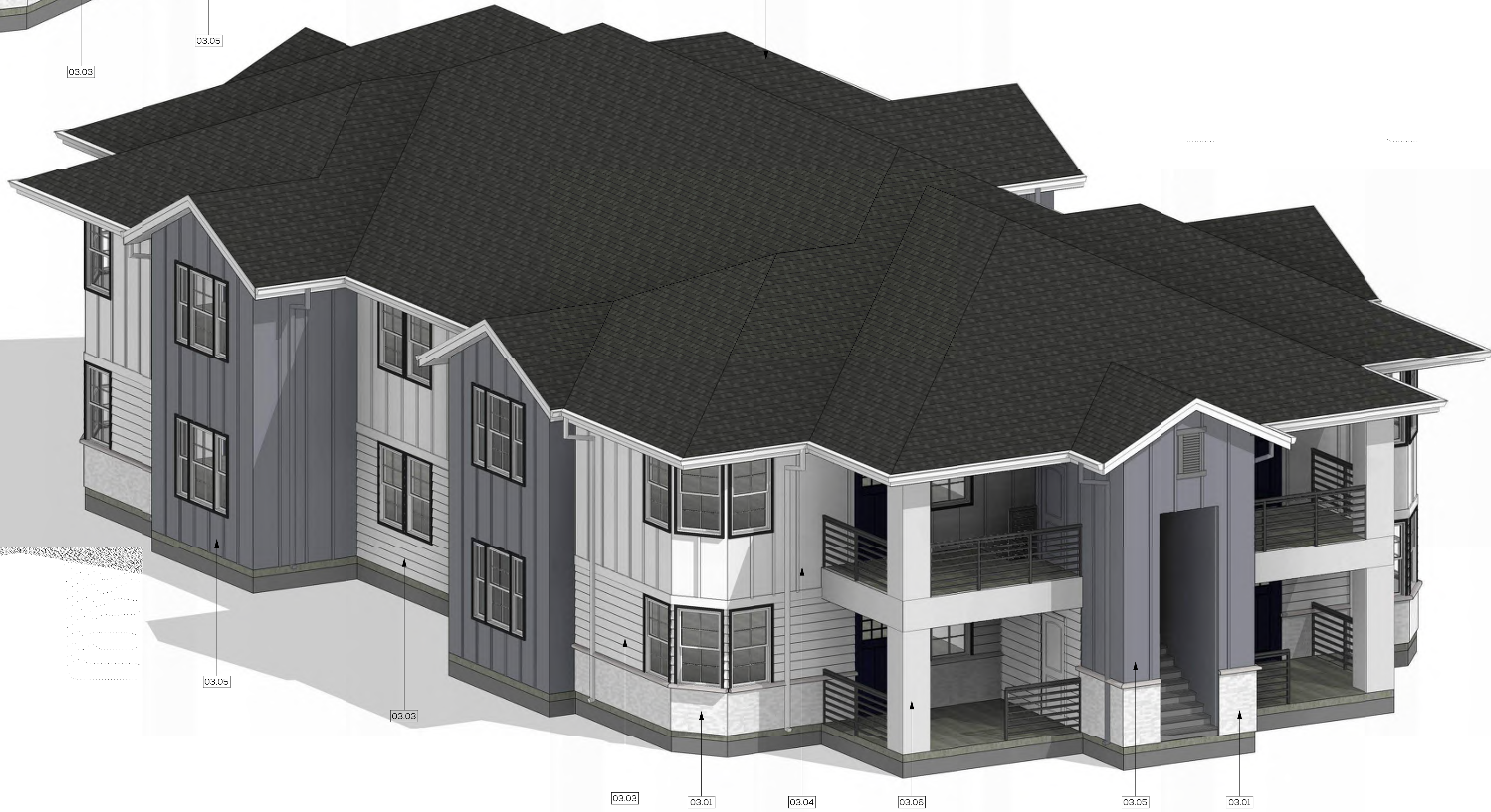
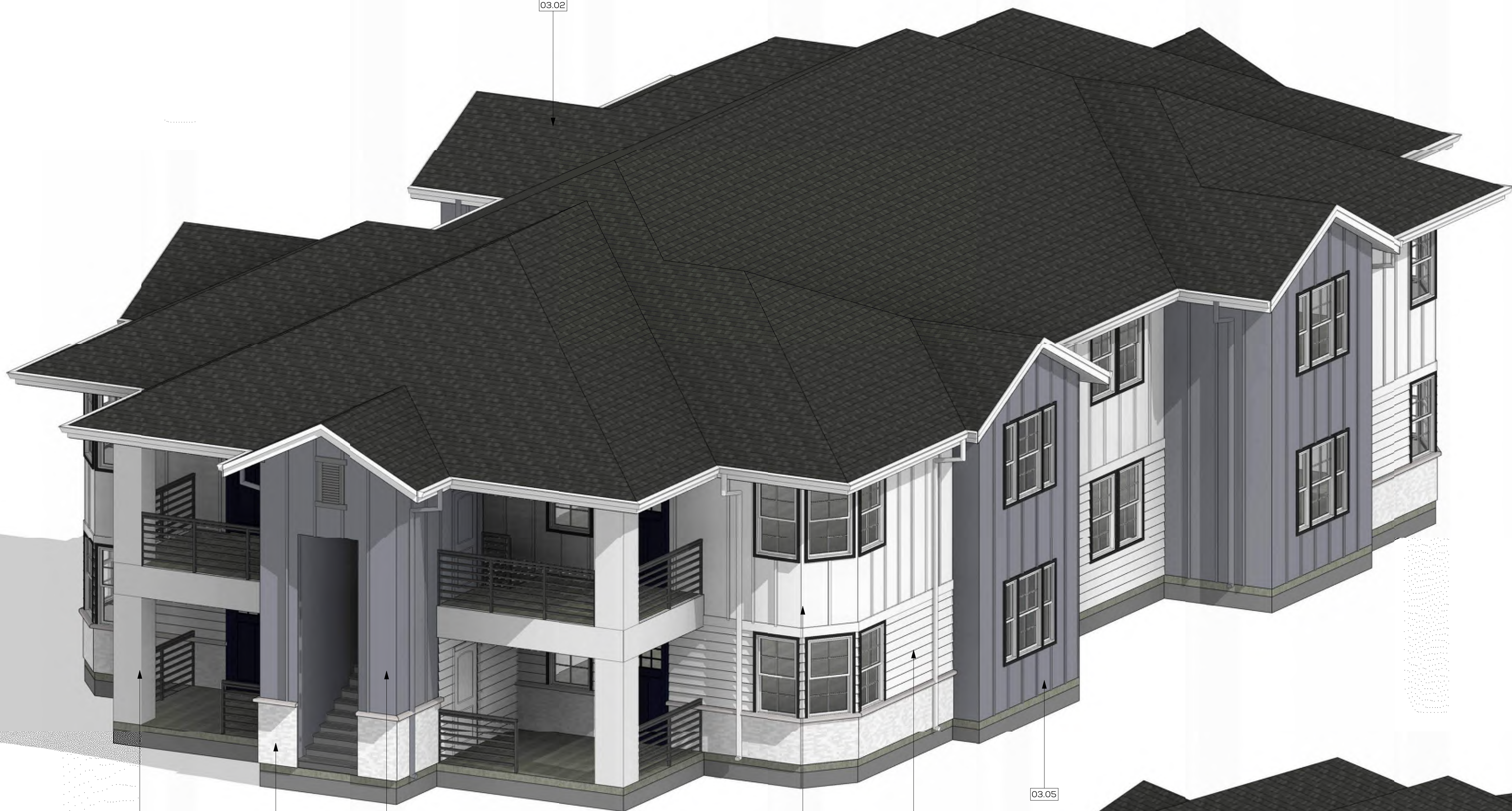


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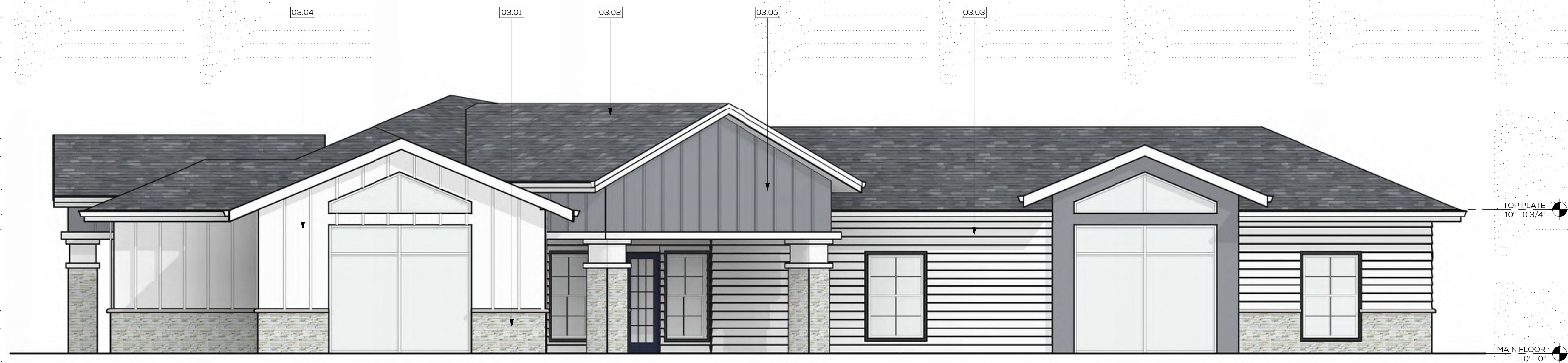
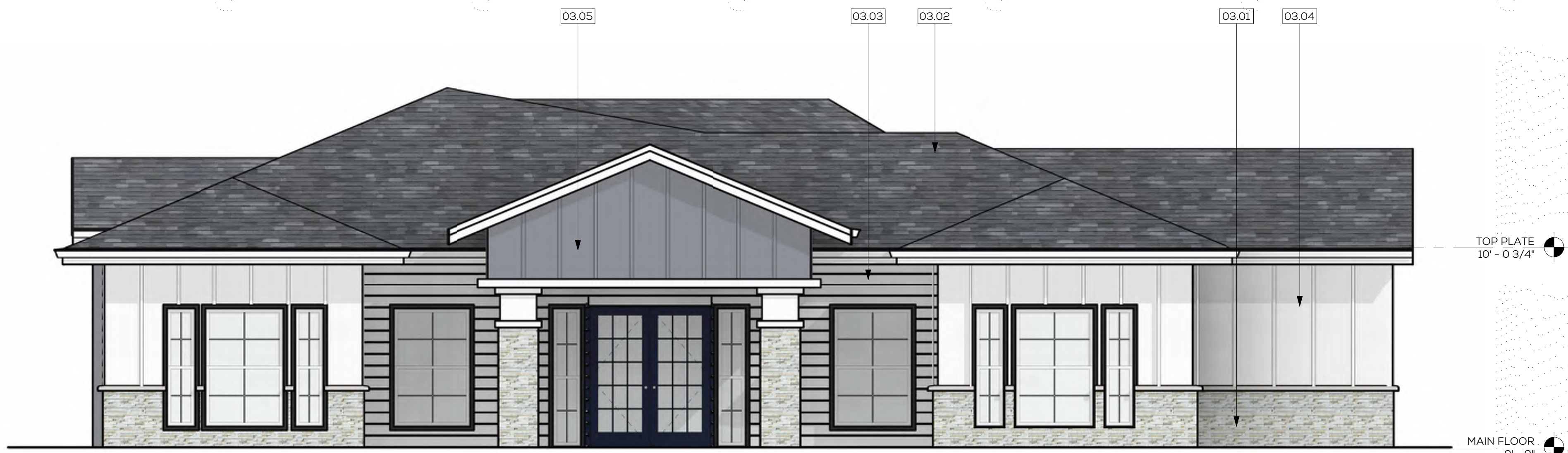
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03.04	HARDI PANEL VERTICAL SIDING - SW 7006 EXTRA WHITE
03.05	HARDI PANEL VERTICAL SIDING - SW 6256 SERIOUS GRAY
03.06	SMOOTH PLASTER - SW 6252 ICE CUBE







Keynote Legend	
Key Value	Keynote Text
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03.02	DARK GRAY COMPOSITION ROOF
03.03	HARDI PLANK LAP SIDING - SELECT CEDARMILL - SW 7006 EXTRA WHITE
03.04	HARDI PANEL VERTICAL SIDING - SW 7006 EXTRA WHITE
03.05	HARDI PANEL VERTICAL SIDING - SW 6256 SERIOUS GRAY
03.06	SMOOTH PLASTER - SW 6252 ICE CUBE



Keynote Legend	
Key Value	Keynote Text
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03.02	DARK GRAY COMPOSITION ROOF
03.03	HARDI PLANK LAP SIDING - SELECT CEDARMILL - SW 7006 EXTRA WHITE
03.04	HARDI PANEL VERTICAL SIDING - SW 7006 EXTRA WHITE
03.05	HARDI PANEL VERTICAL SIDING - SW 6256 SERIOUS GRAY

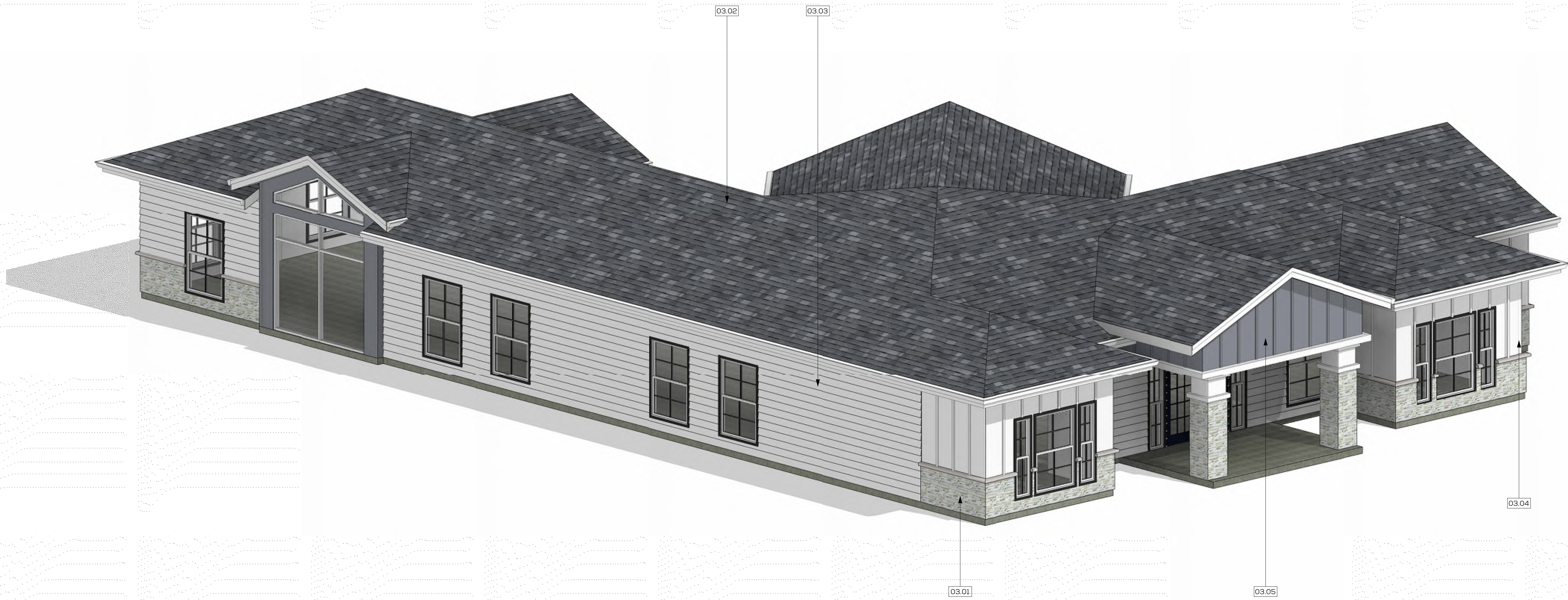


PD 6.11 CLUBHOUSE IN PRIMARY COLOR OPTION

DRAWING SCALE: 1/4" = 1'-0"

NORD AVE APTS

03/09/23



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03.04	HARDI PANEL VERTICAL SIDING - SW 7006 EXTRA WHITE
03.05	HARDI PANEL VERTICAL SIDING - SW 6256 SERIOUS GRAY



Keynote Legend	
Key Value	Keynote Text
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03.02	COMPOSITION ROOF
03.03	HARDI PLANK LAP SIDING - SELECT CEDARMILL - SW 7008 ALABASTER
03.04	HARDI PANEL VERTICAL SIDING - SW 7008 ALABASTER
03.05	HARDI PANEL VERTICAL SIDING - SW 7017 DORIAN GRAY
03.06	SMOOTH PLASTER - SW 7638 JOGGING PATH

1 LEFT ELEVATION
1/4" = 1'-0"



2 RIGHT ELEVATION
1/4" = 1'-0"



3 FRONT ELEVATION
1/4" = 1'-0"



4 REAR ELEVATION
1/4" = 1'-0"



PD 6.13

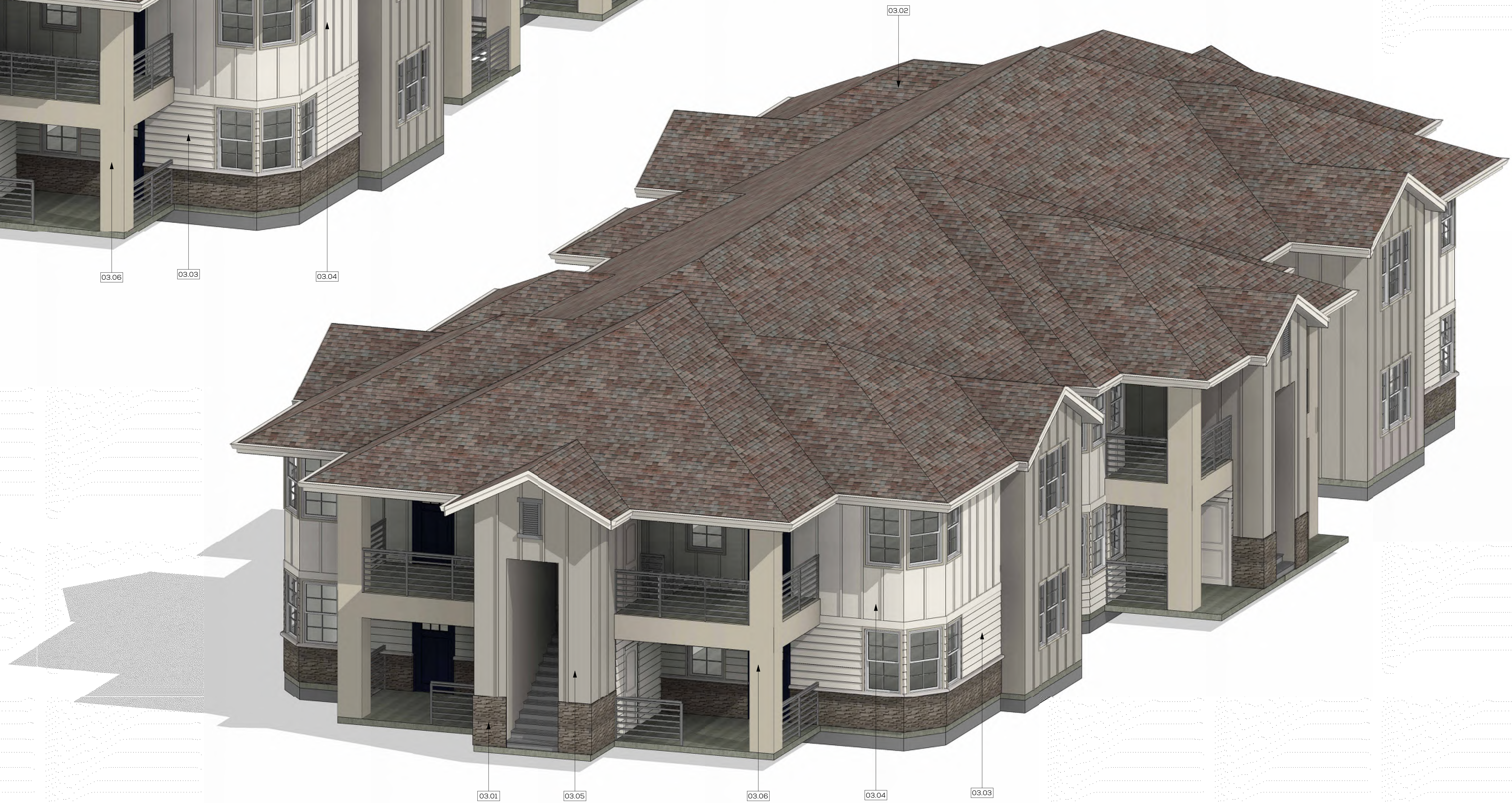
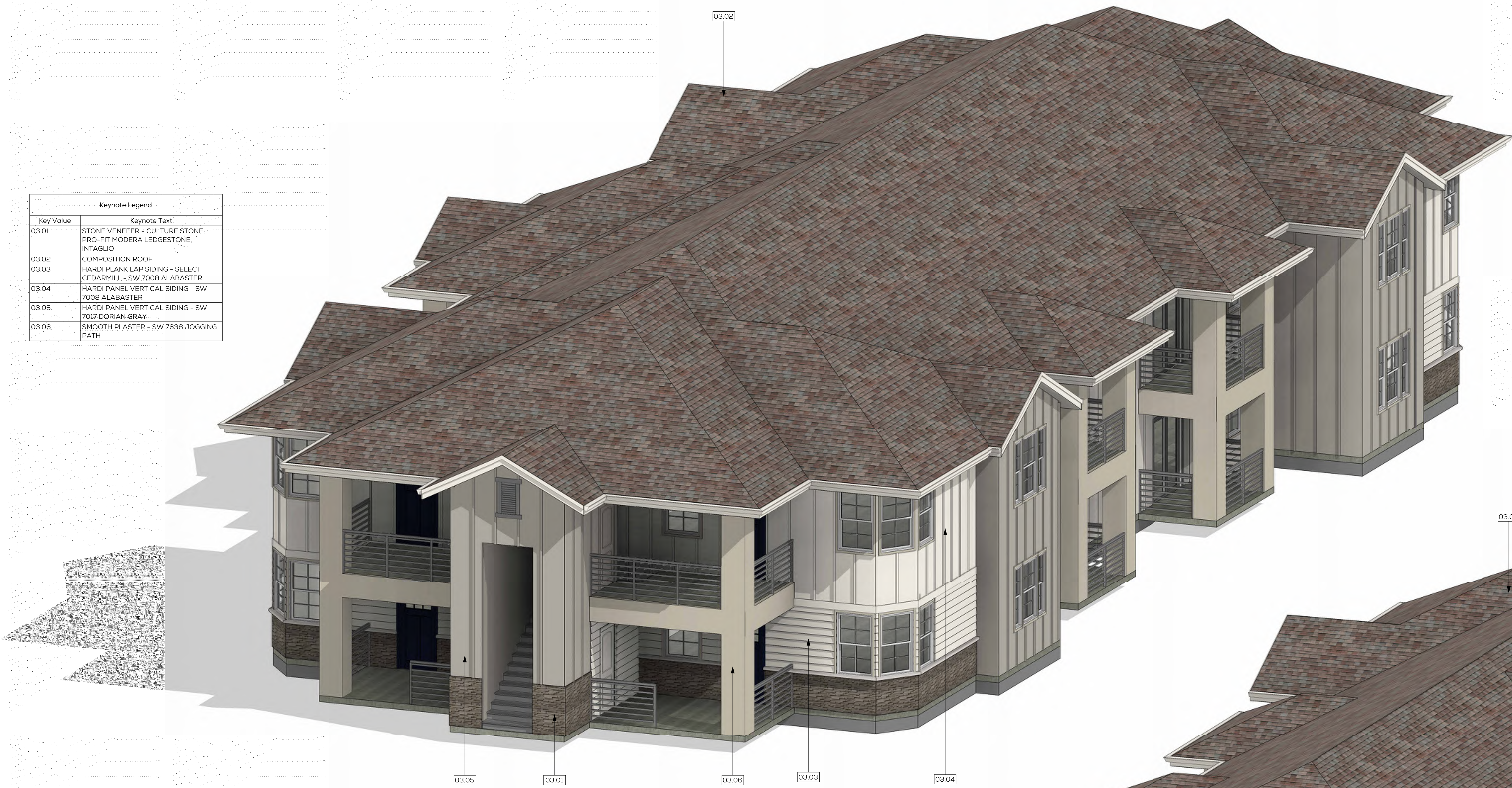
COLOR ALTERNATIVE OPTION 1

EPICK HOMES - NORD AVE APTS

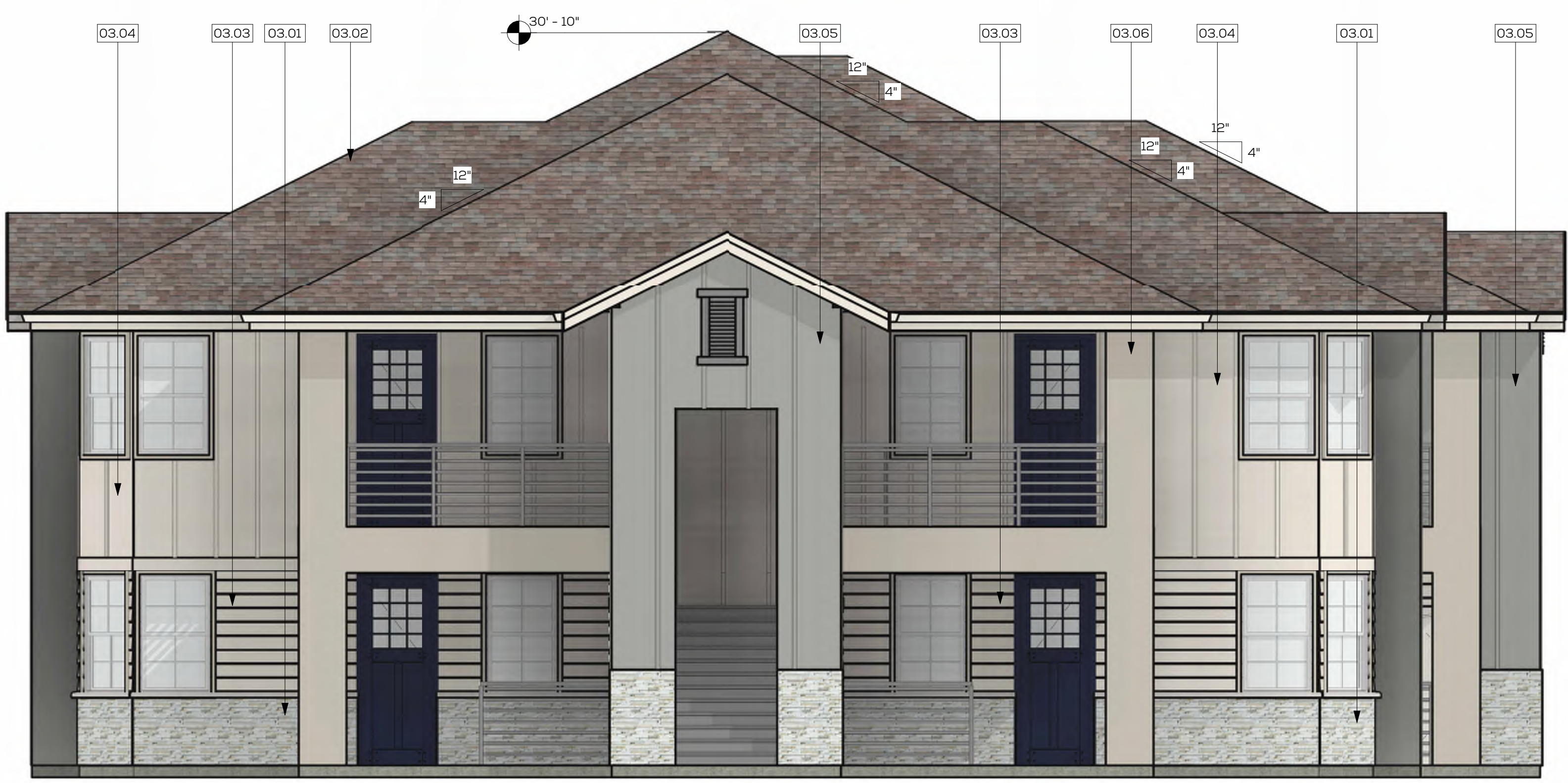
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03/09/23

Keynote Legend	
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03.02	COMPOSITION ROOF
03.03	HARDI PLANK LAP SIDING - SELECT CEDARMILL - SW 7008 ALABASTER
03.04	HARDI PANEL VERTICAL SIDING - SW 7008 ALABASTER
03.05	HARDI PANEL VERTICAL SIDING - SW 7017 DORIAN GRAY
03.06	SMOOTH PLASTER - SW 7638 JOGGING PATH



Keynote Legend	
Key Value	Keynote Text
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03.02	COMPOSITION ROOF
03.03	HARDI PLANK LAP SIDING - SELECT CEDARMILL - SW 7012 CREAMY
03.04	HARDI PANEL VERTICAL SIDING - SW 7012 CREAMY
03.05	HARDI PANEL VERTICAL SIDING - SW 7638 JOGGING PATH
03.06	SMOOTH PLASTER - SW 7655 STAMPED CONCRETE



1 LEFT ELEVATION
1/4" = 1'-0"



2 RIGHT ELEVATION
1/4" = 1'-0"



3 FRONT ELEVATION
1/4" = 1'-0"



4 REAR ELEVATION
1/4" = 1'-0"



PD 6.13

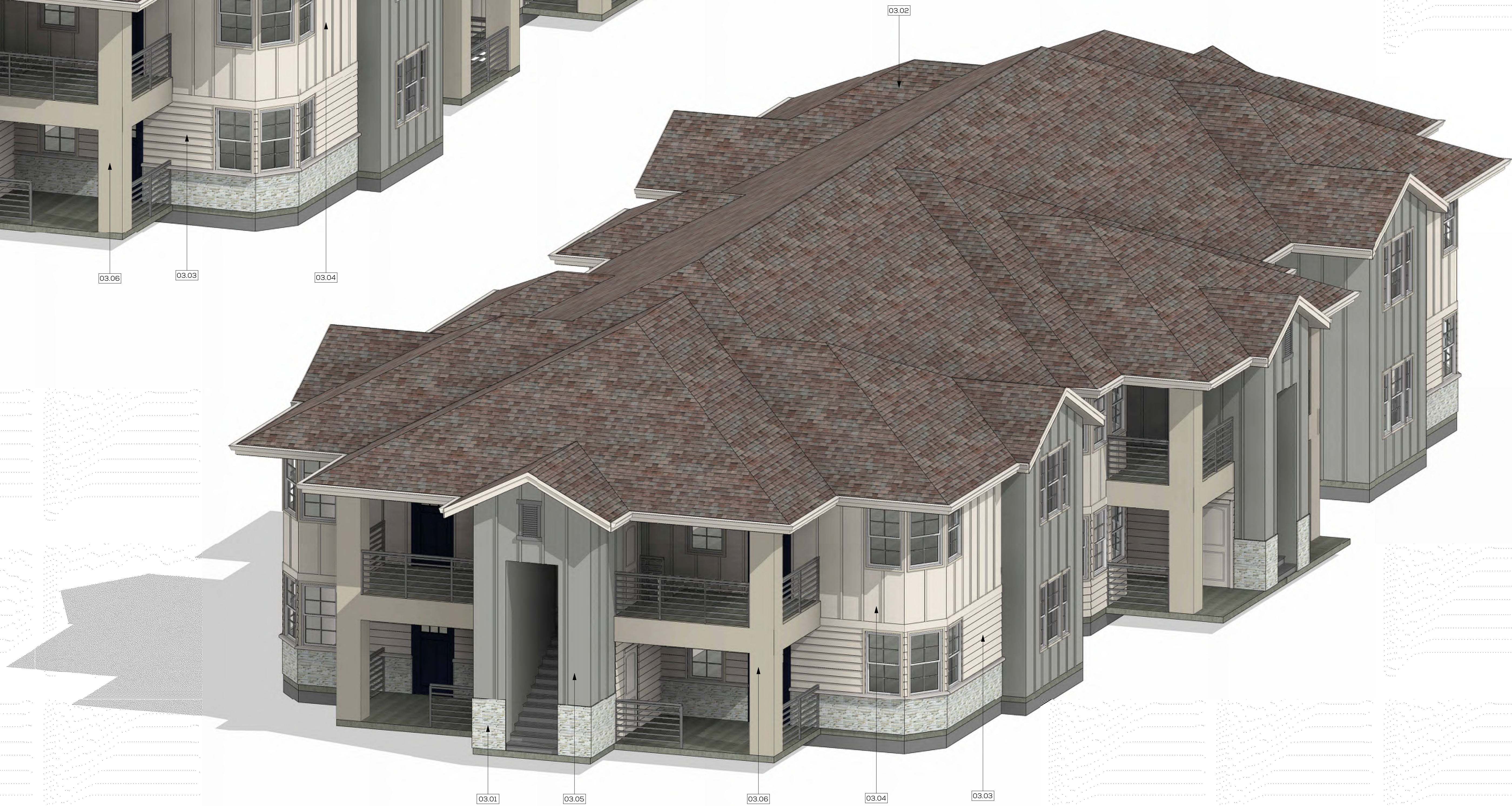
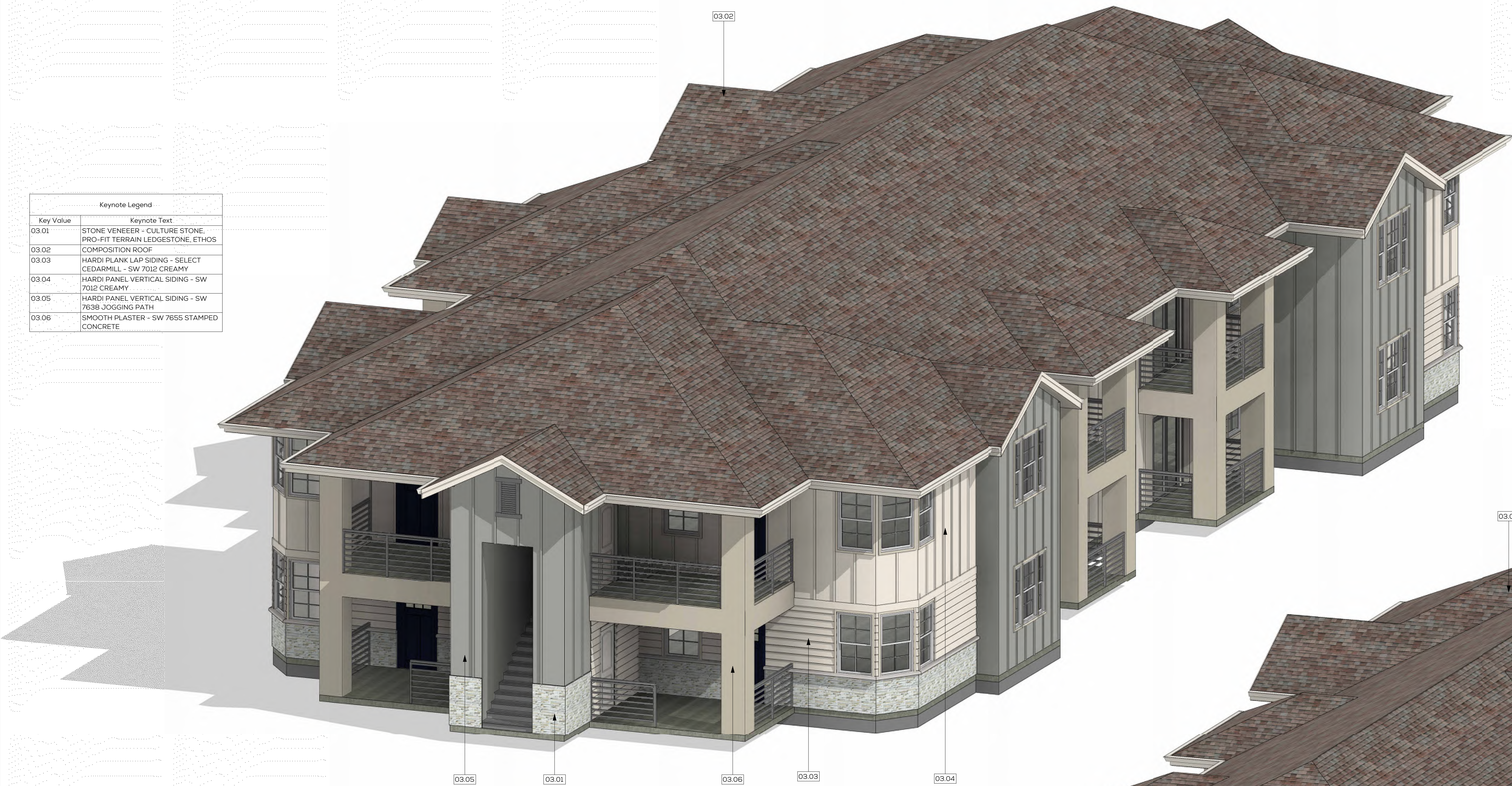
COLOR ALTERNATIVE OPTION 2

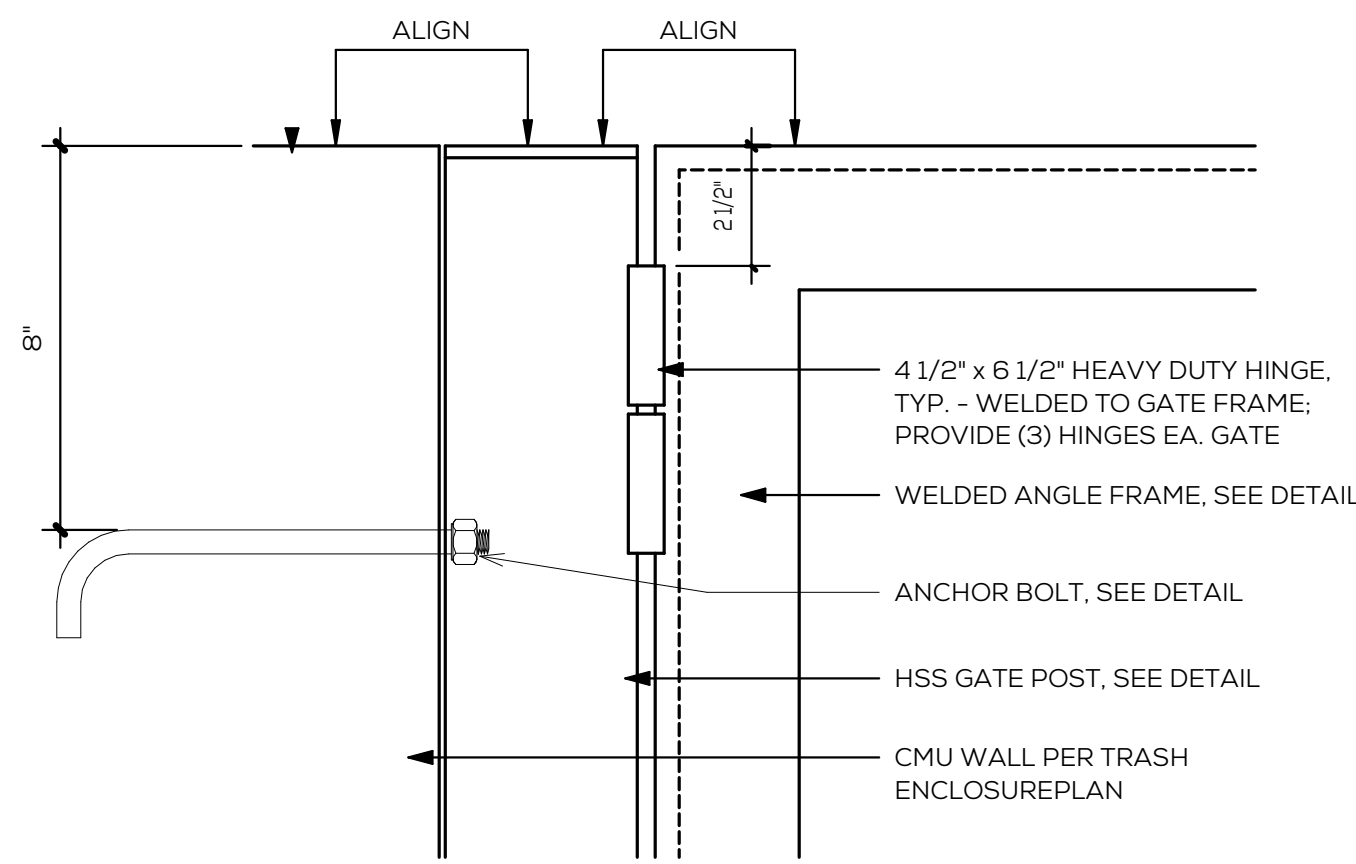
DRAWING SCALE: 1/4" = 1'-0"

EPICK HOMES - NORD AVE APTS

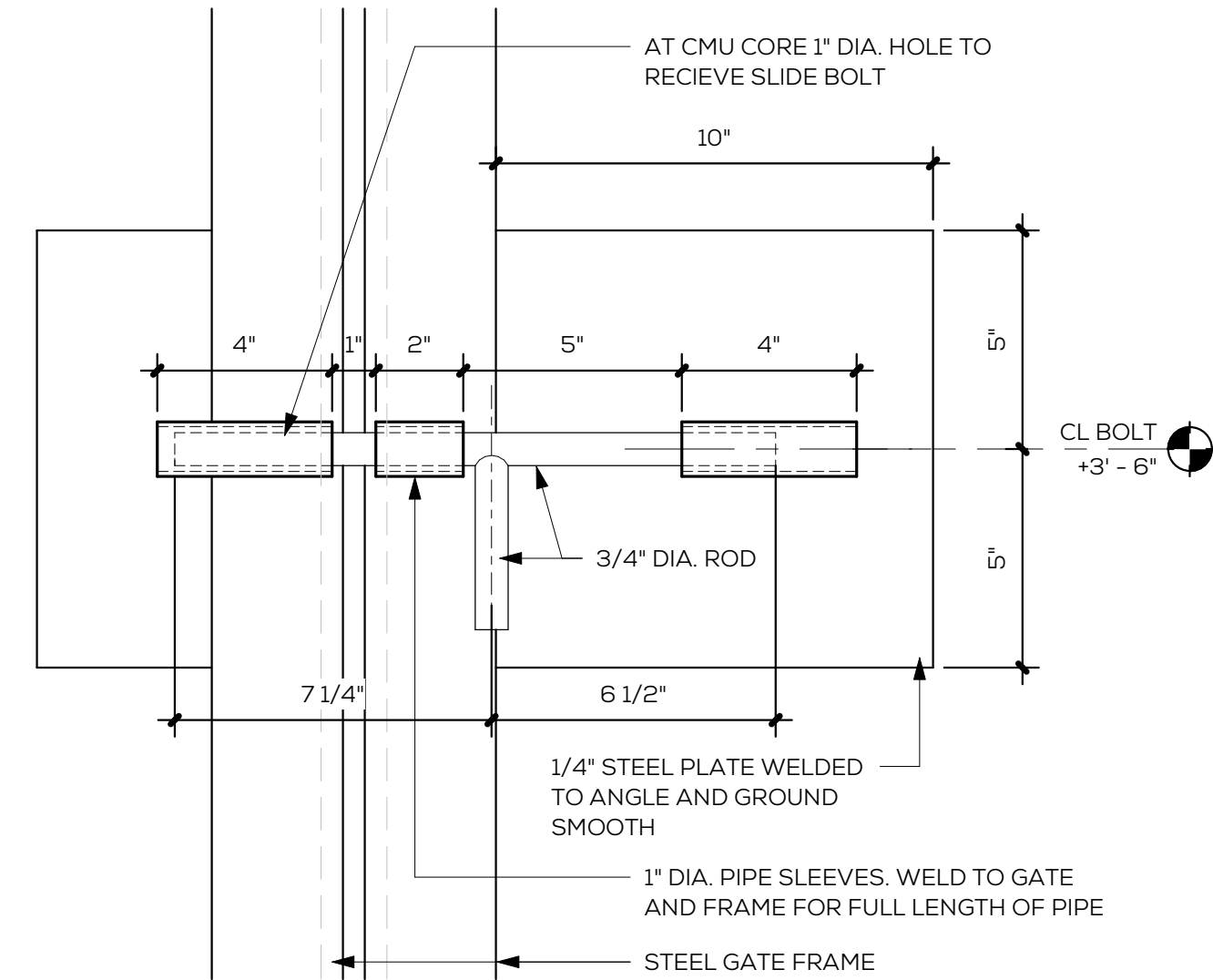
03/09/23

Keynote Legend	
Key Value	Keynote Text
03.01	STONE VENEER - CULTURE STONE, PRO-FIT TERRAIN LEDGESTONE, ETHOS
03.02	COMPOSITION ROOF
03.03	HARDI PLANK LAP SIDING - SELECT CEDARMILL - SW 7012 CREAMY
03.04	HARDI PANEL VERTICAL SIDING - SW 7012 CREAMY
03.05	HARDI PANEL VERTICAL SIDING - SW 7638 JOGGING PATH
03.06	SMOOTH PLASTER - SW 7655 STAMPED CONCRETE

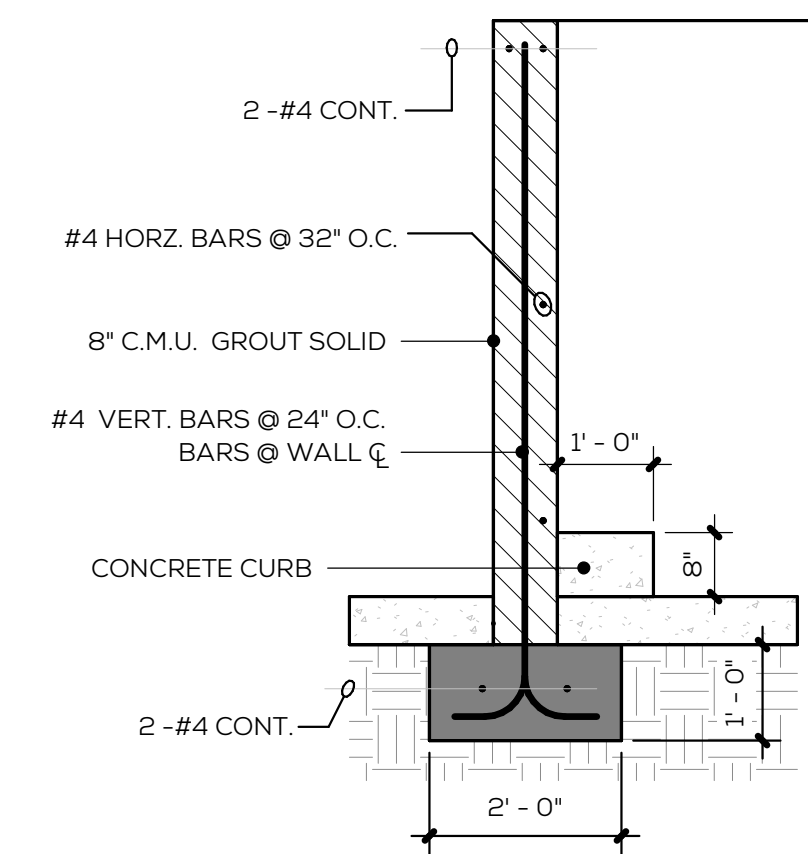




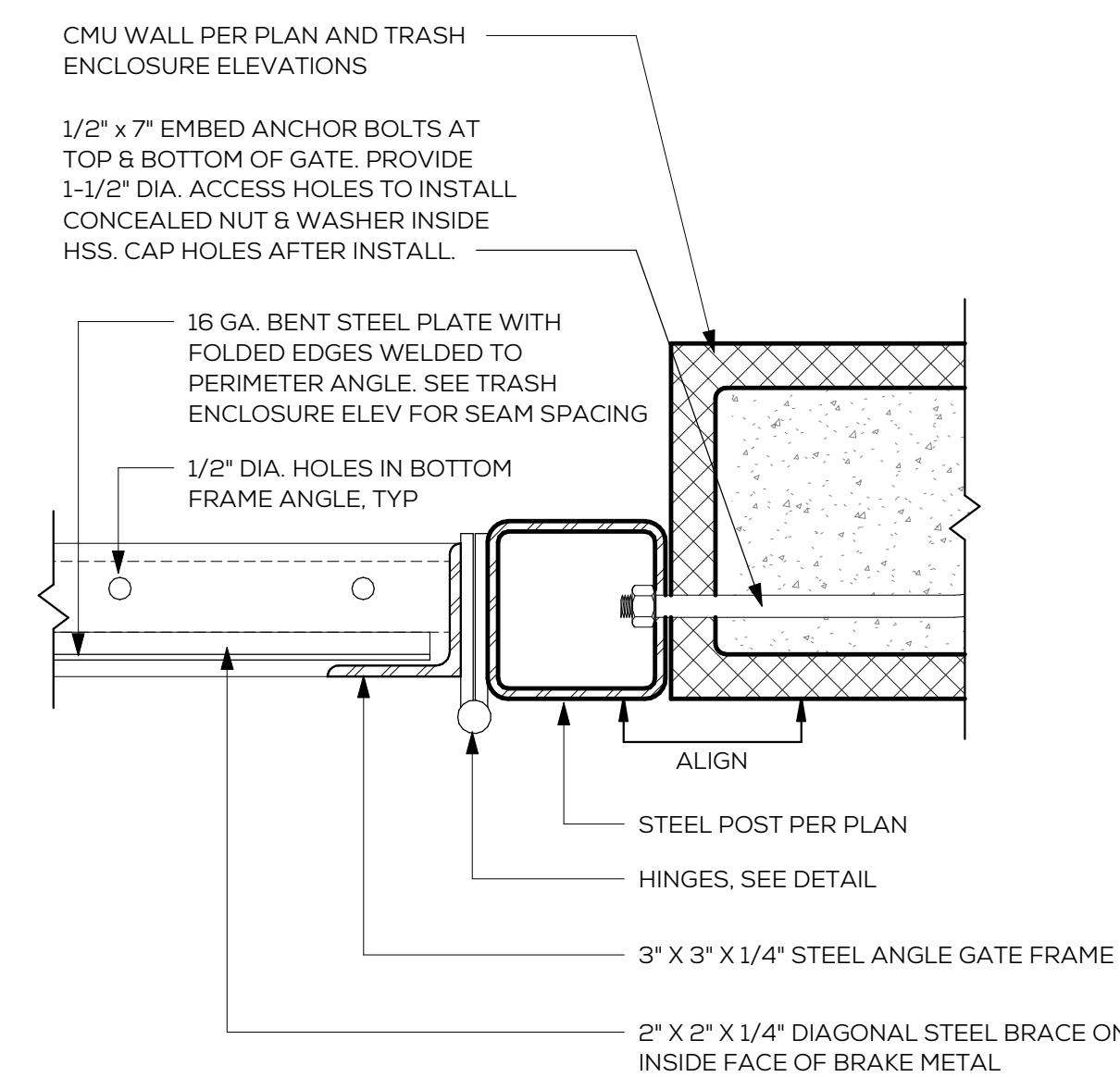
II - TRASH GATE HINGE
SCALE: 3" = 1'-0"



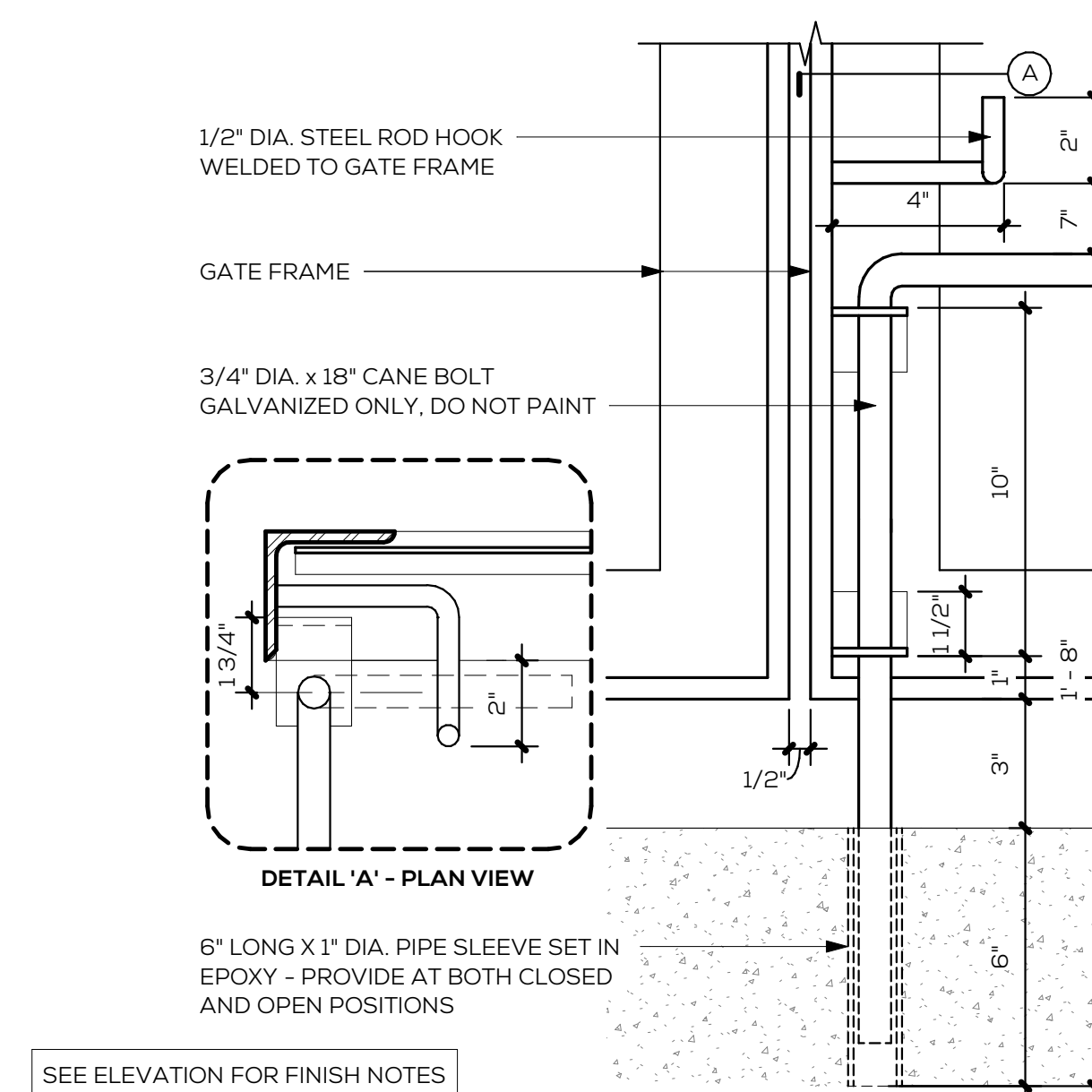
FF - TRASH GATE SLIDE BOLT
SCALE: 3" = 1'-0"



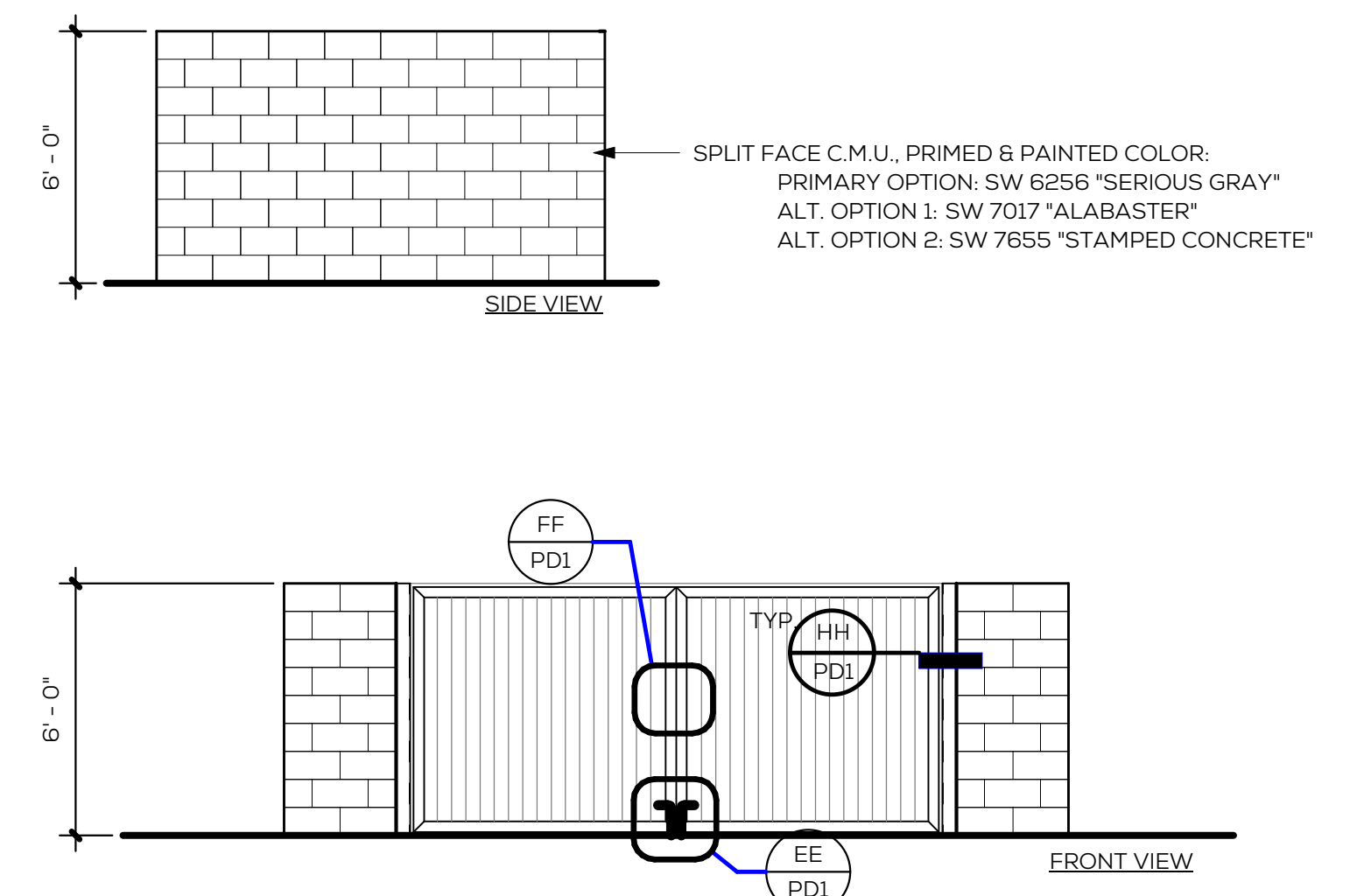
CC - TRASH ENCLOSURE SECTION @ WALL
SCALE: 1/2" = 1'-0"



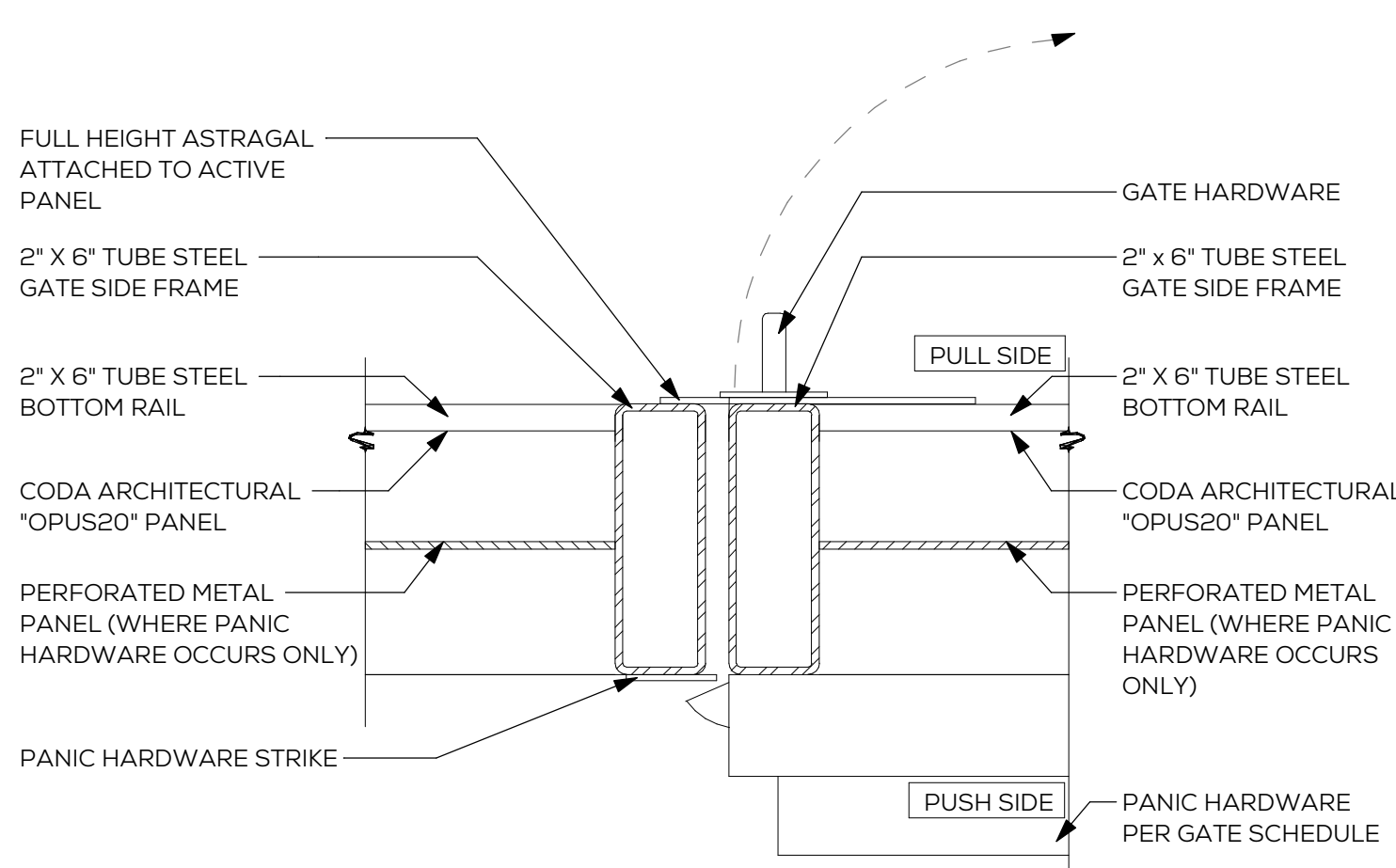
HH - TRASH GATE JAMB DETAIL
SCALE: 3" = 1'-0"



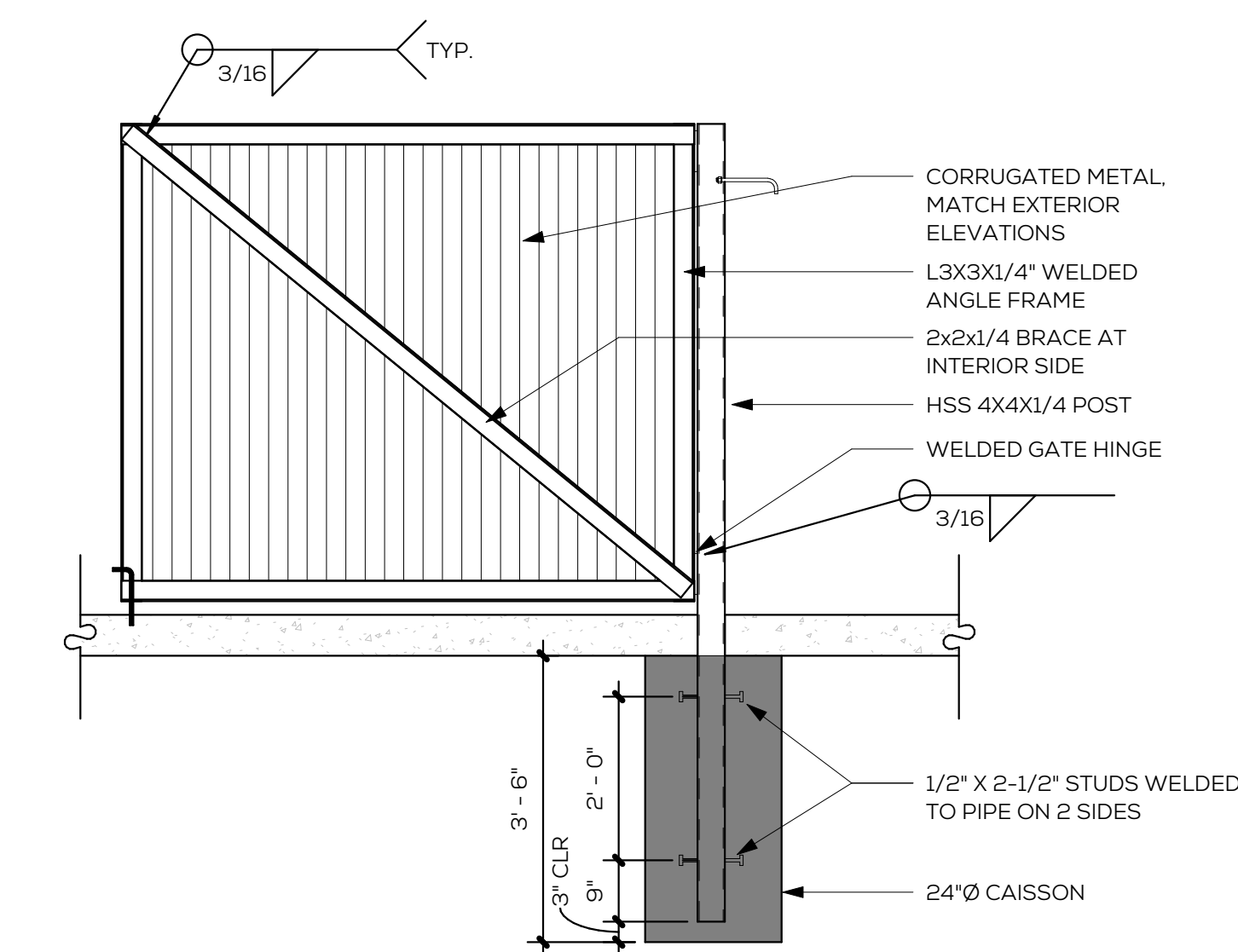
EE - TRASH GATE CANE BOLT
SCALE: 3" = 1'-0"



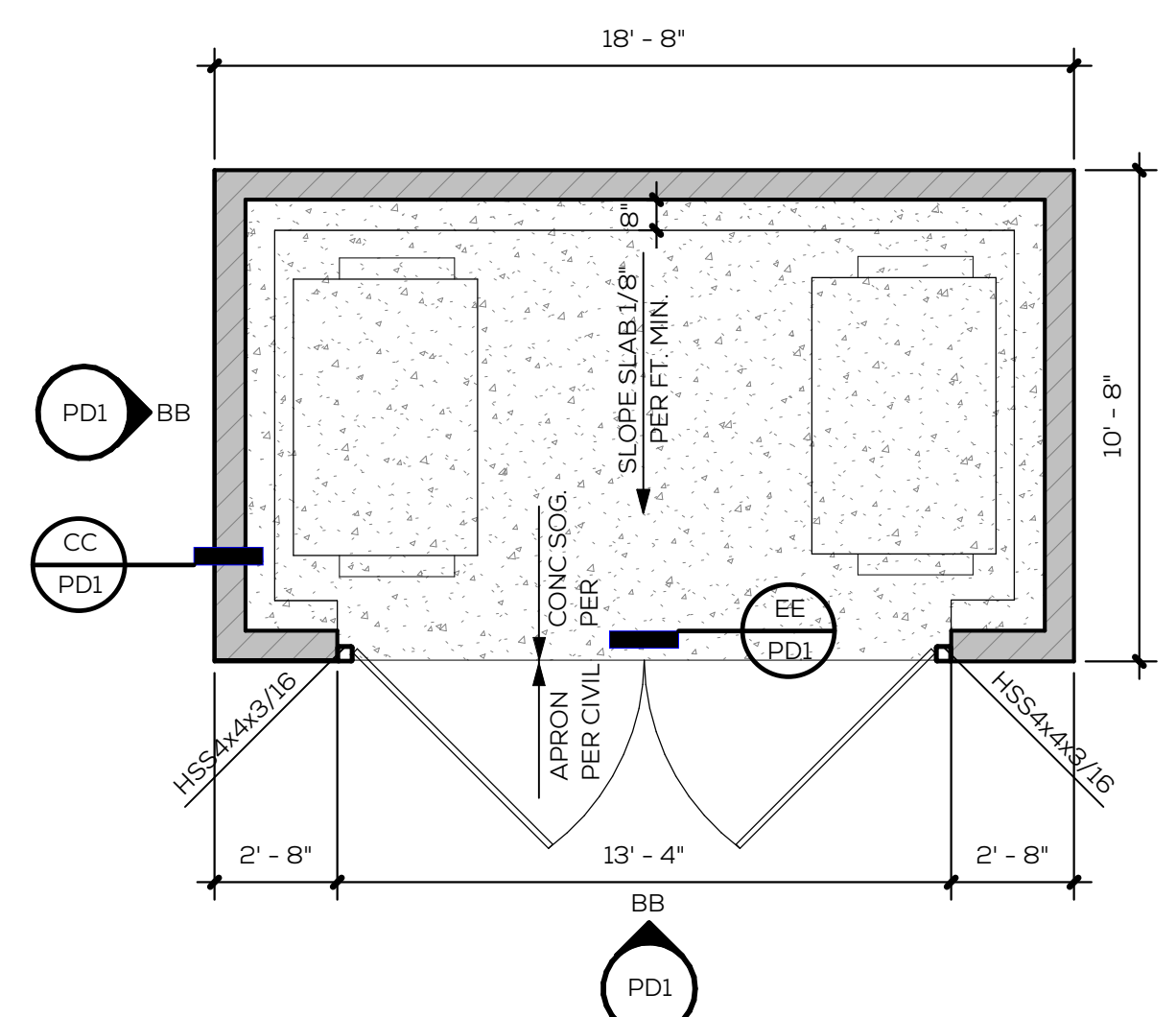
BB - TRASH ENCLOSURE ELEVATIONS
SCALE: 1/4" = 1'-0"



GG - TUBE GATE JAMB
SCALE: 3" = 1'-0"



DD - TRASH ENCLOSURE GATE
SCALE: 1/2" = 1'-0"



AA - TRASH ENCLOSURE PLAN
SCALE: 1/4" = 1'-0"

APPENDIX C

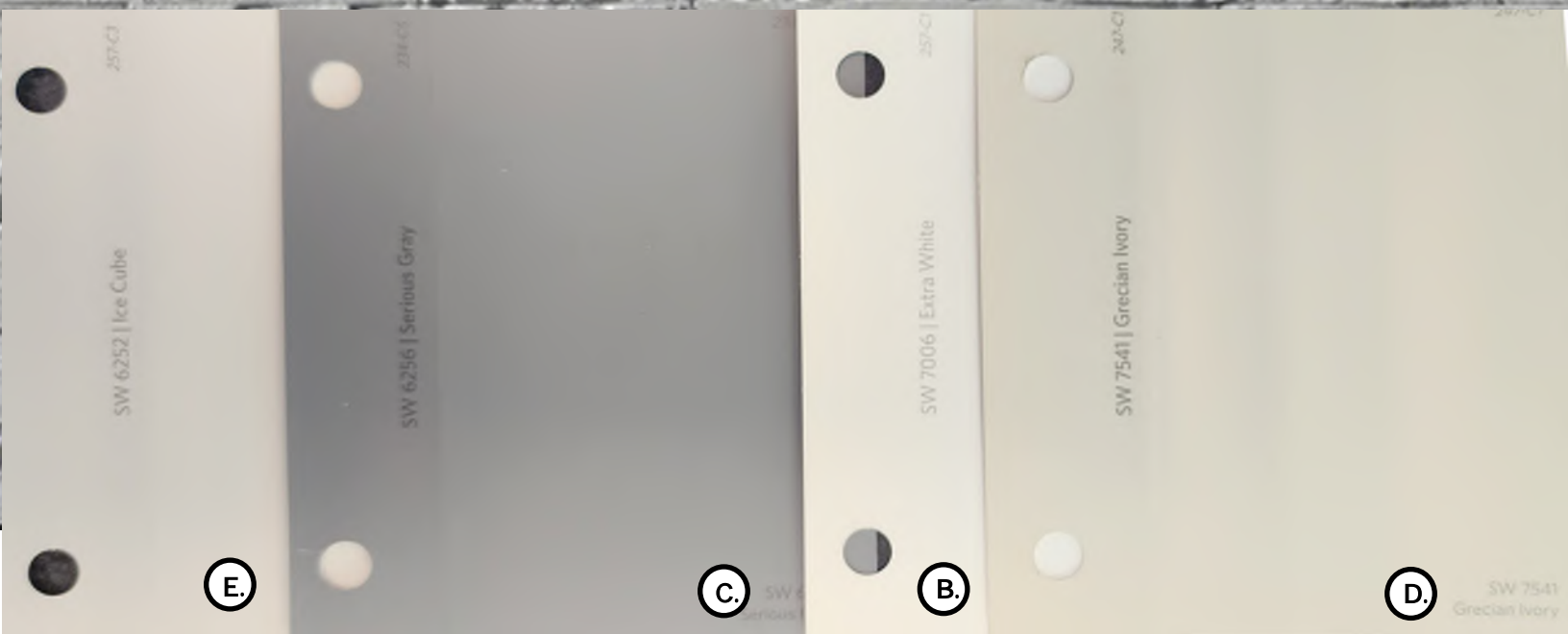
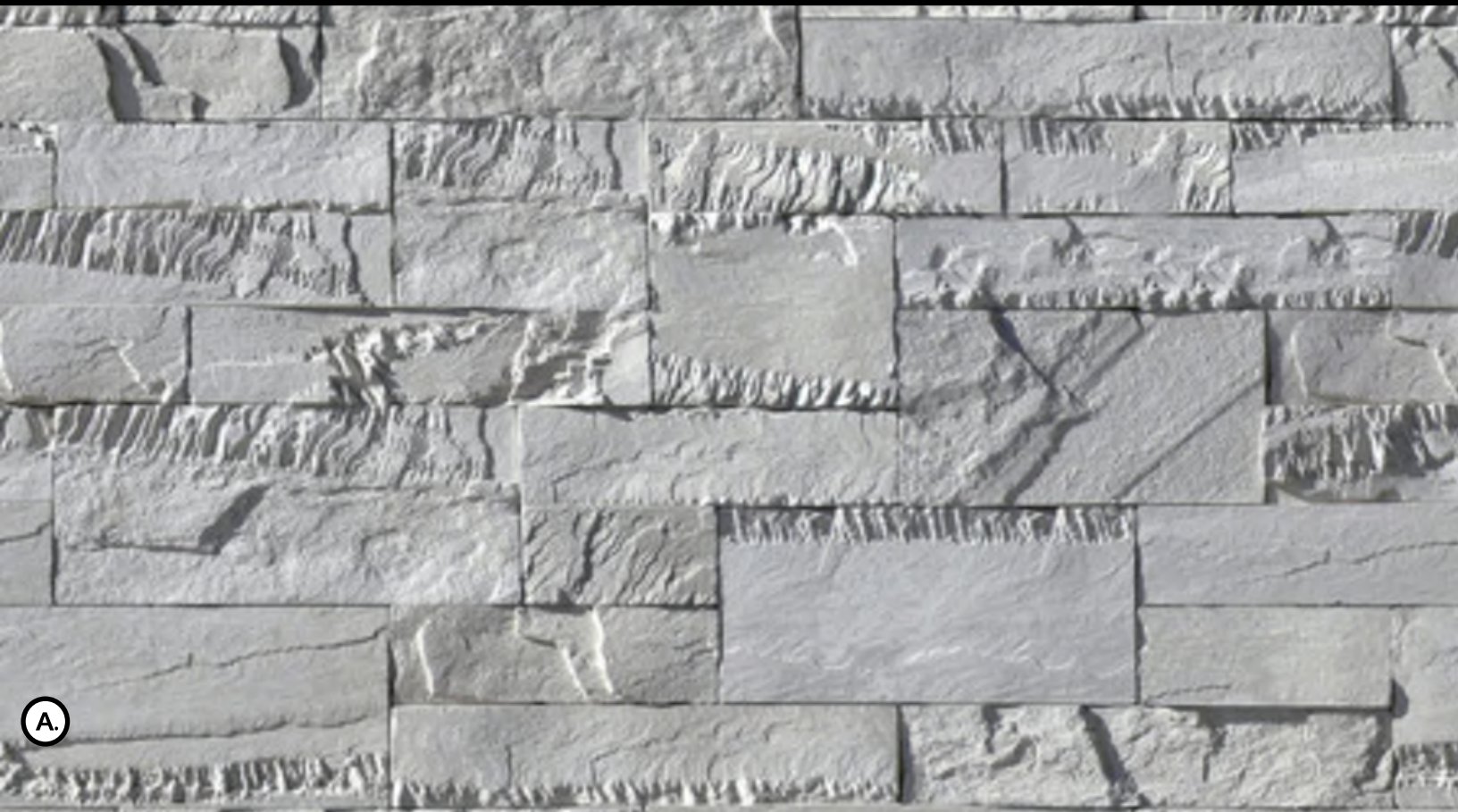
Building Color Palettes

PD 23-01 NORD AVENUE APARTMENTS

PD-10

PRIMARY OPTION COLOR SCHEME

- A. VENEER STONE- CORONADO STONE SILVER ASH- SAWTOOTH LEDGE
- B. LAPPED SIDING PAINT- SHERWIN WILLIAMS 7006 "EXTRA WHITE"
- C. VERTICAL SIDING PAINT- SHERWIN WILLIAMS 6256 "SERIOUS GRAY"
- D. PLASTER COLOR- TO MATCH SHERWIN WILLIAMS 7541 "GRECIAN IVORY"
- E. TRIM PAINT- SHERWIN WILLIAMS 6252 "ICE CUBE"
- F. ROOF- CERTAINTEED HIGHLAND SLATE- "SMOKE QUARZ"



PD 23-01 NORD AVENUE APARTMENTS
COLOR SCHEME ALTERNATIVE OPTION 1

PD-10

- A. VENEER STONE- CULTURED STONED BY BORAL INTAGLIO PRO-FIT MODERA LEDGESTONE
- B. LAPPED SIDING PAINT- SHERWIN WILLIAMS 7008 "ALABASTER"
- C. VERTICAL SIDING PAINT- SHERWIN WILLIAMS 7017 "DORIAN GRAY"
- D. PLASTER COLOR- TO MATCH SHERWIN WILLIAMS 7541 "GRECIAN IVORY"
- E. TRIM PAINT- SHERWIN WILLIAMS 7541 "GRECIAN IVORY"
- F. ROOF- CERTAINTED PATRIOT- "WEATHERED WOOD"



SW 7008 | Alabaster

SW 7017 | Dorian Gray

D.

SW 7541 | Grecian Ivory

Trim

B.

C.

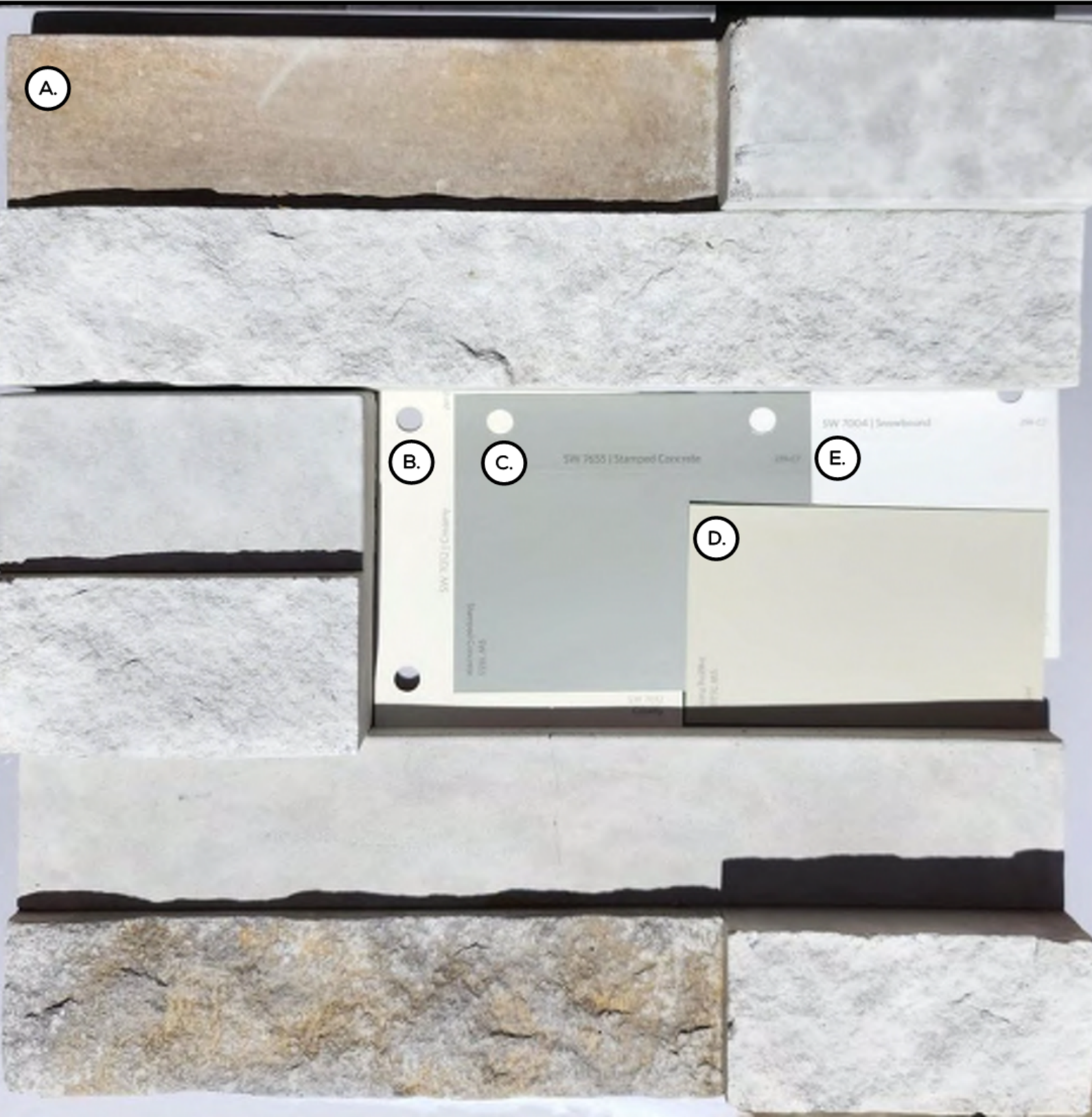
E.

PD 23-01 NORD AVENUE APARTMENTS

COLOR SCHEME ALTERNATIVE OPTION 2

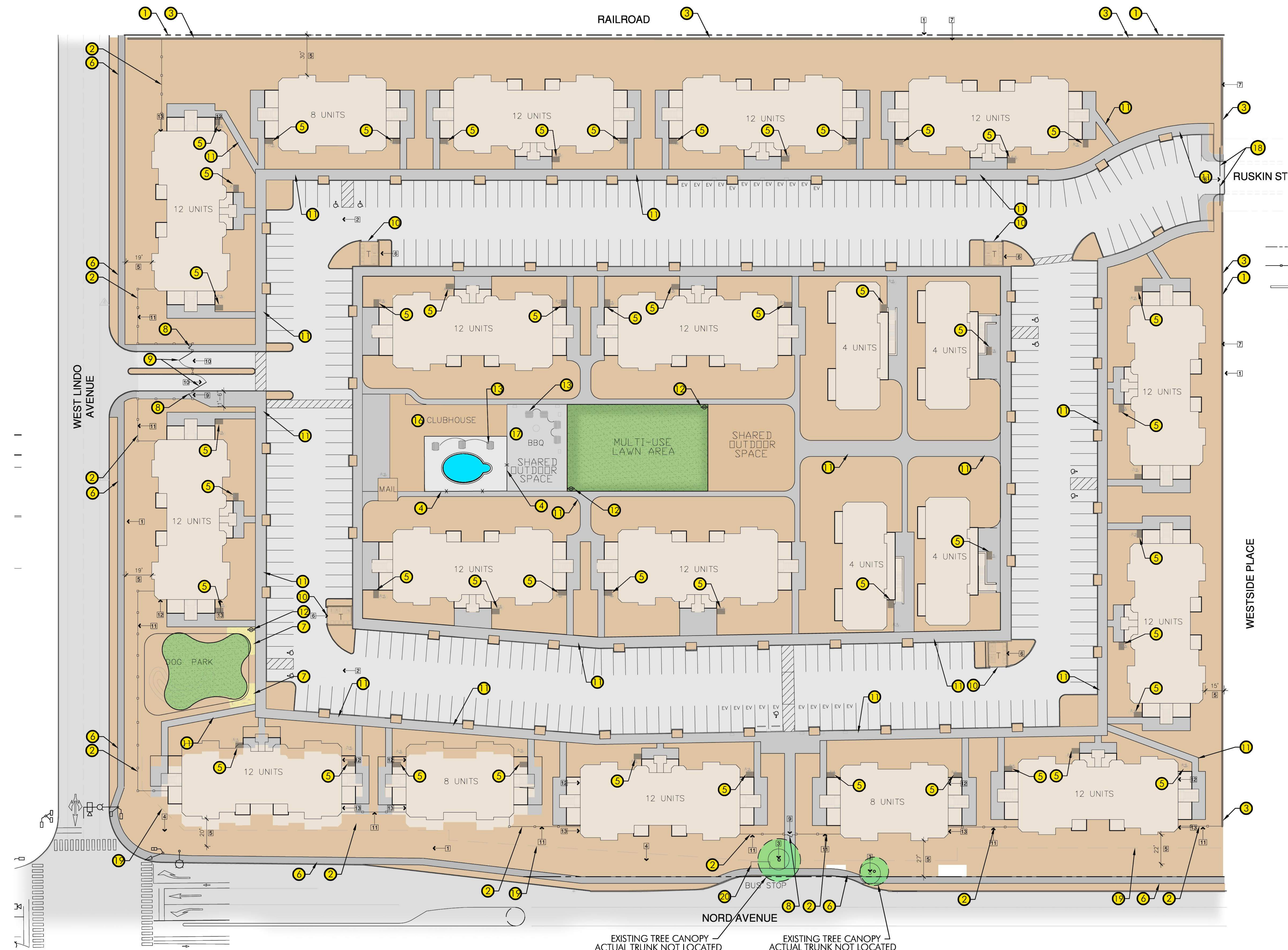
PD-10

- A. VENEER STONE- CULTURED STONED BY BORAL ETHOS PRO-FIT TERRAIN LEDGESTONE
- B. LAPPED SIDING PAINT- SHERWIN WILLIAMS 7012 "CREAMY"
- C. VERTICAL SIDING PAINT- SHERWIN WILLIAMS 7655 "STAMPED CONCRETE"
- D. PLASTER COLOR- TO MATCH SHERWIN WILLIAMS 7638 "JOGGING PATH"
- E. TRIM PAINT- SHERWIN WILLIAMS 7004 "SNOWBOUND"
- F. ROOF- CERTAINTEED PATRIOT- "WEATHERED WOOD"



APPENDIX D

Landscape Plans



PLAN LEGEND	
SYM	DESCRIPTION
1	PROPERTY LINE. SHOWN FOR REFERENCE ONLY, SEE PLANS BY ARCHITECT.
2	SIX FOOT HIGH, BLACK, TUBULAR STEEL FENCING. SEE SHEET L-3.
3	SOUND WALL. SEE SHEET L-3.
4	POOL FENCING TO COMPLY WITH STATE OF CALIFORNIA STANDARDS.
5	GUEST BICYCLE PARKING. TYPICAL SYMBOL. SEE SHEET L-3
6	CITY OF CHICO SIDEWALK. SHOWN FOR REFERENCE ONLY.
7	DECOMPOSED GRANITE
8	ACCESS GATE.SHOWN FOR REFERENCE ONLY, SEE PLANS BY ARCHITECT.
9	VEHICULAR ACCESS GATE. SHOWN FOR REFERENCE ONLY SEE PLANS BY ARCHITECT.
10	TRASH ENCLOSURE (BY OTHERS)
11	PEDESTRIAN WALKWAY. SHOWN FOR REFERENCE ONLY SEE PLANS BY ARCHITECT.
12	DOGGIE WASTE STATION, SEE SHEET L-3
13	SITE FURNISHING. TABLES & CHAIRS AND GAS GRILL. SEE SHEET L-3
14	UTILITIES, SEE PLANS BY ARCHITECT. .
15	POOL. SHOWN FOR REFERENCE ONLY, SEE PLANS BY ARCHITECT.
16	CLUBHOUSE. SHOWN FOR REFERENCE ONLY, SEE PLANS BY ARCHITECT.
17	OUTDOOR BBQ AREA
18	CONTROLLED EMERGENCY VEHICULAR ACCESS SHOWN FOR REFERENCE ONLY, SEE PLANS BY ARCHITECT.
19	BUILDING SETBACK EASEMENT. SHOWN FOR REFERENCE ONLY SEE PLANS BY ARCHITECT.
20	BUS STOP. SHOWN FOR REFERENCE ONLY. SEE PLANS BY OTHERS

TOP DRESSING NOTE
ALL PLANTED LANDSCAPED AREAS SHALL RECEIVE A 3" MINIMUM LAYER OF TOP DRESSING.

SOIL REPORT NOTE
THE PROJECT LANDSCAPE CONTRACTOR SHALL OBTAIN SOILS ANALYSIS OF SITE SOIL FROM AN ANALYTICAL LABORATORY AND SHALL PROVIDE THE RESULTS TO THE OWNER'S REPRESENTATIVE, INCLUDING RECOMMENDATIONS FOR LANDSCAPES STATED IN RATES OF COMMONLY AVAILABLE AMENDMENTS (CUBIC YARDS OR WEIGHT PER 1,000 SF). RECOMMENDATIONS PENDING LABORATORY ANALYSIS.

LANDSCAPE IRRIGATION
THE LANDSCAPE HAS BEEN DESIGNED UTILIZING LOW AND MEDIUM WATER USE PLANT MATERIAL AND WILL BE IRRIGATED BY MEANS OF AN AUTOMATICALLY CONTROLLED LOW VOLUME DRIP IRRIGATION SYSTEM. THE CONTROLLER IS CAPABLE OF MAKING REAL TIME IRRIGATION SCHEDULE ADJUSTMENTS USING WEB BASED WEATHER DATA. TO OPTIMIZE THE USE OF WATER, THE SYSTEM WILL ALSO FEATURE A FLOW SENSING/ MASTER VALVE ASSEMBLY THAT ALLOWS THE CONTROLLER TO DETECT LINE BREAKS AND SHUT DOWN THE IRRIGATION SYSTEM IN THE EVENT OF A BREAK SO AS TO MINIMIZE WATER WASTE.

LIGHTING
THE LIGHTING WILL INCLUDE WALL PACKS AND 14" HIGH SHOEBOX STYLE LIGHTING. ALL LIGHTING WILL BE SHROUDED AND DOWN FACING TO AVOID SPILL OVER ONTO THE NEIGHBORING PROPERTIES. A COMPLETE PHOTOMETRIC STUDY WILL BE DONE AS A PART OF THE PERMIT SUBMITTAL. SEE SHEET L-3.

LANDSCAPED AND USEABLE OPEN SPACE AREAS AS PER CMC 19.28.040 - D DEVELOPMENT STANDARDS		
DESCRIPTION	TOTAL SF	PERCENTAGE
GROSS SITE AREA	509,652 SF	100%
LANDSCAPED AND USEABLE OPEN SPACE AREAS		
AREAS AROUND BUILDINGS (FRONT AND BACK YARDS)	16,136 SF	3.2%
CENTRAL AREA INCLUDING POOL AND BBQ SHARED OPEN SPACE SHARED OUTDOOR SPACE AND MULTI-USE LAWN	16,495 SF	3.2%
DOG AREA	6,204 SF	1.2%
LANDSCAPED AREAS	171,766 SF	33.7%
	TOTAL 210,601 SF	41.3%

APARTMENTS AT 2240 NORD

CONCEPTUAL PLANTING CONCEPT

Owner: Epick Inc.
901 Bruce Rd #100,
Chico, CA 95928
Ph: (530) 891-4757



INTERIOR PARKING LOT LANDSCAPE CALCULATIONS

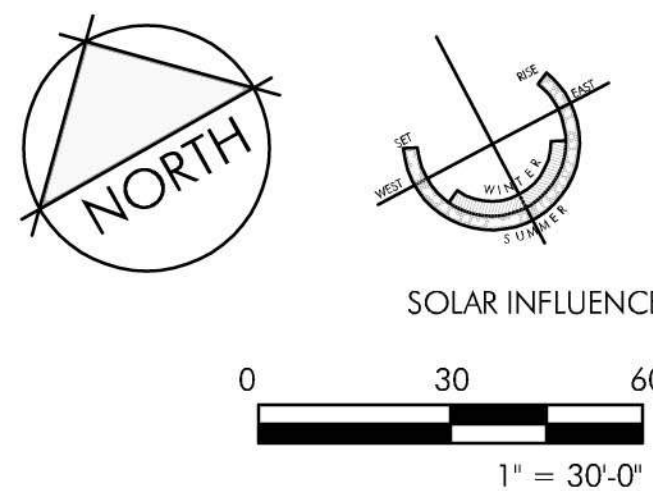
DESCRIPTION	TOTAL	PERCENT
TOTAL PARKING AND BACK-UP AREA	112,139 SF	100%
INTERIOR PARKING LOT LANDSCAPE	7,196 SF	6.4%

SHADE CALCULATIONS

DESCRIPTION			TOTAL		
TOTAL PARKING AND BACK-UP AREA			112,139 SF		
SHADE AREA PROVIDED					
DESCRIPTION		SHADE AREA	QUANTITY	TOTAL	PERCENT
40 FOOT DIAMETER TREES					
F	FULL	1,256 SF	0	0	0
F + 10%		1,382 SF	0	0	0
TQ	THREE QUARTER	942 SF	3	2,826	2.5%
TQ + 10%		1,036 SF	9	9,324	8.3%
H	HALF	628 SF	36	22,608	20.2%
H + 10%		691 SF	31	21,421	19.1%
Q	QUARTER	314 SF	0	0	0
Q + 10%		345 SF	0	0	0
TOTAL SHADE AREA PROVIDED			56,179 SF		50.1%

PLANT LIST

SYMBOL	LATIN NAME/ COMMON NAME	SPREAD	SIZE	QUANTITY	REMARKS
TREES					
	EXISTING TREE				
	FEUOA SELLOWIANA PINEAPPLE GUAVA	15' X 15'	15 GAL	73	STANDARD
	LAGERSTROEMIA INDICA 'TUSCARORA' TUSCARORA CRAPE MYRTLE	20' X 15'	15 GAL	145	MULTI-TRUNKED
	PINUS CANARIENSIS CANARY ISLAND PINE	35' X 45'	15 GAL	20	STANDARD
	CEDRUS DEODORA DEODAR CEDAR	40' X 35'	15 GAL	24	STANDARD
	PISTACHIA CHINENSIS 'KEITH DAVIES' KEITH DAVIES CHINESE PISTACHE	40' X 35'	15 GAL	50	STANDARD
	ULMUS WILSONIANA 'PROSPECTOR' PROSPECTOR ELM	60' X 40'	15 GAL	75	STANDARD
	QUERCUS WISLIZENI INTERIOR LIVE OAK	60' X 40'	15 GAL	21	STANDARD
SHRUBS					
	TULBAGHIA VIOLACEA SOCIETY GARLIC	2' X 4'	1 GAL	36	
	ARCTOSTAPHYLOS 'LOUIS EDMUNDS' LOUIS EDMUNDS MANZANITA	5' X 6'	5 GAL	46	
	RHAPHIOLEPIS INDICA 'MONT' PRINCESS INDIAN HAWTHORN	4' X 4'	5 GAL	195	
	PRUNUS CAROLINIANA CAROLINA CHERRY LAUREL	6' X 8'	1 GAL	35	
	HETEROMELES ARBUTIFOLIA TOYON	12' X 8'	5 GAL	46	
	CERCIS OCCIDENTALIS WESTERN REDBUD	15' X 15'	5 GAL	49	
	PITTOSPORUM TOBIRA 'VARIEGATUM' VARIEGATED JAPANESE MOCK ORANGE	6' X 6'	5 GAL	36	
	NANDINA DOMESTICA 'COMPACTA' COMPACT HEAVENLY BAMBOO	3' X 3'	1 GAL	231	
	LOROPETALUM CHINENSIS 'COMPACTA' COMPACT RAZZLEBERRY FRINGE FLOWER	4' X 4'	5 GAL	47	
	ROSA X 'NOARE' P.P.# 11308 FLOWER CARPET® RED GROUNDCOVER ROSE	4' X 4'	5 GAL	365	
	DIETES BICOLOR FORTNIGHT LILY	3' X 3'	1 GAL	450	
	PODOCARPUS MACROPHYLLUS 'MAKI' SHRUBBY YEW PODOCARPUS	6' X 3'	5 GAL	26	
	EURYOPS PECTINATUS 'VIRIDIS' GREEN LEAVED EURYOPS	3' X 3'	5 GAL	121	
	LEPTOSPERMUM SCOPARIUM 'RUBY GLOW' RUBY GLOW NEW ZEALAND TEA TREE	5' X 6'	5 GAL	51	
	CALAMAGROSTIS X ACUTIFOLIA 'KARL FOERSTER' FOERSTER'S FEATHER REED GRASS	4' X 3'	1 GAL	377	
	HEMEROCALLIS HYBRID EVERGREEN DAYLILY	2' X 2'	1 GAL	159	
	MUHLENBERGIA RIGENS DEER GRASS	4' X 3'	1 GAL	61	
GROUNDCOVER					
	TURF TALL FESCUE		SOD	9,702 SF	
	COTONEASTER DAMMERI 'LOWFAST' LOWFAST COTONEASTER		1 GAL	10,770 SF	
	ARCTOSTAPHYLOS UVA URSI KINNICK KINNICK		1 GAL	6,822 SF	
	JUNIPERUS CONFERTA SHORE JUNIPER		1 GAL	19,588 SF	
	TEUCRIUM X LUCIDRYS 'PROSTRATUM' PROSTRATE GERMANDER		1 GAL	11,740 SF	
	TRACHELOSPERMUM JASMINOIDES STAR JASMINE		1 GAL	11,445 SF	



SHEET L-2.0

BFLA PROJECT NUMBER: 2393

DATE: 8-4-2023

CITY COMMENTS DATED 7-20-2023

BRIAN FIRTH LANDSCAPE ARCHITECT, INC.
627 BROADWAY, SUITE 220, CHICO, CALIFORNIA 95928
PHONE: (530) 899-1130 www.BFLAdesign.com
www.facebook.com/BFLAdesign



TUBULAR STEEL FENCING
/ POOL FENCING



BICYCLE RACK
AT GUEST BICYCLE PARKING



SOUND WALL



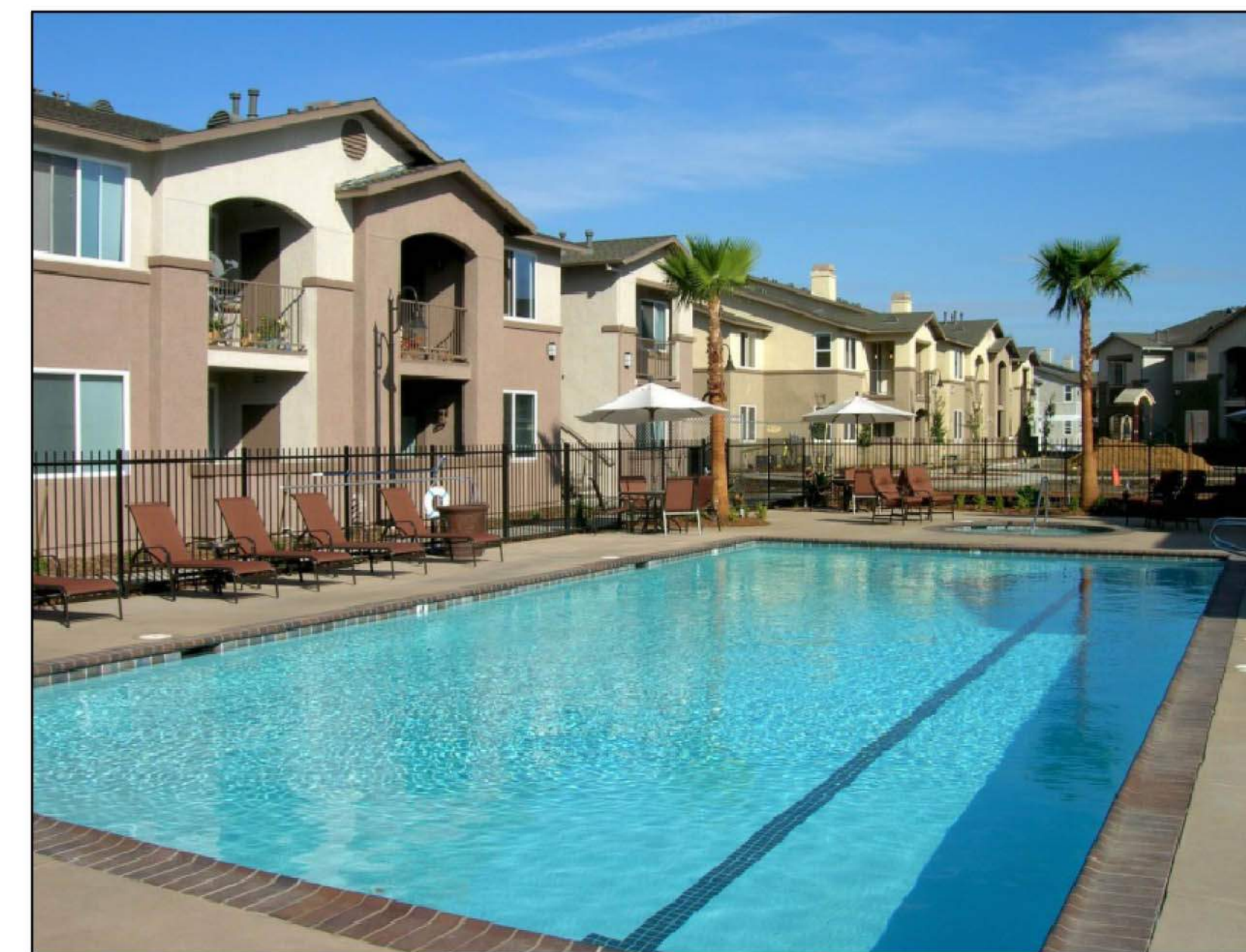
DOGGY WASTE
STATION



TABLES AND CHAIRS
SITE FURNISHINGS



SHOEBOX LIGHT
LIGHTING



POOL



GAS GRILL
SITE FURNISHINGS

APARTMENTS AT 2240 NORD

DESIGN DEVELOPMENT

Owner- Epick Inc.
901 Bruce Rd #100,
Chico, CA 95928
Ph: (530) 891-4757






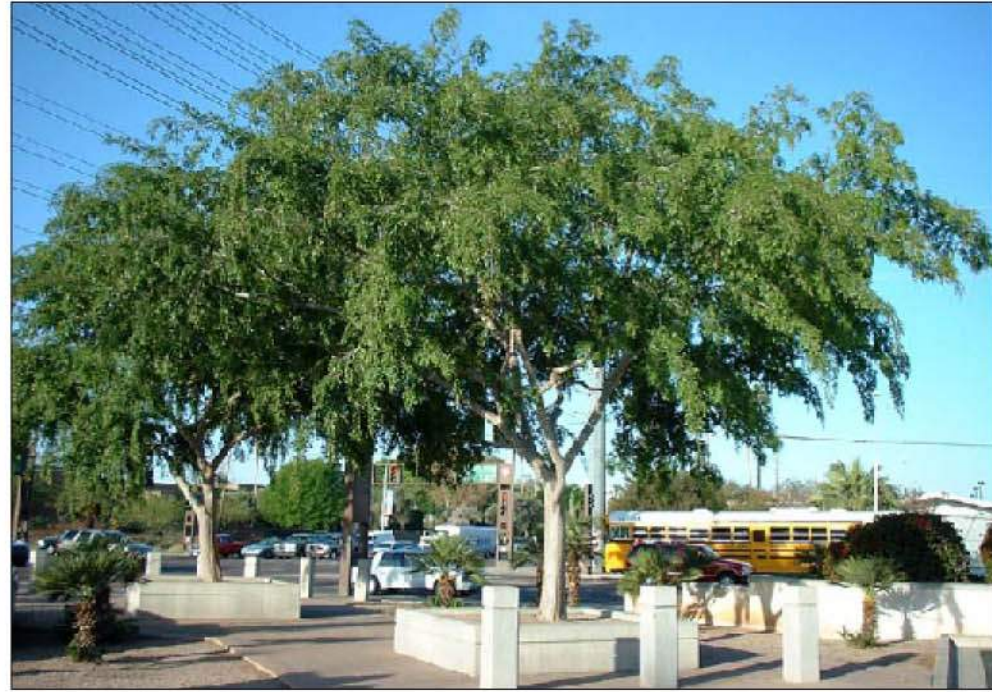
























SHEET L-3.0

BFLA PROJECT NUMBER: 2393

DATE: 8-3-2023



BRIAN FIRTH LANDSCAPE ARCHITECT, INC.
627 BROADWAY, SUITE 220, CHICO, CALIFORNIA 95928
PHONE: (530) 899-1130 www.BFLAdesign.com
www.facebook.com/BFLAdesign

						
ARBUTUS UNEDO DWARF STRAWBERRY TREE	LAGERSTROEMIA INDICA 'TUSCARORA' TUSCARORA CRAPE MYRTLE	PINUS CANARIENSIS CANARY ISLAND PINE	CEDRUS DEODORA DEODAR CEDAR	PISTACHIA CHINENSIS 'KEITH DAVIES' KEITH DAVIES CHINESE PISTACHE	ULMUS WILSONIANA 'PROSPECTOR' PROSPECTOR ELM	QUERCUS WISLIZENI INTERIOR LIVE OAK
						
TULBAGHIA VIOLACEA SOCIETY GARLIC	ARCTOSTAPHYLOS 'LOUIS EDMUNDS' LOUIS EDMUNDS MANZANITA	RHAPHIOLEPIS INDICA 'MONTI' PRINCESS INDIAN HAWTHORN	PRUNUS ILICIFOLIA HOLLYLEAF CHERRY	HETEROMELES ARBUTIFOLIA TOYON	RHAMNUS CALIFORNICA COFFEEBERRY	CERCIS OCCIDENTALIS WESTERN REDBUD
						
PITTOSPORUM TOBIRA 'VARIEGATUM' VARIEGATED JAPANESE MOCK ORANGE	NANDINA DOMESTICA 'COMPACTA' COMPACT HEAVENLY BAMBOO	LOROPETALUM CHINENSE 'COMPACTA' COMPACT RAZZLEBERRY FRINGE FLOWER	ROSA X 'NOARE' P.P.# 11308 FLOWER CARPET® RED GROUNDCOVER ROSE	DIETES BICOLOR FORTNIGHT LILY	PODOCARPUS MACROPHYLLUS 'MAKI' SHRUBBY YEW PODOCARPUS	EURYOPS PECTINATUS 'VIRIDIS' GREEN LEAVED EURYOPS
						
LEPTOSPERMUM SCOPARIUM 'RUBY GLOW' RUBY GLOW NEW ZEALAND TEA TREE	CALAMAGROSTIS X ACUTIFOLIA 'KARL FOERSTER' FOERSTER'S FEATHER REED GRASS	HEMEROCALLIS HYBRID EVERGREEN DAYLILY	MUHLENBERGIA RIGENS DEER GRASS	COTONEASTER DAMMERI 'LOWFAST' LOWFAST COTONEASTER	ARCTOSTAPHYLOS UVA URSI EMERALD CARPET MANZANITA	JUNIPERUS CONFERTA SHORE JUNIPER
						
			TEUCRIUM X LUCIDRYS 'PROSTRATUM' PROSTRATE GERMANDER	TRACHELOSPERMUM JASMINOIDES STAR JASMINE		

APARTMENTS AT 2240 NORD

CONCEPTUAL PLANT IMAGES

Owner- Epick Inc.
901 Bruce Rd #100,
Chico, CA 95928
Ph: (530) 891-4757

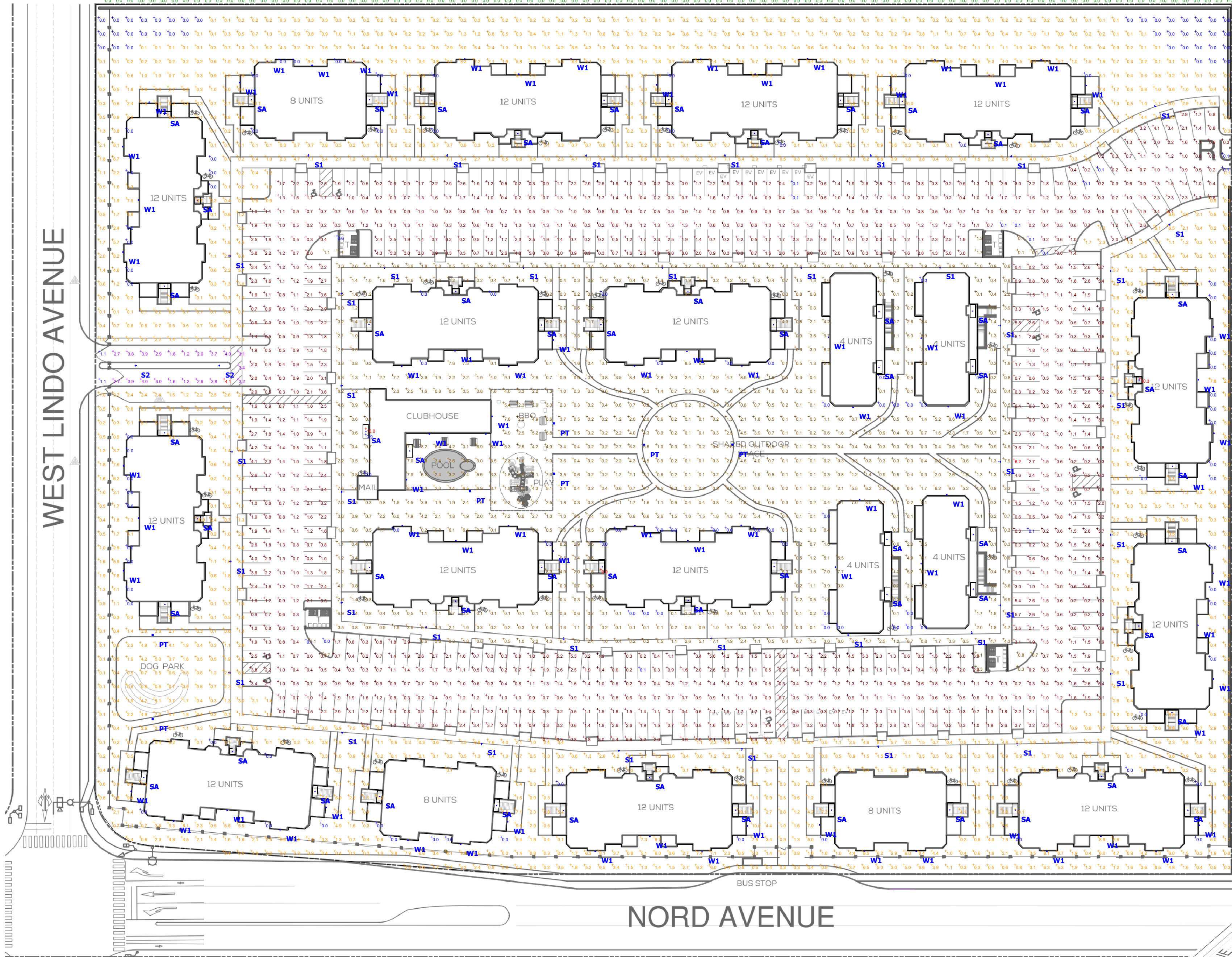
SHEET L-4.0
BFLA PROJECT NUMBER: 2393
DATE: 8-3-2023

 BRIAN FIRTH LANDSCAPE ARCHITECT, INC.
627 BROADWAY, SUITE 220, CHICO, CALIFORNIA 95928
PHONE: (530) 899-1130 www.BFLAdesign.com
www.facebook.com/BFLAdesign

APPENDIX E

Photometric Plan

RAILROAD



Plan View
Scale - 1" = 50ft

Disclaimer
Photometric analyses performed by CJS Lighting are intended for informational and/or estimation purposes only. Using industry-recognized software, calculations correspond to the information provided to CJS Lighting, and are subject to the limitations of the software. Assumptions may be made for information that is not provided or available. It is the responsibility of the client to verify that the input data is consistent with actual field conditions.
Due to the above considerations, CJS Lighting does not guarantee that actual light levels measured in the field will match initial calculations, and recommend that drawings be submitted to a certified electrical engineer for verification.

RUSKIN

WESTSIDE PLACE

NORD AVENUE

BUS STOP



South East View

Schedule											
Symbol	Label	Image	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power	Polar Plot
	PT		7	EX-LITE	PTS-50W T2	The PTS is an architectural Post Top Area Light with the most state-of-the-art LED outdoor fixture.	1	6165	0.9	50	 Max: 4649cd
	S1		39	Lithonia Lighting	RSX1 LED P2 30K R4	RSX Area Fixture Size 1 P2 Lumen Package 3000K CCT Type R4 Distribution	1	9076	0.9	72.95	 Max: 5353cd
	S2		2	Lithonia Lighting	RSX1 LED P2 30K R5S	RSX Area Fixture Size 1 P2 Lumen Package 3000K CCT Type R5S Distribution	1	9442	0.9	72.95	 Max: 4843cd
	SA		114	Lithonia Lighting	LBR6 ALO1 (1000LM) SWW1 (4000K) AR LSS WD 80CRI	6 INCH LBR DOWNLIGHT 1000LM 4000K CLEAR SEMI-SPECULAR WIDE 80 CRI	1	1168	0.9	13.06	 Max: 951cd
	W1		78	Lithonia Lighting	WPX2 LED 40K Mvoit	WPX2 LED wallpack 6000lm 4000K color temperature 120-277 Volt	1	5896	0.9	47.77	 Max: 2516cd

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
DRIVE / PARKING	+	1.3 fc	6.2 fc	0.1 fc	62.0:1	13.0:1
ENTRANCE	+	2.8 fc	4.1 fc	1.1 fc	3.7:1	2.5:1
EXTERIOR SITE	+	1.8 fc	10.3 fc	0.0 fc	N/A	N/A
INTERIOR SITE	+	2.0 fc	9.9 fc	0.0 fc	N/A	N/A
UNDER CANOPY @ 0.01' AFF	+	9.9 fc	10.0 fc	9.9 fc	1.0:1	1.0:1
25' PERIMETER	+	0.0 fc	0.0 fc	0.0 fc	N/A	N/A

Luminaire Locations

Label	MH
PT	12.00
S1	14.00
S2	14.00
SA	9.00
W1	12.00

APPENDIX F

Air Quality & Greenhouse Gas Emissions Assessment

(Environmental Permitting Specialists; November 29, 2023)

Final Report Analysis of Impacts to Air Quality Greenhouse Gas from Proposed Residential Development

Chico, California

November 28, 2023

Prepared For:
Epick Homes
901 Bruce Road
Suite 100
Chico, CA 95928
Contact: Chris Giampaoli

Prepared By:
Environmental Permitting Specialists
7068 Riverside Boulevard
Sacramento, CA 95831
Contact: Ray Kapahi, Principal
Tel: 916-687-8352
Ray.Kapahi@gmail.com

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SECTION 3: CALCULATION METHODOLOGY 7

 3.1 Calculation of Criteria Air Pollutants

 3.2 Calculation of Toxic Air Contaminants

 3.3 Calculation of GHG Emissions

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 4.1 Impacts to Air Quality

 4.2 Impacts from Toxic Air Pollutants

 4.3 Impacts from GHG Emissions

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APPENDIX

 A. CalEEMod Emission Reports

 B. Calculation of Screening Level Health Risks

 C. Response to Appendix G CEQA Guidelines

SECTION 1: INTRODUCTION

Environmental Permitting Specialists (EPS) has been retained by Epick Homes to evaluate impacts to air quality and from greenhouse gas emissions from a proposed residential development. This analysis has been prepared in support of an Initial Study pursuant to the California Environmental Quality Act (CEQA) being conducted by the Community Development Department at the City of Chico, California.

The project, known as the 2240 Nord Avenue Project, would develop 208 residential apartments on a 11.7 acre lot located near the intersection of Nord Avenue and West Lindo Avenue in Chico. The project would cover 217,870 square feet and includes a 3,208 square foot clubhouse for a total of 221,078 square feet.

The proposed project will be developed over the next two years with full buildout expected in 2025. Construction is expected to begin in June 2024 with full occupancy expected in 2026. A change in this timeline would not materially affect the emissions profile or the conclusions presented in this report.

The objective of the proposed analysis is to evaluate three categories of impacts associated with the construction and operation (occupancy) phases of this project:

1. Air Quality Impacts
2. Impacts to Public Health
3. Impacts from GHG Emissions

The overall approach used in this analysis is to quantify the emission rates of regulated air pollutants for the construction and occupancy phases and then compare the emission rates with thresholds of significance established by the Butte County Air Pollution Control District (BCAPCD). The project is considered to have potentially significant environmental impact if any of the emission rates exceed the thresholds of significance established by BCAPCD. This approach and scope of work, including a demonstration of compliance with the City's Climate Air Plan (CAP) was developed in consultation with staff at the Community Development Department at the City of Chico.

This report is divided into 6 sections. Immediately following this Introduction, the project is described in Section 2. Next, the methodology for calculating air quality and GHG emissions is discussed in Section 3. The project's impacts are discussed in Section 4. The report concludes with a discussion of the significance of the project's impacts on air quality, public health and GHG (Section 5). References, technical and calculations are provided in Section 6 and in the Appendices respectively.

Figure 1-1 Vicinity Map

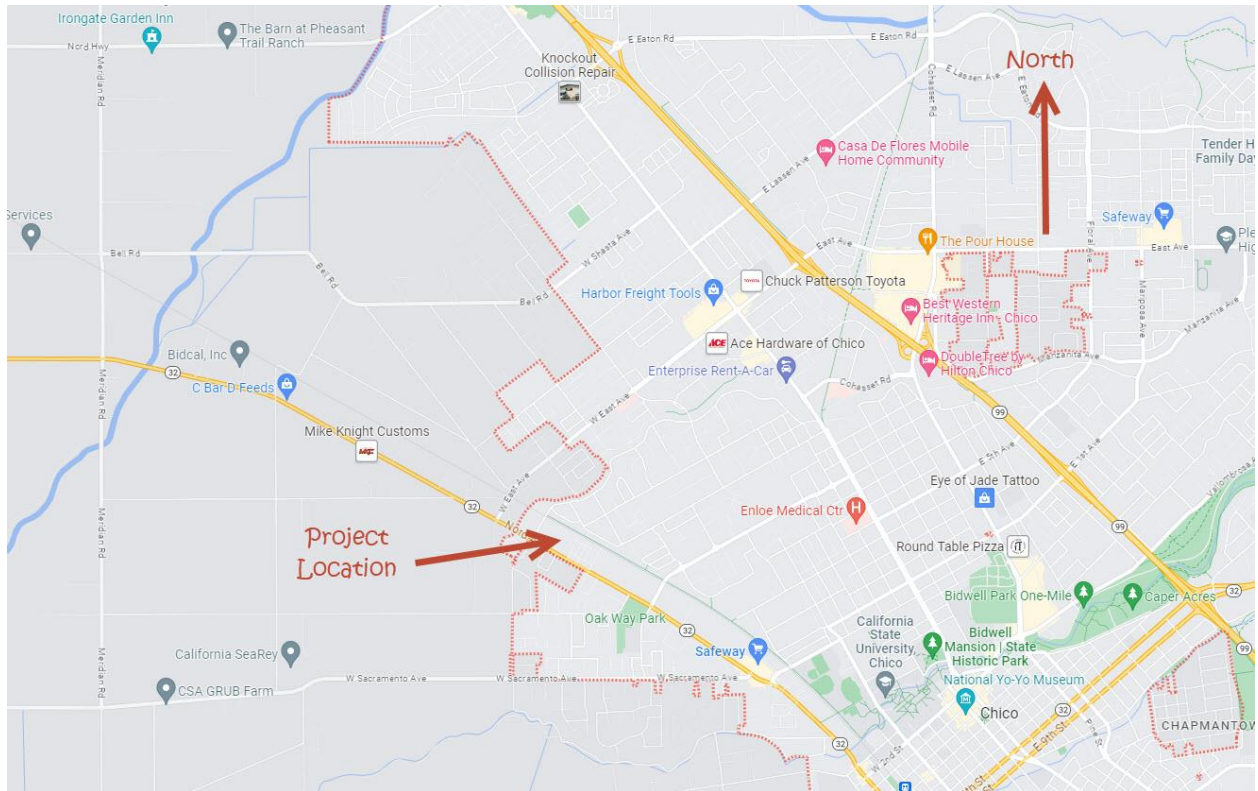
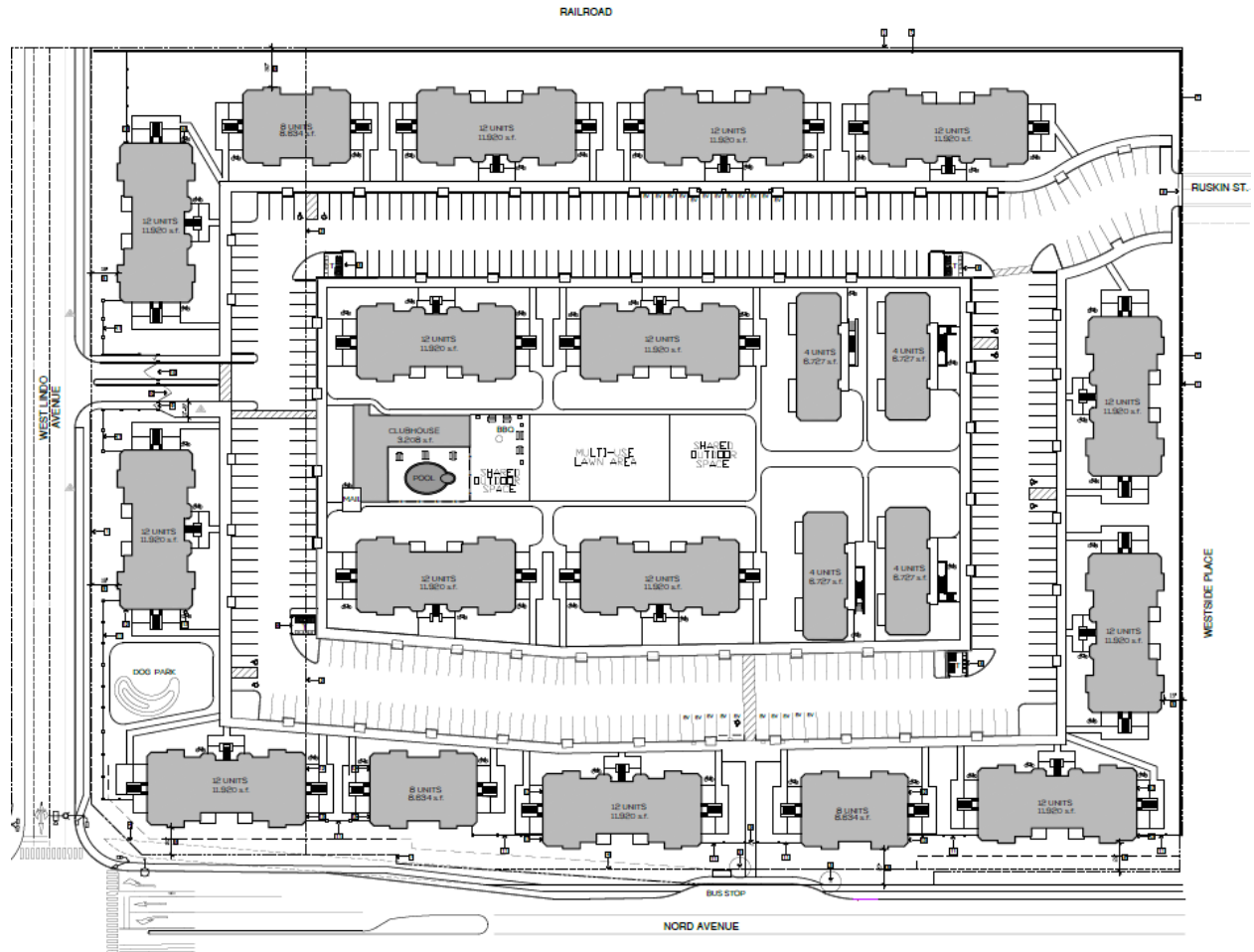


Figure 1-2 Site Map

Source: Epick Homes



SECTION 2: PROJECT DETAILS

As noted in the Introduction, the proposed project would construct 208 residential apartment units on a 11.7 acre lot. The proposed midrise apartments, with each apartment being two stories, with a maximum height of 30 feet and 10 inches. The project includes 1, 2 and 3 bedroom units with a total residential area of 217,870 square feet and a 3,208 square foot club house. A total of 367 parking spaces will be provided including electric vehicle charging spaces. In addition, 51 bicycle parking racks will be provided.

The project site is located off Nord Avenue between West Lido Avenue and Westside Place adjacent to the railway tracks. The site is graded with one small structure that would be removed. No other demolition will be required and minimal amount of soil would be imported or exported.

The site has access to local utilities (water, sewage, gas, storm drain and communication services such as AT&T and Comcast), therefore, the only site work required involves trenching to connect to the utilities, excavation for building foundations and final grading. The actual building construction would involve the use of hand tools, compressors, cranes and forklifts. No heavy equipment is required during the building construction although such equipment would be used for the grading and site preparation. Since the site has access to electrical power, there would be minimal use of portable electric generators.

SECTION 3: CALCULATION METHODOLOGY

The construction and operation (occupancy) at the proposed residential development would release a variety of air pollutants, including GHG emissions. Project impacts are directly related to short-term and long-term emissions of these pollutants. This section identifies these pollutants and describes how they will be quantified. The significance of these emissions is discussed in Section 5.

3.1 Calculation of Criteria Air Pollutants

Criteria air pollutants refers to those pollutants for which the state and/or the federal government has established ambient (outside) air quality standards. Impacts are considered significant if project emissions violate any ambient air quality standards or exceed daily or annual thresholds set by the lead agency.

The following criteria air pollutants were quantified for both the construction and occupancy phases:

- Oxides of Nitrogen (NO_x)
- Reactive Organic Compounds (ROG)
- Particulate Matter (PM₁₀)
- Fine Particulate Matter (PM_{2.5})
- Carbon Monoxide (CO)
- Sulfur Dioxide (SO₂)

The maximum daily and annual emission rates of each of these air pollutants were quantified using Version 2022.1 of the California Emissions Estimator Model (CalEEMod) emissions model. This model is recommended by the BCAPCD for calculating emissions associated with the construction and occupancy phases.

For the construction phase, emissions from grading, site preparation, building construction, paving etc. are included. For the occupancy phase, direct emissions associated with traffic, space heating, and landscaping/maintenance were calculated. In addition, indirect emissions associated with electricity and water consumption and solid waste disposal are included in the analysis.

This calculation methodology is based on default emission factors for various sources and activities have been incorporated in the CalEEMod model. This includes default values of traffic volume and trip length and energy use

3.2 Calculation of Toxic Air Contaminants

Toxic air contaminants (TACs) refers to air pollutants known to be harmful to humans but for which there are no ambient air quality standards. Examples include benzene, nickel, formaldehyde, etc. These elements and compounds are released from combustion of fuels such as gasoline, diesel and natural gas.

Impacts from TACs are evaluated in terms of public health risks from exposure to these compounds. “Health Risks” refers to cancer and non-cancer risks and are reported in terms of a probability or a risk score.

The current project is not considered a major source of toxic air contaminants. There would be trace amounts of diesel particulate matter (DPM) released during the construction phase. Such emissions, however, would be temporary. Similarly, natural gas fueled heaters and appliances can be a source of TACs

For diesel particulate, CalEEMod provides emissions data reported at PM10e or PM2.5e. For other TACS, emission factors recommended by the Environmental Protection Agency (EPA) are typically used.

Impacts from TAC emissions are considered significant if public health risks exceed thresholds established by BCAPCD.

3.3 Calculation of GHG Emissions

Greenhouse gases refer to a variety of gases such as carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₄), hydrofluorocarbons, and others. GHG emissions are to be reported in terms of annual metric tons of carbon dioxide equivalents [MT CO₂ (e)].

The main source of GHG emissions in Butte County are mobile sources, such as cars and trucks. These emissions are regulated by the State of California and not by Butte County. Therefore the County relies, in part, on the California Air Resources Board for future reductions in GHG emissions from mobile sources to achieve its climate goals.

SECTION 4: PROJECT IMPACTS

This section discusses the air quality, GHG and public health impacts associated with the project. The significance of the impacts is discussed in Section 5.

4.1 Impacts to Air Quality

Construction Phase

Impacts to air quality were determined by calculating the maximum daily and annual emission rate of each the criteria air pollutant. Emissions associated with various construction phases (grading, site work, etc.) were quantified. These emission rates are summarized in Tables 4-1 and 4-2. These daily and annual emission rates are compared with thresholds of significance in Section 5 to determine project level impacts and their significance. A detailed emissions report is provided in Appendix A. The emissions report provides a breakdown of emissions by phase (construction or occupancy) and activity within each phase.

Table 4-1
Summary of Maximum Daily Emissions
Construction Phase
(in pounds/day)

ROG	NOx	CO	SO ₂	PM10	PM2.5
17.2	4.41	15.7	0.01	3.49	1.87

Table 4-2
Summary of Annual Emissions
Construction Phase
(in tons per year)

ROG	NOx	CO	SO ₂	PM10	PM2.5
0.42	0.28	0.77	<0.005	0.11	0.04

Occupancy Phase

As with the construction phase, impacts to air quality for the operational phase were determined by calculating the maximum daily and annual emission rate of each the criteria air pollutant identified earlier in Section 3.1.

Based on the use of the CalEEMod emissions model, the daily and annual emission rates are summarized in Tables 4-3 and Table 4-4. Detailed emissions report is provided in Appendix A.

Table 4-3
Summary of Maximum Daily Emissions
Occupancy Phase
(in pounds/day)

ROG	NOx	CO	SO ₂	PM10	PM2.5
13.4	8.73	74.0	0.12	9.60	2.57

Table 4-4
Summary of Annual Emissions
Occupancy Phase
(in tons per year)

ROG	NOx	CO	SO ₂	PM10	PM2.5
2.14	1.64	10.0	0.02	1.63	0.44

As with the construction emissions, these daily and annual emission rates are compared with thresholds of significance in Section 5 to determine project level impacts and their significance. A detailed emissions report provided in Appendix A includes a breakdown of emissions under various categories such as energy use, disposal of solid waste, water consumption and mobile sources.

4.2 Impacts from Toxic Air Contaminants

Toxic air pollutants are defined in BCAPCD Regulation I, Rule 101 and refer to those air pollutants for which ambient air quality standards have not been established. Instead, their impacts are evaluated by calculating potential health risks from exposure to these contaminants. Health risks are divided into cancer and non-cancer risks. Non-cancer risks are further divided into acute (short-term) risks or chronic (long-term) risks. These are summarized below:

Risk Type	Reported As	Significance Threshold
Cancer	Probability or Risk Score	10 in a million or Cancer Risk Score of 10
Non-Cancer (Acute)	Hazard Index	1.0
Non-Cancer (Chronic)	Hazar Index	1.0

Health risk analyses are typically prepared at a screening level or as a refined health risk assessment (HRA). “Screening Level” analysis is prepared for facilities with no major sources of TACs. It provides a rough (conservative) estimate of risk. A “Major” source is defined in the

BCAPCD regulation I Rule 101 and includes compounds such as benzene, nickel and diesel particulate matter found in the exhaust of equipment.

By its very nature, a screening level risk analysis is a very conservative estimate of potential risks. Such an analysis does not take into account the local topography, properties of the emitting source and local wind patterns. If a screening level risk analysis indicates a potentially significant health risk, then a refined analysis is prepared.

For major sources, a refined health risk assessment is normally prepared that takes into account local topography, weather data and provides a spatial distribution of risks around the project site.

The proposed development is not considered a significant source of toxic air contaminants and therefore a screening level risk analysis is appropriate. There would be trace amounts of diesel particulate released during the temporary construction phase. In addition, there would be emissions from combustion of natural gas.

Construction Phase

There would be trace amounts of diesel exhaust particulate matter released during the construction phase from various equipment during the site preparation, grading, paving, etc. For the construction phase, the CalEEMod emissions model provides daily and annual emission rate of diesel particulate matter (represented by exhaust PM10e). This value is reported as 0.01 ton/year for both on-site and off-site emissions. Of this amount, about 25% of the emissions occur off-site. EPS estimates the on-site diesel particulate emissions to equal 0.0075 tons/year or 15 pounds per year.

This annual amount of diesel particulate was used to calculate a screening level cancer risk score at the nearest homes. The nearest homes are located 125 meters (410 feet) East from the center of the project site. Based on this distance and an annual DPM emission rate of 15 lbs/yr, the cancer risk score is estimated to equal 8.66, which is considered “Moderate” risk. Detailed calculations are provided in Appendix B.

Occupancy Phase

There are no stationary sources, such as diesel fueled emergency generators, at the project that would release toxic air contaminants at the project site. The apartments would not have any fireplaces or other wood burning appliances that would release toxic air pollutants.

Natural gas would be used for space heating and cooking. However, the amounts and toxicity of TACs released from natural gas are considered negligible as compared to TAC emissions from diesel or wood combustion. As a result, a risk analysis for the occupancy phase is unnecessary.

4.3 Impacts from Greenhouse Gas Emissions

Impacts from greenhouse gas emissions are reported in terms of metric tons of carbon dioxide equivalents or [MT CO₂ €]. Impacts from GHG emissions occur over the long term (years and

decades not months). Therefore, while daily GHG emissions were calculated and are included in the CalEEMod emissions report, it is not clear how short-term emissions affect Butte County's efforts to comply with the City's Climate Action Plan (CAP) or the County's effort to comply with state mandates, such as AB-32. As a result, this analysis focuses on the GHG emissions associated with the occupancy phase.

Consistent with BCAPCD CEQA Guidance, project level GHG emissions have been quantified. A summary of these emissions appears in Table 4-5. The significance of these emissions is discussed in Section 5.

Table 4-5
Summary of Annual GHG Emissions
Operational
(in metric tons per year)

CO ₂	CH ₄	N ₂ O ₂	Refrigerant	CO ₂ (e)
2,041	1.70	0.11	3.44	2,119

SECTION 5: SIGNIFICANCE OF PROJECT IMPACTS

5.1 Impacts to Air Quality

The results of the current analysis for criteria air pollutants are compared with mass emission thresholds established by BCAPCD. The significance of project impacts for the construction and operational phases is summarized in Table 5-1 and 5-2.

Table 5-1 Summary of Project Level Impacts Construction Phase					
	Daily (pounds/day)		Annual (tons/year)		
Pollutant	Project Emissions	Threshold	Project Emissions	Threshold	Significant impact?
NOx	4.41	137	0.28	4.5	No
ROG	17.2	137	0.42	4.5	No
PM10	3.49	80	0.11	No Threshold	No
PM2.5	1.78	80	0.06	No Threshold	No

Table 5-2 Summary of Project Level Impacts Occupancy Phase			
	Daily (pounds/day)		
Pollutant	Project Emissions	Threshold	Significant impact?
NOx	8.73	25	No
ROG	13.4	25	No
PM10	9.60	80	No
PM2.5	2.57	80	No

These results demonstrate that impacts to air quality are less than significant.

5.2 Impacts from TAC Emissions

The project is not a significant source of toxic air emissions. For the occupancy phase, there are no significant sources of TACs. For the construction phase, the main TAC that would be temporarily released is DPM. EPS estimate the annual amount to be 15 pounds or less. EPS estimate the cancer risk score to equal 8.6, which is classified as “Medium Risk” and is below the threshold of 10. A detailed health risk assessment is not warranted, given the small quantity of emissions.

5.3 Impacts from GHG Emissions

Significance of Impacts

BCAPCD has not established any thresholds of significance for GHG emissions. However, California has used a threshold of 25,000 metric tons per year as a threshold in the State's Cap and Trade program [Title 17, Section 95812(c)(1)]. The 25,000 metric ton threshold is for a single facility.

California Air Resources Board (CARB) acknowledged that the 25,000 MT/year threshold is used for the mandatory reporting for the Cap and Trade program and not established as a CEQA threshold for GHG emissions. However, the California Air Pollution Control Officers Association (CAPCOA) identified 25,000 MT/yr as a threshold in their January 2008 report *"CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Air Quality Act"*

The issue of threshold of significance has also been reviewed by the Environmental Protection Agency (EPA). The EPA analyzed several thresholds for reporting and rejected lower thresholds of 1,000 and 10,000 metric tons/yr finding that these thresholds would greatly increase the number of covered entities without capturing a significant portion of GHG emissions (EPA 2009). The 25,000 MT/yr threshold would capture 94% of GHG emissions from stationary sources in California (CAPCOA 2008, Page 44).

Given the volume of research and resources that have been expended to develop the CARB reporting and the Cap and Trade regulations and the Federal (EPA) GHG reporting rule, the estimated 2,119 metric tons of GHG emissions plus 127 tons for the construction phase (total 2,246 metric tons) are well below the 25,000 MT/year threshold. Therefore, it is reasonable to conclude that GHG impacts associated with this project will be less than significant.

Consistency with Climate Action Plan (CAP)

The Climate Action Plan was prepared and adopted by the City of Chico in 2012 to meet the GHG reduction goal of 25% below 2005 emission levels by the end of 2020. That goal was met, and in 2019 the City of Chico set out new GHG emission reduction goals for 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050.

The updated CAP provides a roadmap for how the City will reduce its GHG emissions consistent with the State's goals under AB-32. The core of the CAP is the current (2017) GHG emissions inventory which is then used to forecast emissions in 2025, 2030 and 2045.

The CAP lists specific GHG reduction strategies related to the following sectors:

- Energy

- Transportation
- Waste
- Sequestration
- Outreach and Education

Specific actions “Measures” are included in the CAP for each of these sectors. The current project meets or exceeds applicable targets as summarized below.

Measure	Scope	Compliance Demonstration
E-3	Reduce overall per capita natural gas consumption to 100 therms per year by 2030 and to 30 therms per year by 2045	Based on annual natural gas consumption estimated with the CalEEMod emissions model (2,703,252 kBTU/yr or 27,032 therms) and assuming an average of 2.47 per residence (total 514 residents), the per capita consumption of natural gas is estimated to equal 52.6 therms per year. This is well below the target of 100 therms per year set for 2030.
T-1	Encourage rideshare and provide convenient bicycle parking	The current project includes 51 bicycle stalls
T-2	Encourage privately owned EV charging infrastructure	The current project would have 37 EV charging station (10% of parking stalls)
T-5	Support infill growth	This is an infill project

In summary, the current project would not have any significant impact from GHG emissions and would be in full compliance with the City’s Climate Action Plan.

5.4 Summary

The analysis contained in this report demonstrates that the proposed project would not cause significant impacts related to emissions of criteria air pollutants, toxic air contaminants and greenhouse gas. These findings are also reported as required in Appendix G of the CEQA Guidelines. Please see Appendix C .

SECTION 6: REFERENCES

BCAPCD (2014): CEQA Air Quality Handbook. Adopted by Butte County APCD October 23, 2014. Available at: [chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://bcaqmd.org/wp-content/uploads/CEQA-Handbook-Appendices-2014.pdf](https://bcaqmd.org/wp-content/uploads/CEQA-Handbook-Appendices-2014.pdf)

CalEEMod (2022): California Emissions Estimator Model. Information available at: <http://www.caleemod.com/>

CAPCOA (2008). CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to CEQA. January 2008.

CARB Title 17 Section 95812 (c)(1).

BCAPCD (2014): CEQA Air Quality Handbook. Adopted by Butte County APCD October 23, 2014. Available at: [chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://bcaqmd.org/wp-content/uploads/CEQA-Handbook-Appendices-2014.pdf](https://bcaqmd.org/wp-content/uploads/CEQA-Handbook-Appendices-2014.pdf)

EPA (2009) Federal Register 56272-73, October 30, 2009

APPENDIX A

CalEEMod Emissions Reports

2240 Nord Avenue v4 Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	2240 Nord Avenue v4
Construction Start Date	6/1/2024
Operational Year	2025
Lead Agency	City of Chico
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.90
Precipitation (days)	39.0
Location	39.741038522202615, -121.87850960946417
County	Butte
City	Chico
Air District	Butte County AQMD
Air Basin	Sacramento Valley
TAZ	204
EDFZ	3
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Apartments Mid Rise	208	Dwelling Unit	11.7	221,078	5,000	—	532	—
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1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	17.2	4.41	15.7	0.01	0.20	3.29	3.49	0.18	1.69	1.87	—	2,417	2,417	0.10	0.11	6.78	2,459
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.22	4.33	11.4	0.01	0.16	1.23	1.39	0.15	0.29	0.44	—	2,012	2,012	0.11	0.10	0.16	2,045
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.30	1.51	4.24	< 0.005	0.06	0.54	0.59	0.05	0.18	0.22	—	751	751	0.04	0.04	0.94	764
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.42	0.28	0.77	< 0.005	0.01	0.10	0.11	0.01	0.03	0.04	—	124	124	0.01	0.01	0.16	127

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.19	4.41	12.2	< 0.005	0.20	3.29	3.49	0.18	1.69	1.87	—	1,847	1,847	0.08	0.10	6.01	1,884
2025	17.2	4.23	15.7	0.01	0.16	1.45	1.61	0.15	0.34	0.49	—	2,417	2,417	0.10	0.11	6.78	2,459
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.04	2.96	9.66	0.01	0.10	1.17	1.28	0.10	0.28	0.38	—	1,695	1,695	0.09	0.10	0.16	1,727
2025	1.22	4.33	11.4	0.01	0.16	1.23	1.39	0.15	0.29	0.44	—	2,012	2,012	0.11	0.10	0.15	2,045
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.35	1.15	3.16	< 0.005	0.04	0.54	0.59	0.04	0.18	0.22	—	549	549	0.03	0.03	0.78	559
2025	2.30	1.51	4.24	< 0.005	0.06	0.45	0.51	0.05	0.11	0.16	—	751	751	0.04	0.04	0.94	764
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.06	0.21	0.58	< 0.005	0.01	0.10	0.11	0.01	0.03	0.04	—	90.9	90.9	< 0.005	< 0.005	0.13	92.6
2025	0.42	0.28	0.77	< 0.005	0.01	0.08	0.09	0.01	0.02	0.03	—	124	124	0.01	0.01	0.16	127

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.4	8.73	74.0	0.12	0.18	9.41	9.60	0.17	2.40	2.57	92.7	13,616	13,709	10.2	0.64	48.3	14,204
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.4	9.96	51.7	0.11	0.18	9.41	9.59	0.17	2.40	2.57	92.7	12,552	12,644	10.3	0.69	2.80	13,112

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.7	9.00	54.8	0.11	0.18	8.73	8.91	0.17	2.22	2.40	94.4	12,235	12,330	10.2	0.64	20.8	12,796
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.14	1.64	10.0	0.02	0.03	1.59	1.63	0.03	0.41	0.44	15.6	2,026	2,041	1.70	0.11	3.44	2,119

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.25	7.94	62.0	0.12	0.14	9.41	9.55	0.13	2.40	2.53	—	12,154	12,154	0.49	0.60	46.8	12,391
Area	6.15	0.11	11.6	< 0.005	-0.01	—	-0.01	-0.01	—	-0.01	-2.97	31.6	28.6	-0.01	< 0.005	—	28.3
Energy	0.04	0.68	0.29	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,419	1,419	0.17	0.01	—	1,426
Water	—	—	—	—	—	—	—	—	—	—	12.8	11.8	24.6	1.32	0.03	—	67.0
Waste	—	—	—	—	—	—	—	—	—	—	82.8	0.00	82.8	8.28	0.00	—	290
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.58	1.58
Total	13.4	8.73	74.0	0.12	0.18	9.41	9.60	0.17	2.40	2.57	92.7	13,616	13,709	10.2	0.64	48.3	14,204
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.32	9.29	51.5	0.11	0.14	9.41	9.55	0.13	2.40	2.53	—	11,121	11,121	0.55	0.65	1.21	11,330
Area	5.09	> -0.005	-0.14	> -0.005	-0.01	—	-0.01	-0.01	—	-0.01	-2.97	0.00	-2.97	-0.02	0.00	—	-3.37
Energy	0.04	0.68	0.29	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,419	1,419	0.17	0.01	—	1,426
Water	—	—	—	—	—	—	—	—	—	—	12.8	11.8	24.6	1.32	0.03	—	67.0
Waste	—	—	—	—	—	—	—	—	—	—	82.8	0.00	82.8	8.28	0.00	—	290
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.58	1.58

Total	11.4	9.96	51.7	0.11	0.18	9.41	9.59	0.17	2.40	2.57	92.7	12,552	12,644	10.3	0.69	2.80	13,112
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.09	8.27	48.8	0.11	0.13	8.73	8.86	0.12	2.22	2.35	—	10,789	10,789	0.49	0.59	19.2	10,997
Area	5.62	0.06	5.75	< 0.005	> -0.005	—	> -0.005	> -0.005	—	> -0.005	-1.22	15.6	14.3	-0.01	< 0.005	—	14.2
Energy	0.04	0.68	0.29	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,419	1,419	0.17	0.01	—	1,426
Water	—	—	—	—	—	—	—	—	—	—	12.8	11.8	24.6	1.32	0.03	—	67.0
Waste	—	—	—	—	—	—	—	—	—	—	82.8	0.00	82.8	8.28	0.00	—	290
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.58	1.58
Total	11.7	9.00	54.8	0.11	0.18	8.73	8.91	0.17	2.22	2.40	94.4	12,235	12,330	10.2	0.64	20.8	12,796
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.11	1.51	8.90	0.02	0.02	1.59	1.62	0.02	0.41	0.43	—	1,786	1,786	0.08	0.10	3.18	1,821
Area	1.03	0.01	1.05	< 0.005	> -0.005	—	> -0.005	> -0.005	—	> -0.005	-0.20	2.58	2.37	> -0.005	< 0.005	—	2.36
Energy	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	235	235	0.03	< 0.005	—	236
Water	—	—	—	—	—	—	—	—	—	—	2.13	1.95	4.08	0.22	0.01	—	11.1
Waste	—	—	—	—	—	—	—	—	—	—	13.7	0.00	13.7	1.37	0.00	—	48.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.26	0.26
Total	2.14	1.64	10.0	0.02	0.03	1.59	1.63	0.03	0.41	0.44	15.6	2,026	2,041	1.70	0.11	3.44	2,119

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.09	0.58	0.71	< 0.005	0.03	—	0.03	0.02	—	0.02	—	89.1	89.1	< 0.005	< 0.005	—	89.4
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.88	4.88	< 0.005	< 0.005	—	4.90
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.81	0.81	< 0.005	< 0.005	—	0.81
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.17	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.2	21.2	< 0.005	< 0.005	0.09	21.6

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.05	1.05	< 0.005	< 0.005	< 0.005	1.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.17	0.17	< 0.005	< 0.005	< 0.005	0.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40	4.40	2.88	< 0.005	0.20	—	0.20	0.18	—	0.18	—	403	403	0.02	< 0.005	—	404
Dust From Material Movement	—	—	—	—	—	3.28	3.28	—	1.68	1.68	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.27	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.3	24.3	< 0.005	< 0.005	—	24.4
Dust From Material Movement	—	—	—	—	—	0.20	0.20	—	0.10	0.10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.05	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.02	4.02	< 0.005	< 0.005	—	4.03
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.17	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.2	21.2	< 0.005	< 0.005	0.09	21.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.16	1.16	< 0.005	< 0.005	< 0.005	1.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	< 0.005	0.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	1.58	1.79	< 0.005	0.10	—	0.10	0.09	—	0.09	—	242	242	0.01	< 0.005	—	243
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	1.58	1.79	< 0.005	0.10	—	0.10	0.09	—	0.09	—	242	242	0.01	< 0.005	—	243
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.47	0.54	< 0.005	0.03	—	0.03	0.03	—	0.03	—	72.5	72.5	< 0.005	< 0.005	—	72.8

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	12.0	12.0	< 0.005	< 0.005	—	12.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.91	0.58	10.1	0.00	0.00	1.09	1.09	0.00	0.26	0.26	—	1,271	1,271	0.07	0.05	5.15	1,292
Vendor	0.02	0.56	0.23	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	334	334	< 0.005	0.05	0.86	349
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.76	0.78	7.62	0.00	0.00	1.09	1.09	0.00	0.26	0.26	—	1,118	1,118	0.08	0.05	0.13	1,135
Vendor	0.02	0.60	0.24	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	334	334	< 0.005	0.05	0.02	349
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.21	2.32	0.00	0.00	0.32	0.32	0.00	0.07	0.07	—	345	345	0.02	0.01	0.67	350
Vendor	0.01	0.18	0.07	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	100.0	100.0	< 0.005	0.01	0.11	104
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.42	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	57.1	57.1	< 0.005	< 0.005	0.11	58.0
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	16.6	16.6	< 0.005	< 0.005	0.02	17.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	1.51	1.77	< 0.005	0.09	—	0.09	0.08	—	0.08	—	242	242	0.01	< 0.005	—	243
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	1.51	1.77	< 0.005	0.09	—	0.09	0.08	—	0.08	—	242	242	0.01	< 0.005	—	243
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.53	0.63	< 0.005	0.03	—	0.03	0.03	—	0.03	—	85.8	85.8	< 0.005	< 0.005	—	86.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.10	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	14.2	14.2	< 0.005	< 0.005	—	14.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.84	0.54	9.42	0.00	0.00	1.09	1.09	0.00	0.26	0.26	—	1,245	1,245	0.06	0.05	4.74	1,265
Vendor	0.02	0.54	0.22	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	328	328	< 0.005	0.05	0.85	343
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.72	0.70	7.09	0.00	0.00	1.09	1.09	0.00	0.26	0.26	—	1,096	1,096	0.08	0.05	0.12	1,112
Vendor	0.02	0.58	0.23	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	328	328	< 0.005	0.05	0.02	343
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.22	2.54	0.00	0.00	0.38	0.38	0.00	0.09	0.09	—	400	400	0.02	0.02	0.73	406
Vendor	0.01	0.20	0.08	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	116	116	< 0.005	0.02	0.13	121
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.46	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	66.2	66.2	< 0.005	< 0.005	0.12	67.2
Vendor	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.2	19.2	< 0.005	< 0.005	0.02	20.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.19	1.51	1.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	291	291	0.01	< 0.005	—	292
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.51	1.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	291	291	0.01	< 0.005	—	292
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.53	0.69	< 0.005	0.02	—	0.02	0.02	—	0.02	—	103	103	< 0.005	< 0.005	—	103
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.0	17.0	< 0.005	< 0.005	—	17.1
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.47	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	62.3	62.3	< 0.005	< 0.005	0.24	63.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.35	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	54.9	54.9	< 0.005	< 0.005	0.01	55.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	20.0	20.0	< 0.005	< 0.005	0.04	20.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.31	3.31	< 0.005	< 0.005	0.01	3.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Architectural Coatings	15.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Architectural Coatings	1.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Architectural Coatings	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.11	1.88	0.00	0.00	0.22	0.22	0.00	0.05	0.05	—	249	249	0.01	0.01	0.95	253
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.02	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	26.6	26.6	< 0.005	< 0.005	0.05	27.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.40	4.40	< 0.005	< 0.005	0.01	4.47
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	7.25	7.94	62.0	0.12	0.14	9.41	9.55	0.13	2.40	2.53	—	12,154	12,154	0.49	0.60	46.8	12,391
Total	7.25	7.94	62.0	0.12	0.14	9.41	9.55	0.13	2.40	2.53	—	12,154	12,154	0.49	0.60	46.8	12,391
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	6.32	9.29	51.5	0.11	0.14	9.41	9.55	0.13	2.40	2.53	—	11,121	11,121	0.55	0.65	1.21	11,330
Total	6.32	9.29	51.5	0.11	0.14	9.41	9.55	0.13	2.40	2.53	—	11,121	11,121	0.55	0.65	1.21	11,330
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartmen Mid Rise	1.11	1.51	8.90	0.02	0.02	1.59	1.62	0.02	0.41	0.43	—	1,786	1,786	0.08	0.10	3.18	1,821
Total	1.11	1.51	8.90	0.02	0.02	1.59	1.62	0.02	0.41	0.43	—	1,786	1,786	0.08	0.10	3.18	1,821

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	560	560	0.09	0.01	—	566
Total	—	—	—	—	—	—	—	—	—	—	—	560	560	0.09	0.01	—	566
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	560	560	0.09	0.01	—	566
Total	—	—	—	—	—	—	—	—	—	—	—	560	560	0.09	0.01	—	566
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	92.8	92.8	0.02	< 0.005	—	93.7
Total	—	—	—	—	—	—	—	—	—	—	—	92.8	92.8	0.02	< 0.005	—	93.7

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.68	0.29	< 0.005	0.05	—	0.05	0.05	—	0.05	—	858	858	0.08	< 0.005	—	860
Total	0.04	0.68	0.29	< 0.005	0.05	—	0.05	0.05	—	0.05	—	858	858	0.08	< 0.005	—	860
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.04	0.68	0.29	< 0.005	0.05	—	0.05	0.05	—	0.05	—	858	858	0.08	< 0.005	—	860
Total	0.04	0.68	0.29	< 0.005	0.05	—	0.05	0.05	—	0.05	—	858	858	0.08	< 0.005	—	860
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	142	142	0.01	< 0.005	—	142
Total	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	142	142	0.01	< 0.005	—	142

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	-0.01	> -0.005	-0.14	> -0.005	-0.01	—	-0.01	-0.01	—	-0.01	-2.97	0.00	-2.97	-0.02	0.00	—	-3.37
Consumer Products	4.73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectu Coatings	0.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscap e Equipme nt	1.06	0.12	11.8	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	31.6	31.6	< 0.005	< 0.005	—	31.7
Total	6.15	0.11	11.6	< 0.005	-0.01	—	-0.01	-0.01	—	-0.01	-2.97	31.6	28.6	-0.01	< 0.005	—	28.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	-0.01	> -0.005	-0.14	> -0.005	-0.01	—	-0.01	-0.01	—	-0.01	-2.97	0.00	-2.97	-0.02	0.00	—	-3.37
Consume r Products	4.73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectu ral Coatings	0.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.09	> -0.005	-0.14	> -0.005	-0.01	—	-0.01	-0.01	—	-0.01	-2.97	0.00	-2.97	-0.02	0.00	—	-3.37
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	> -0.005	> -0.005	-0.01	> -0.005	> -0.005	—	> -0.005	> -0.005	—	> -0.005	-0.20	0.00	-0.20	> -0.005	0.00	—	-0.23
Consume r Products	0.86	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectu ral Coatings	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscap e Equipme nt	0.10	0.01	1.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.58	2.58	< 0.005	< 0.005	—	2.59
Total	1.03	0.01	1.05	< 0.005	> -0.005	—	> -0.005	> -0.005	—	> -0.005	-0.20	2.58	2.37	> -0.005	< 0.005	—	2.36

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	12.8	11.8	24.6	1.32	0.03	—	67.0
Total	—	—	—	—	—	—	—	—	—	—	12.8	11.8	24.6	1.32	0.03	—	67.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	12.8	11.8	24.6	1.32	0.03	—	67.0
Total	—	—	—	—	—	—	—	—	—	—	12.8	11.8	24.6	1.32	0.03	—	67.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	2.13	1.95	4.08	0.22	0.01	—	11.1
Total	—	—	—	—	—	—	—	—	—	—	2.13	1.95	4.08	0.22	0.01	—	11.1

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartmen Mid Rise	—	—	—	—	—	—	—	—	—	—	82.8	0.00	82.8	8.28	0.00	—	290
Total	—	—	—	—	—	—	—	—	—	—	82.8	0.00	82.8	8.28	0.00	—	290
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	82.8	0.00	82.8	8.28	0.00	—	290
Total	—	—	—	—	—	—	—	—	—	—	82.8	0.00	82.8	8.28	0.00	—	290
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	13.7	0.00	13.7	1.37	0.00	—	48.0
Total	—	—	—	—	—	—	—	—	—	—	13.7	0.00	13.7	1.37	0.00	—	48.0

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.58	1.58
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.58	1.58
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.58	1.58
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.58	1.58
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartmen ts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.26	0.26
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.26	0.26

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/1/2024	6/30/2024	5.00	20.0	—
Grading	Grading	7/1/2024	7/30/2024	5.00	22.0	—
Building Construction	Building Construction	8/1/2024	6/30/2025	5.00	238	—
Paving	Paving	1/1/2025	6/30/2025	5.00	129	—
Architectural Coating	Architectural Coating	5/1/2025	6/30/2025	5.00	43.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	4.00	47.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	4.00	216	0.40
Building Construction	Forklifts	Diesel	Average	2.00	4.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	4.00	14.0	0.74
Building Construction	Air Compressors	Electric	Average	3.00	4.00	37.0	0.48
Building Construction	Cranes	Diesel	Average	1.00	4.00	25.0	0.29
Paving	Paving Equipment	Diesel	Average	1.00	4.00	89.0	0.36

Paving	Rollers	Diesel	Average	2.00	4.00	36.0	0.38
Architectural Coating	Air Compressors	Electric	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	2.50	10.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	4.50	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	2.50	10.3	LDA,LDT1,LDT2
Grading	Vendor	—	4.50	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	150	10.3	LDA,LDT1,LDT2
Building Construction	Vendor	22.2	4.50	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	7.50	10.3	LDA,LDT1,LDT2
Paving	Vendor	—	4.50	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	30.0	10.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	4.50	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	217,670	73,000	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	0.00	0.00	—
Grading	—	—	5.50	0.00	—
Paving	0.00	0.00	0.00	0.00	5.00

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	5.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	159	204	0.03	< 0.005
2025	238	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	1,132	1,021	851	392,615	13,171	11,888	9,902	4,569,977

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	38

Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	-0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
440781.75	146,927	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	1,002,788	204	0.0330	0.0040	2,677,507

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	6,705,254	67,262

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	154	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	25.8	annual days of extreme heat
Extreme Precipitation	5.50	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	0	0	N/A
Extreme Precipitation	2	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	1	1	3
Extreme Precipitation	2	1	1	3
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	47.0
AQ-PM	29.0
AQ-DPM	45.2
Drinking Water	32.0
Lead Risk Housing	16.9

Pesticides	85.8
Toxic Releases	5.04
Traffic	31.0
Effect Indicators	—
CleanUp Sites	17.1
Groundwater	6.97
Haz Waste Facilities/Generators	16.6
Impaired Water Bodies	23.9
Solid Waste	0.00
Sensitive Population	—
Asthma	46.6
Cardio-vascular	20.0
Low Birth Weights	14.5
Socioeconomic Factor Indicators	—
Education	12.0
Housing	71.6
Linguistic	5.64
Poverty	66.1
Unemployment	94.8

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	34.94161427
Employed	43.57756961
Median HI	29.65481843

Education	—
Bachelor's or higher	76.49172334
High school enrollment	100
Preschool enrollment	26.03618632
Transportation	—
Auto Access	22.57153856
Active commuting	78.53201591
Social	—
2-parent households	95.18798922
Voting	64.03182343
Neighborhood	—
Alcohol availability	79.28910561
Park access	48.47940459
Retail density	30.12960349
Supermarket access	28.28179135
Tree canopy	91.00474785
Housing	—
Homeownership	40.15141794
Housing habitability	43.83421019
Low-inc homeowner severe housing cost burden	96.17605543
Low-inc renter severe housing cost burden	19.02989863
Uncrowded housing	58.11625818
Health Outcomes	—
Insured adults	82.81791351
Arthritis	97.1
Asthma ER Admissions	63.0
High Blood Pressure	97.7

Cancer (excluding skin)	89.7
Asthma	19.7
Coronary Heart Disease	95.4
Chronic Obstructive Pulmonary Disease	76.7
Diagnosed Diabetes	98.4
Life Expectancy at Birth	74.6
Cognitively Disabled	22.1
Physically Disabled	39.7
Heart Attack ER Admissions	61.1
Mental Health Not Good	41.5
Chronic Kidney Disease	98.0
Obesity	71.5
Pedestrian Injuries	54.3
Physical Health Not Good	85.2
Stroke	95.7
Health Risk Behaviors	—
Binge Drinking	0.8
Current Smoker	44.4
No Leisure Time for Physical Activity	84.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	75.0
Elderly	45.9
English Speaking	70.4
Foreign-born	2.2
Outdoor Workers	46.8

Climate Change Adaptive Capacity	—
Impervious Surface Cover	60.5
Traffic Density	7.0
Traffic Access	0.0
Other Indices	—
Hardship	45.4
Other Decision Support	—
2016 Voting	65.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	23.0
Healthy Places Index Score for Project Location (b)	55.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
 b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Per project plans
Construction: Construction Phases	Per project plans
Construction: Off-Road Equipment	Equipment type and usage based on project design
Construction: Architectural Coatings	Per project design
Operations: Hearths	No fireplaces or wood stoves will be used

APPENDIX B

Calculation of Screening Level Health Risks

Table B-1

Risk Screen Calculation - Construction Phase

Name

Prioritization

[illegible]

APPENDIX C

Response to Appendix G CEQA Guidelines

CEQA Appendix G Environmental Checklist

Air Quality Section III

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:

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

a) The project conflict with or obstruct implementation of the applicable air quality plan?

Currently, the attainment status for various air quality standards for Butte County is as follows:

Table 1		
Criteria Air Pollutant	California	Federal
Ozone (8-hour)	Nonattainment	Nonattainment
Carbon Monoxide (1-hour and 8-hour)	Attainment	Attainment
Nitrogen Dioxide (1-hour and annual)	Attainment	Attainment
Sulfur dioxide (1, 3, 24-hour and annual)	Attainment	Attainment
PM-10 (24-hour and annual)	Non-Attainment (24-hour) Attainment (annual)	Attainment (24 hour) No annual standard
PM-2.5 (24-hour and annual)	No Standard (24 hour) Nonattainment (annual)	Attainment (24 hour) Attainment (annual)
Lead (30 day and quarterly)	Attainment	Attainment

Butte County currently does not have an attainment plan for ozone or PM10. For PM2.5, the County has requested the EPA for a resignation to attainment status. This Plan was submitted by BCAQMD to the EPA September 26, 2017.

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

Emissions of NOx, ROG, PM10 and PM2.5 were quantified and appear in Section 4 of this report. The emissions are well below the thresholds of significance as discussed in Section 5. Therefore, the impacts will also be cumulatively less than significant.

c) Expose sensitive receptors to substantial pollutant concentration?

Project emissions were calculated for the various criteria air pollutants and compared with thresholds of significance established by BCAQMD. These emissions are summarized in Tables 5-1 and 5-2 in the attached report and demonstrate that project emissions are well below the thresholds of significance and therefore would not expose sensitive receptors to pollutant concentrations. Detailed emission calculations for both the construction and operational phases appear in the Appendix A

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

During the construction phase, trace quantities of diesel exhaust would be released from the construction equipment such as graders and backhoes. Such emissions would be intermittent and their impacts would be limited mostly to on-site areas.

Diesel particulate matter (DPM) is also regulated as a carcinogen and therefore, there is a potential for health impacts to nearby homes and businesses. Annual PM-10 (exhaust) emissions from construction equipment exhaust can be used as a surrogate for DPM. Annual PM-10 (exhaust) from equipment and trucks exhaust is estimate to equal 0.01 tons/year during the construction phase.

A screening level health risk evaluation was completed and it was demonstrated that impacts to public health were less than significant. Please see Section 5.2 in the attached report for detailed discussion of health impacts associated with exposure to DPM during the construction phase.

The project will not have any stationary sources of odors and/or long-term toxic air pollutants. Therefore during the occupancy phase, the project would not be a source of odors or toxic air pollutants.

GREENHOUSE GAS EMISSIONS

Would the project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

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

The annual GHG for the construction and operational phases is estimated to be 127 metric tons/year and 2,119 metric tons/yr respectively.

As discussed in Section 5.3 of this report, the City of Chico has not formally established any thresholds of significance for GHG emissions. Instead, the current analysis relies on thresholds used to identify significant sources of GHG emissions in the State's Cap and Trade program [Title 17, Section 95812(c)(1)]. This threshold is set at 25,000 metric tons per year.

California Air Resources Board (CARB) acknowledged that the 25,000 MT/year threshold is used for the mandatory reporting for the Cap and Trade program and not established as a CEQA threshold for GHG emissions. However, the California Air Pollution Control Officers Association (CAPCOA) identified 25,000 MT/yr as a threshold in their January 2008 report *"CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Air Quality Act"*

The issue of threshold of significance has also been reviewed by the Environmental Protection Agency (EPA). The EPA analyzed several thresholds for reporting and rejected lower thresholds of 1,000 and 10,000 metric tons/yr finding that these thresholds would greatly increase the number of covered entities without capturing a significant portion of GHG emissions (EPA 2009). The 25,000 MT/yr threshold would capture 94% of GHG emissions from stationary sources in California (CAPCOA 2008, Page 44).

Given the volume of research and resources that have been expended to develop the CARB reporting and the Cap and Trade regulations and the Federal (EPA) GHG reporting rule, the City 25,000 MT/yr threshold is an appropriate threshold of significance to the proposed project. Under this thresholds, GHG impacts are less than significant.

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

The City of Chico has established a Climate Action Plan. As required under this Plan, the emissions of GHG were quantified and presented in Section 4.3. The specific actions required under the CAP are discussed in Section 5.3 of this report. The Project's consistency with the CAP is also demonstrated in Section 5.3.

APPENDIX G

Biological Resource Assessment Letter

(Gallaway Enterprises; August 31, 2023)

August 31, 2023

2240 Nord Partnership
Attn: Chris Giampaoli
901 Bruce Road Suite 100
Chico, CA 95928

RE: Biological Resource Assessment Letter for the 2240 Nord Partnership Project

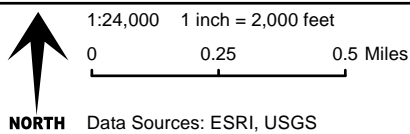
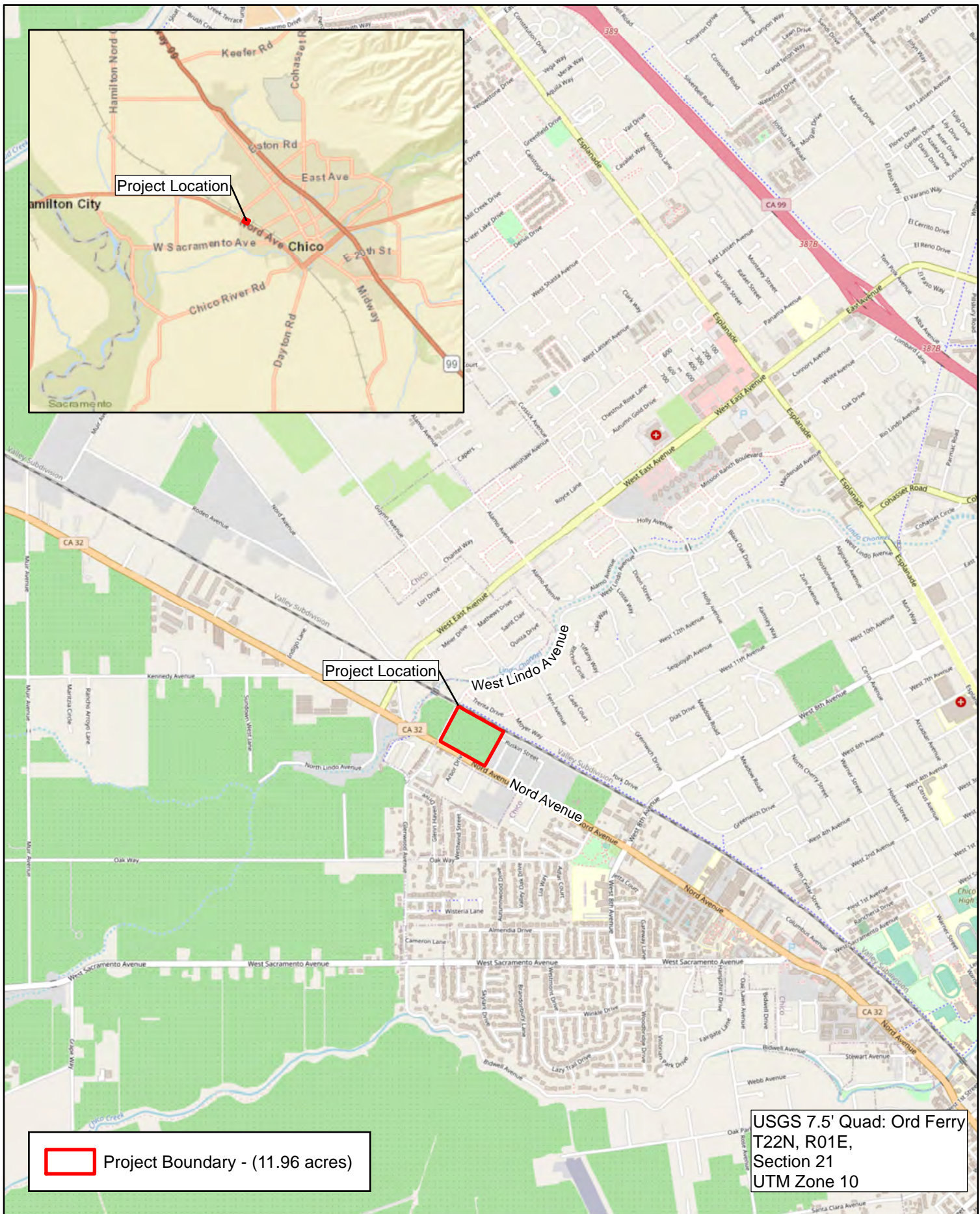
Mr. Giampaoli,

Per your request, Gallaway Enterprises conducted a biological resource assessment (BRA) within the 11.96-acre 2240 Nord Partnership Project (Project) biological survey area (BSA) located in Chico, Butte County, CA (**Figures 1 and 2**). The purpose of the BRA letter is to document the endangered, threatened, sensitive and rare species, and their habitats that occur or may occur in the biological survey area (BSA) of the Project. A habitat assessment of the Project was completed by Gallaway Enterprises' Biologist Cassie Corridoni on August 25, 2023.

Project Location and Environmental Setting

The site is located along Nord Avenue between West Lindo Avenue and Purcell Lane in Chico, Butte County, California. The BSA falls within Section 21 & 28, Township 22N, Range 1E; and is located at latitude 39.739630, longitude -121.877263. The BSA is comprised of barren, annual grassland, and urban habitat. Subdivision housing lies to the north, south, and east of the BSA and barren habitat continues to the northwest.

The topography of the BSA where Project activities will take place is relatively flat. The BSA is located at approximately 174 feet in elevation. Soils within the BSA are Vina fine sandy loam, sandy substratum, 0 to 2 percent slopes, and almendra loam, 0 to 1 percent slopes; well-drained with a deep restrictive layer of more than 80 inches in depth. The average annual precipitation for the area is 25.66 inches and the average temperature is 61° F (WRCC 2023).



2240 Nord Partnership
Regional Location
Figure 1

gallaway
ENTERPRISES

GE: #23-123 Map Date: 08/31/2023

Data Sources: ESRI, USGS



1:2,400 1 inch = 200 feet

0 150 300 Feet

NORTH

Data Sources: ESRI, Maxar 06/03/2022

2240 Nord Partnership
Biological Survey Area
Figure 2

gallaway
ENTERPRISES

GE: #23-123 Map Date: 08/25/2023

METHODS

References Consulted

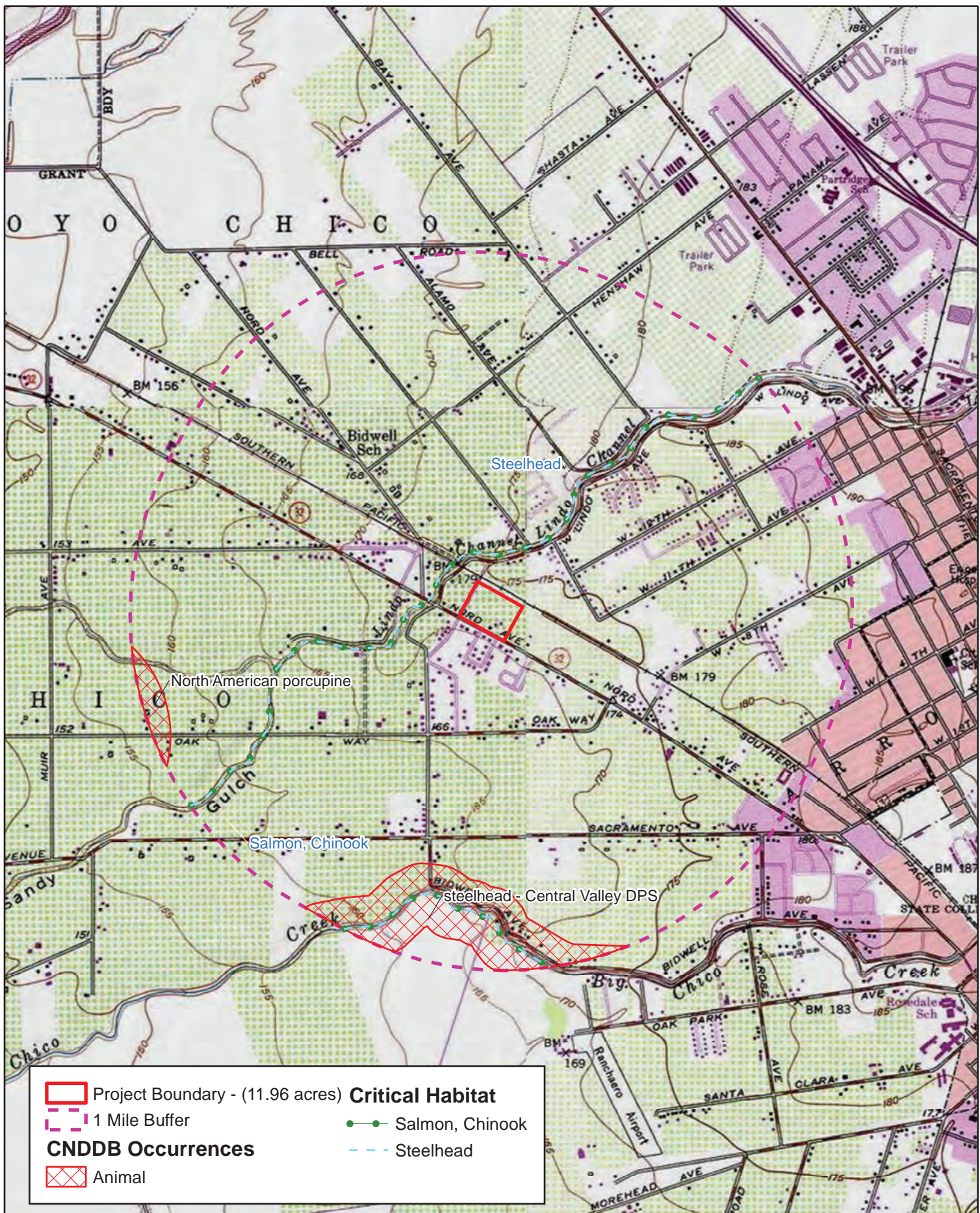
Gallaway Enterprises obtained lists of special-status species that occur in the vicinity of the BSA. The CNDDDB Geographic Information System (GIS) database was also consulted and showed special-status species within a five-mile radius of the BSA (**Figure 3**). Other primary sources of information regarding the occurrence of federally listed threatened, endangered, proposed and candidate species, and their habitats within the BSA used in the preparation of this BRA are:

- USFWS Official Species List for the BSA, August 30, 2023 (**Appendix A; Species Lists**);
- National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) Official Species List for the 7.5-minute United States Geological Survey (USGS) “Ord Ferry” quadrangle, August 29, 2023 (**Appendix A; Species Lists**);
- Results of a species record search of the CDFW CNDDDB, RareFind 5, for the 7.5-minute USGS “Ord Ferry”, “Nord”, “Richardson Springs”, and “Chico” quadrangles, August 29, 2023 (**Appendix A; Species Lists**);
- Review of the CNPS Inventory of Rare and Endangered Vascular Plants of California for the 7.5-minute USGS “Ord Ferry”, “Nord”, “Richardson Springs”, and “Chico” quadrangles, August 29, 2023 (**Appendix A; Species Lists**);
- USFWS Critical Habitat Portal, August 29, 2023;
- Results from the habitat assessments conducted by Gallaway Enterprises on August 25, 2023 (**Appendix B; Observed Species Lists**).

Special-Status Species

For the purposes of this BRA special-status species are those that fall into one of the following categories:

- Listed as threatened or endangered, or are proposed or candidates for listing under the California Endangered Species Act (CESA, 14 California Code of Regulations §670.5) or the Federal Endangered Species Act [ESA, 50 Code of Federal Regulations (CFR) §17.12];
- Listed as a species of special concern (SSC) by CDFW or protected under the California Fish and Game Code (CFG) (i.e., Fully Protected Species);
- Ranked by the CNPS as 1A, 1B, or 2;
- Protected under the Migratory Bird Treaty Act (MBTA) or the Bald and Golden Eagle Protection Act; or
- Species that are otherwise protected under policies or ordinances at the local or regional level as required by the California Environmental Quality Act (CEQA, §15380).



Critical Habitat

The ESA requires that critical habitat be designated for all species listed under the ESA. Critical habitat is designated for areas that provide essential habitat elements that enable a species survival, and which are occupied by the species during the species listing under the ESA. Areas outside of the species range of occupancy during the time of its listing can also be determined as critical habitat if the agency decides that the area is essential to the conservation of the species. The USFWS Critical Habitat Portal was accessed on August 30, 2023, to determine if critical habitat occurs within the BSA. Appropriate Federal Registers were also used to confirm the presence or absence of critical habitat.

Biological and Botanical Surveys

A habitat assessment was conducted by Gallaway Enterprises' Biologist Cassie Corridoni to assess the presence of suitable habitat for special status species within the BSA.

Habitat Assessment

A habitat assessment of the BSA was conducted on August 25, 2023. The purpose of the habitat assessment was to determine if suitable habitat occurs within the BSA for special-status species. The habitat assessment was conducted by walking the entire BSA and recording specific habitat types and elements. If habitat was observed for special-status species it was then evaluated for quality based on vegetation composition and structure, physical features (e.g., soils, elevation), microclimate, surrounding area, presence of predatory species and available resources (e.g., prey items, nesting substrates), and land use patterns (**Figure 4**).

RESULTS

Terrestrial Habitat

Annual Grassland

Annual grassland (0.06 acres) occurs in the northwestern corner of the BSA. Dominant vegetation within the annual grassland habitat included rip-gut brome (*Bromus diandrus*), wild oat species (*Avena sp.*), and wall hare barley (*Hordeum murinum*). A variety of species may use grassland habitat including the western fence lizard (*Sceloporus occidentalis*) and California ground squirrel (*Otospermophilus beecheyi*).

Barren

Barren habitat within the BSA (11.67 acres) occurs in the majority of the BSA. Barren habitat is typified by non-vegetated soil, rock, paved roads, and gravel. Within the BSA, exposed soil comprises barren habitat. The barren habitat type provides low-quality habitat to wildlife.

Urban

Urban habitat makes up (0.23 acres) of the BSA and is composed of one residential property. Urban habitat within the BSA provides habitat for species such as the California scrub jay (*Aphelocoma californica*), turkey vulture (*Cathartes aura*), and Nuttall's woodpecker (*Picoides nuttallii*).



1:2,400 1 inch = 200 feet
0 100 200 Feet

Data Sources: ESRI, Maxar 06/03/2022

2240 Nord Partnership
Habitat Types
Figure 4

gallaway
ENTERPRISES

GE: #23-123 Map Date: 08/25/2023

Critical Habitat

There is no designated critical habitat within or adjacent to the BSA.

Sensitive Natural Communities

No SNCs occur within the BSA.

Aquatic Resources

There are no aquatic resources within the BSA.

Special-Status Species

Based on the habitat assessment and the results of the USFWS, Sacramento Office, IPAC Species List Generator, CNDDDB, and CNPS list of rare and endangered plants database search, the following special-status species have the potential to occur within the vicinity of the BSA and/or have suitable habitat and/or recorded observations within or within close proximity of the BSA. Not all special-status species listed under federal and state species lists are discussed due to unsuitable habitat within the BSA or lack of observations in the area.

A list of species and their potential to occur is presented in **Table 1**.

Endangered, Threatened and Rare Plants

There were no endangered, threatened, or rare plants observed within the BSA during the habitat assessment conducted on August 25, 2023. There is *no potential* for any special-status plant species to occur within the BSA. A list of all plant species observed within the BSA can be found in **Appendix B**.

Endangered, Threatened and Special Status Wildlife

A wildlife habitat assessment was conducted within the BSA on August 25, 2023. Suitable habitat for migratory birds and raptors protected under the MBTA and the CFGC is present within the BSA. A list of wildlife species observed within the BSA can be found in **Appendix B**.

Table 1. Special-status Species and Sensitive Natural Communities and Their Potential to Occur in the BSA of the 2240 Nord Partnership Project, Redding, CA.

Common Name (Scientific Name)	<u>Status</u> Fed/State/ CNPS	Associated Habitats	Potential for Occurrence
SENSITIVE NATURAL COMMUNITIES			
Coastal and valley freshwater marsh	_/SNC/_	Freshwater marsh.	None. There is no designated coastal and valley freshwater marsh habitat within the BSA.
Great valley cottonwood riparian forest	_/SNC/_	Riparian forest.	None. There is no designated great valley cottonwood riparian forest habitat within the BSA.
Great valley mixed riparian forest	_/SNC/_	Riparian forest.	None. There is no designated great valley mixed riparian forest habitat within the BSA.
Great valley valley oak riparian forest	_/SNC/_	Riparian forest.	None. There is no designated great valley valley oak riparian forest habitat within the BSA.
Great valley willow scrub	_/SNC/_	Riparian scrub.	None. There is no designated coastal and valley freshwater marsh habitat within the BSA.
Northern hardpan vernal pool	_/SNC/_	Vernal pools.	None. There is no designated great valley willow scrub habitat within the BSA.
Northern volcanic mud flow vernal pool	_/SNC/_	These systems are shallow ephemeral waterbodies found in very small depressions (>50 sq meters) throughout foothills of the southern Cascades and Sierra Nevada. Often on solid volcanic bedrock.	None. There is no designated northern volcanic mud flow vernal pool habitat within the BSA.

Common Name (Scientific Name)	Status Fed/State/ CNPS	Associated Habitats	Potential for Occurrence
PLANTS			
Adobe lily (<i>Fritillaria pluriflora</i>)	_/_/1B.2	Adobe soils. (BP: Feb-Apr)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
Ahart's paronychia (<i>Paronychia ahartii</i>)	_/_/1B.1	Vernal pools or vernal mesic area that are nearly barren in clay soils. (BP: Feb-Jun)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
Big-scale balsamroot (<i>Balsamorhiza macrolepis</i>)	_/_/1B.2	Serpentine soils in Chaparral, Cismontane woodland, Ultramafic, Valley & foothill grassland. (BP: Mar-Jun)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
Brazilian watermeal (<i>Wolffia brasiliensis</i>)	_/_/2B.3	Shallow freshwater marshes. (perennial herb, aquatic, BP: Apr – Dec)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
Butte County checkerbloom (<i>Sidalcea robusta</i>)	_/_/1B.2	Blue oak woodlands often associated with ephemeral drainages. (BP: Apr-Jun)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
Butte County meadowfoam (<i>Limnanthes floccosa</i> ssp. <i>californica</i>)	FE/SE/1B.1	Vernal pools and swales. (BP Mar-May)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
California beaked-rush (<i>Rhynchospora californica</i>)	_/_/1B.1	Freshwater seep and marsh habitats. (BP: May-Jul)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
California satintail (<i>Imperata brevifolia</i>)	_/_/2B.1	Alkaline seeps and mesic riparian scrub. (BP: Sep – May)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.

Common Name (Scientific Name)	<u>Status</u> Fed/State/ CNPS	Associated Habitats	Potential for Occurrence
PLANTS			
Ferris' milk-vetch (<i>Astragalus tener</i> var. <i>ferrisiae</i>)	_/_/1B.1	Annual herb. Vernal mesic meadow & seep, subalkaline flats in valley & foothill grasslands. (BP: Apr – May)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
Flagella-like atractylocarpus (<i>Campylopodiella stenocarpa</i>)	_/_/2B.2	Cismontane woodland.	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
Greene's tuctoria (<i>Tuctoria greenei</i>)	FE/_/_/1B.1	Vernal pools in open grasslands. (BP: May-Jul/Sep)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
Hoover's spurge (<i>Euphorbia hooveri</i>)	FT/_/_/1B.2	Vernal pools and wetlands with volcanic or clay substrate. (BP: Jul-Sep/Oct)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
Northern slender pondweed (<i>Stuckenia filiformis</i> ssp. <i>alpina</i>)	_/_/2B.2	Marshes and swamps (shallow freshwater). (BP: May – Jul)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
Pink creamsacs (<i>Castilleja rubicundula</i> var. <i>rubicundula</i>)	_/_/1B.2	Meadows and mesic openings in chaparral or grasslands on serpentine. (annual herb, BP: Apr – Jun)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
Red Bluff dwarf rush (<i>Juncus leiospermus</i> var. <i>leiospermus</i>)	_/_/1B.1	Vernal pools and vernal mesic sites. (BP: Mar-Jun)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
Silky cryptantha (<i>Cryptantha crinita</i>)	_/_/1B.2	Cobble bars within streambeds. (BP: Apr-May)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
White-stemmed clarkia (<i>Clarkia gracilis</i> ssp. <i>albicaulis</i>)	_/_/1B.2	Dry, grassy openings in chaparral or foothill woodland. Sometimes on serpentine. (BP: May-Jul)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.

Common Name (Scientific Name)	<u>Status</u> Fed/State/ CNPS	Associated Habitats	Potential for Occurrence
PLANTS			
Woolly rose-mallow (<i>Hibiscus lasiocarpus</i> var. <i>occidentalis</i>)	_/_/1B.2	Freshwater marshes and swamps, often in rip-rap. (BP Jun-Sep)	None. No suitable habitat is present within the BSA and species was not observed during the habitat assessment.
INVERTEBRATES			
Crotch bumble bee (<i>Bombus crotchii</i>)	_/_CE/_	Native grasslands and shrublands featuring Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia, and Eriogonum.	None. There is no suitable habitat within the BSA.
Conservancy fairy shrimp (<i>Branchinecta conservatio</i>)	FE/_/_	Deep, moderately turbid vernal pools.	None. There are no aquatic resources within the BSA.
Monarch butterfly (<i>Danaus plexippus</i>)	FC/_/_	Egg and larval stage dependent upon milkweed. Adults migrate seasonally, amassing in dense tree canopies; e.g., eucalyptus.	None. No milkweed was observed within the BSA.
Valley elderberry longhorn beetle (<i>Desmocerus californicus dimorphus</i>)	FT/_/_	Blue elderberry shrubs; usually associated with riparian areas.	None. No elderberry shrubs were observed within the BSA.
Vernal pool fairy shrimp (<i>Branchinecta lynchi</i>)	FT/_/_	Vernal pools and seasonally ponded areas.	None. There are no aquatic resources within the BSA.
Vernal pool tadpole shrimp (<i>Lepidurus packardii</i>)	FE/_/_	Deep vernal pools.	None. There are no aquatic resources within the BSA.

Common Name (Scientific Name)	Status Fed/State/ CNPS	Associated Habitats	Potential for Occurrence
AMPHIBIANS AND REPTILES			
Foothill yellow-legged frog North coast DPS (<i>Rana boylei</i> pop. 1)	_/SSC/_	Partly shaded, shallow streams and riffles with rocky substrates in a variety of habitats, commonly found in canyons and narrow streams. (sea level - 6,700 ft. elevation)	None. There are no aquatic resources within or adjacent to the BSA.
Giant garter snake (<i>Thamnophis gigas</i>)	FT/ST/_	Prefers freshwater marsh and low gradient streams. Has adapted to rice paddies, drainage canals, and irrigation ditches.	None. There are no aquatic resources within or adjacent to the BSA.
Western pond turtle (<i>Emys marmorata</i>)	_/SSC/_	Inhabits ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Requires suitable basking sites and upland habitat for egg laying.	None. There are no aquatic resources within or adjacent to the BSA.
Western spadefoot (<i>Spea hammondi</i>)	_/SSC/_	Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands. Open, intermittent pools are essential for breeding (January through May).	None. There are no aquatic resources within or adjacent to the BSA and the ground is highly disturbed.
FISH			
Chinook salmon Central Valley spring-run Evolutionarily Significant Unit (ESU) (<i>Oncorhynchus tshawytscha</i>)	FT/ST/_	Sacramento River and its tributaries.	None. There are no aquatic resources within the BSA.

Common Name (Scientific Name)	Status Fed/State/ CNPS	Associated Habitats	Potential for Occurrence
FISH			
Green sturgeon - southern DPS (<i>Acipenser medirostris</i> pop. 1)	FT/_/_	Spawning site fidelity. Spawns in the Sacramento, Feather and Yuba Rivers. Presence in upper Stanislaus and San Joaquin Rivers may indicate spawning. Non-spawning adults occupy marine/estuarine waters. Delta Estuary is important for rearing juveniles.	None. There are no aquatic resources within the BSA.
Steelhead, Central Valley DPS (<i>Oncorhynchus mykiss irideus</i> pop 11)	FT/_/_	Occurs below man-made impassable barriers in the Sacramento and San Joaquin rivers and tributaries. Adults migrate from ocean to natal freshwater streams to spawn. Yuba River has essentially the only remaining wild steelhead fishery in Central Valley.	None. There are no aquatic resources within the BSA.
BIRDS			
Bald eagle (<i>Haliaeetus leucocephalus</i>)	_/SE,FP/_	Coast, large lakes and river systems, with open forests with large trees and snags.	None. There is no suitable habitat within the BSA.
Bank swallow (<i>Riparia riparia</i>)	_/ST/_	Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	None. There is no suitable nesting habitat within the BSA.
Burrowing owl (<i>Athene cunicularia</i>)	_/SSC/_	Grasslands or openings with friable soils, rodent burrows, or man-made structures (e.g., culverts, debris piles).	None. The soils are highly disturbed and barren and there are no suitable structures for burrows within the BSA.
California black rail (<i>Laterallus jamaicensis coturniculus</i>)	_/ST, FP/_	Brackish and fresh emergent wetlands with dense vegetation (bulrushes and cattails).	None. There are no wetlands within the BSA.

Common Name (Scientific Name)	<u>Status</u> Fed/State/ CNPS	Associated Habitats	Potential for Occurrence
BIRDS			
Least Bell's vireo (<i>Vireo bellii pusillus</i>)	FE/SE/_	Willows and dense valley foothill riparian habitat. Obligate riparian species during the breeding season, prefers early successional habitat. Inhabits structurally diverse woodlands along watercourses.	None. Least Bell's vireo has been extirpated from northern California since the early 1980s, and the BSA is located outside of the known current range of this species (USFWS 1998).
Swainson's hawk (<i>Buteo swainsoni</i>)	_/ST/_	Valleys and low foothills. Breeds in grasslands with scattered tress, juniper-sage, flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	None. The BSA is primarily barren and does not support foraging habitat.
Tricolored blackbird (<i>Agelaius tricolor</i>)	_/ST/_	Colony nester within freshwater marshes, swamps, and wetlands. Requires open water, protected nesting substrates and foraging habitat within open fields. Mostly found in Central Valley.	None. There is no suitable habitat within the BSA.
Western yellow-billed cuckoo (<i>Coccyzus americanus occidentalis</i>)	FT/SE/_	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems.	None. There is no suitable habitat within the BSA.

Common Name (Scientific Name)	Status Fed/State/ CNPS	Associated Habitats	Potential for Occurrence
MAMMALS			
Pallid bat (<i>Antrozous pallidus</i>)	_/SSC/_	Common at low elevations in grasslands, shrublands, woodlands, and forests, most common in open, dry habitats with rocky areas for roosting. Social, roost in groups of 20 or more. Day roosts in caves, crevices, mines, and occasionally in hollow trees, buildings and bridges that are protected from high temperatures and with access to open foraging habitats. Night roosts in open sites. Very sensitive to disturbance of roosting sites.	None. There is no suitable habitat within the BSA.
Western mastiff bat (<i>Eumops perotis californicus</i>)	_/SSC/_	Roosts in crevices on cliff faces, rock outcrops with a minimum 2-meter drop-off, bridges, and buildings.	None. There are no cliffs or rock outcrops within the BSA.
Western red bat (<i>Lasiurus blossevillii</i>)	_/SSC/_	Solitary, family groups roost together, nursery colonies found with many females and young, usually does not roost with other species. Roosts primarily in trees, often in edge habitats adjacent to streams, fields, or urban areas. Preferred roost sites are protected from above, open below, and located above dark ground-cover, 2-40 ft high. Roost in leaf litter in the winter.	None. No suitable roosting habitat is present.

CODE DESIGNATIONS	
FE or FT = Federally listed as Endangered or Threatened FC = Federal Candidate Species SE or ST = State Listed as Endangered or Threatened SC = State Candidate Species SSC = State Species of Special Concern FP = State Fully Protected Species SNC = CDFW Sensitive Natural Community	CNPS California Rare Plant Rank (CRPR): CRPR 1B = Rare or Endangered in California or elsewhere CRPR 2 = Rare or Endangered in California, more common elsewhere CRPR 3 = More information is needed CRPR 4 = Plants with limited distribution 0.1 = Seriously Threatened 0.2 = Fairly Threatened 0.1 0.3 = Not very Threatened
<p>Potential for Occurrence: for plants it is considered the potential to occur during the survey period; for birds and bats it is considered the potential to breed, forage, roost, or over-winter in the BSA during migration. Any bird or bat species could fly over the BSA, but this is not considered a potential occurrence. The categories for the potential for occurrence include:</p> <p>None: The species or natural community is known not to occur, and has no potential to occur in the BSA based on sufficient surveys, the lack suitable habitat, and/or the BSA is well outside of the known distribution of the species.</p> <p>Low: Potential habitat in the BSA is sub-marginal and/or the species is known to occur in the vicinity of the BSA.</p> <p>Moderate: Suitable habitat is present in the BSA and/or the species is known to occur in the vicinity of the BSA. Pre-construction surveys may be required.</p> <p>High: Habitat in the BSA is highly suitable for the species and there are reliable records close to the BSA, but the species was not observed. Pre-construction surveys required, with the exception of indicators for foraging habitat.</p> <p>Known: Species was detected in the BSA or a recent reliable record exists for the BSA.</p>	

REGULATORY FRAMEWORK

The following describes federal, state, and local environmental laws and policies that may be relevant if the BSA were to be developed or modified.

Federal

Migratory Bird Treaty Act

The MBTA (16 USC §703) prohibits the killing of migratory birds or the destruction of their occupied nests and eggs except in accordance with regulations prescribed by the USFWS. The bird species covered by the MBTA includes nearly all of those that breed in North America, excluding introduced (i.e. exotic) species (50 CFR §10.13). Activities that involve the removal of vegetation including trees, shrubs, grasses, and forbs or ground disturbance have the potential to affect bird species protected by the MBTA. Thus, vegetation removal and ground disturbance in areas with breeding birds should be conducted outside of the breeding season (approximately February 1 through August 31 in the Central Valley). If vegetation removal or ground disturbance activities are conducted during the breeding season, then a qualified biologist must determine if there are any nests of bird species protected under the MBTA present in the construction area prior to commencement of construction. If active nests are located or presumed present, then appropriate avoidance measures (e.g. spatial or temporal buffers) must be implemented.

Federal Endangered Species Act

The United States Congress passed the ESA in 1973 to protect species that are endangered or threatened with extinction. The ESA is intended to operate in conjunction with the National Environmental Policy Act (NEPA) to help protect the ecosystems upon which endangered and threatened species depend.

Under the ESA, species may be listed as either “endangered” or “threatened.” Endangered means a species is in danger of extinction throughout all or a significant portion of its range. Threatened means a species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range. All species of plants and animals, except non-native species and pest insects, are eligible for listing as endangered or threatened. The USFWS also maintains a list of “candidate” species. Candidate species are species for which there is enough information to warrant proposing them for listing, but that have not yet been proposed. “Proposed” species are those that have been proposed for listing but have not yet been listed.

The ESA makes it unlawful to “take” a listed animal without a permit. Take is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct.” Through regulations, the term “harm” is defined as “an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering.”

Waters of the United States, Clean Water Act, Section 404

The USACE and the U.S. Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into jurisdictional waters of the United States, under the Clean Water Act (§404). The term “waters of the United States” is an encompassing term that includes “wetlands” and “other waters.” Wetlands have been defined for regulatory purposes as follows: “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR §328.3, 40 CFR 230.3). Wetlands generally include swamps, marshes, bogs, and similar areas. “Other waters” of the United States are seasonal or perennial water bodies, including lakes, stream channels, drainages, ponds, and other surface water features, that exhibit an ordinary high-water mark but lack positive indicators for one or more of the three wetland parameters (i.e., hydrophytic vegetation, hydric soil, and wetland hydrology) (33 CFR 328.4).

The USACE may issue either individual permits on a case-by-case basis or general permits on a program level. General permits are pre-authorized and are issued to cover similar activities that are expected to cause only minimal adverse environmental effects. Nationwide permits are general permits issued to cover particular fill activities. All nationwide permits have general conditions that must be met for the permits to apply to a particular project, as well as specific conditions that apply to each nationwide permit.

Clean Water Act, Section 401

The Clean Water Act (§401) requires water quality certification and authorization for placement of dredged or fill material in wetlands and Other Waters of the United States. In accordance with the Clean Water Act (§401), criteria for allowable discharges into surface waters have been developed by the State Water Resources Control Board, Division of Water Quality. The resulting requirements are used as criteria in granting National Pollutant Discharge Elimination System (NPDES) permits or waivers, which are obtained through the Regional Water Quality Control Board (RWQCB) per the Clean Water Act (§402). Any activity or facility that will discharge waste (such as soils from construction) into surface waters, or from which waste may be discharged, must obtain an NPDES permit or waiver from the RWQCB. The RWQCB evaluates an NPDES permit application to determine whether the proposed discharge is consistent with the adopted water quality objectives of the basin plan.

State of California

California Endangered Species Act

The CESA is similar to the ESA but pertains to state-listed endangered and threatened species. The CESA requires state agencies to consult with the CDFW when preparing documents to comply with the CEQA. The purpose is to ensure that the actions of the lead agency do not jeopardize the continued existence of a listed species or result in the destruction, or adverse modification of habitat essential to the continued existence of those species. In addition to formal listing under the federal and state endangered species acts, “species of special concern” receive consideration by CDFW. Species of special concern are those whose numbers, reproductive success, or habitat may be threatened.

California Fish and Game Code (§3503.5)

The CFGC (§3503.5) states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes (hawks, eagles, and falcons) or Strigiformes (all owls except barn owls) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Take includes the disturbance of an active nest resulting in the abandonment or loss of young. The CFGC (§3503) also states that “it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.”

Rare and Endangered Plants

The CNPS maintains a list of plant species native to California with low population numbers, limited distribution, or otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. Potential impacts to populations of CNPS California Rare Plant Rank (CRPR) plants receive consideration under CEQA review. The CNPS CRPR categorizes plants as follows:

- Rank 1A: Plants presumed extinct in California;
- Rank 1B: Plants rare, threatened, or endangered in California or elsewhere;
- Rank 2A: Plants presumed extirpated or extinct in California, but not elsewhere;
- Rank 2B: Plants rare, threatened, or endangered in California, but more numerous elsewhere;
- Rank 3: Plants about which we need more information; and
- Rank 4: Plants of limited distribution.

The California Native Plant Protection Act (CFGC §1900-1913) prohibits the taking, possessing, or sale within the state of any plants with a state designation of rare, threatened, or endangered as defined by CDFW. An exception to this prohibition allows landowners, under specific circumstances, to take listed plant species, provided that the owners first notify CDFW and give the agency at least 10 days to retrieve (and presumably replant) the plants and/or seeds before they are destroyed. Fish and game Code §1913 exempts from the ‘take’ prohibition “the removal of endangered or rare native plants from a canal, lateral channel, building site, or road, or other right of way.”

Lake and Streambed Alteration Agreement, CFGC (§1602)

The CDFW is a trustee agency that has jurisdiction under the CFGC (§1600 et seq.). The CFGC (§1602), requires that a state or local government agency, public utility, or private entity must notify CDFW if a proposed project will “substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds... except when the department has been notified pursuant to Section 1601.” If an existing fish or wildlife resource may be substantially adversely affected by the activity, CDFW may propose reasonable measures that will allow protection of those resources. If these measures are agreeable to the parties

involved, they may enter into an agreement with CDFW identifying the approved activities and associated mitigation measures.

California Environmental Quality Act Guidelines §15380

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

AVOIDANCE AND MINIMIZATION MEASURES

The following are avoidance and minimization measures recommended to avoid and minimize impacts to special-status species that have been identified as having potential to occur within the BSA.

Migratory Birds and Raptors

To avoid impacts to avian species protected under the MBTA and the CFGC, the following are recommended avoidance and minimization measures for migratory birds and raptors:

- Project activities including site grubbing and vegetation removal shall be initiated outside of the bird nesting season (February 1 – August 31).
- If Project activities cannot be initiated outside of the bird nesting season, then the following will occur:
 - A qualified biologist will conduct a pre-construction survey within the BSA and within 250 feet of the BSA, where accessible, within seven (7) days prior to the initiation of Project activities.
 - If an active [i.e., containing egg(s) or young] nest is observed within the BSA or in an area adjacent to the BSA where impacts could occur, a species-specific protection buffer will be established. The species protection buffer will be defined by a qualified biologist based on the species, nest type, and tolerance to disturbance. Project activities shall be prohibited within the buffer zones until the young have fledged or the nest fails, and a qualified biologist has determined the nest to no longer be active. Nests shall be monitored by a qualified biologist once per week and a report submitted to the CEQA lead agency weekly

If you have any questions or need further assistance, please do not hesitate to contact Kevin Sevier at 530-332-9909 or kevin@gallawayenterprises.com.

Sincerely,

A handwritten signature in cursive script, appearing to read "Alex Smither".

Alexander Smither

Biologist

Gallaway Enterprises

530-332-9909

Alex@gallawayenterprises.com

Attachments:

Appendix A: Species Lists

Appendix B: Observed Wildlife Species List

Appendix C: Site Photos

Appendix A: Species Lists



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad IS (Ord Ferry (3912168) OR Nord (3912178) OR Richardson Springs (3912177) OR Chico (3912167))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Acipenser medirostris pop. 1</i> green sturgeon - southern DPS	AFCAA01031	Threatened	None	G2T1	S1	
<i>Agelaius tricolor</i> tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S2	SSC
<i>Anthicus antiochensis</i> Antioch Dunes anthicid beetle	IICOL49020	None	None	G3	S3	
<i>Anthicus sacramento</i> Sacramento anthicid beetle	IICOL49010	None	None	G4	S4	
<i>Antrozous pallidus</i> pallid bat	AMACC10010	None	None	G4	S3	SSC
<i>Ardea alba</i> great egret	ABNGA04040	None	None	G5	S4	
<i>Ardea herodias</i> great blue heron	ABNGA04010	None	None	G5	S4	
<i>Astragalus tener var. ferrisiae</i> Ferris' milk-vetch	PDFAB0F8R3	None	None	G2T1	S1	1B.1
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S2	SSC
<i>Balsamorhiza macrolepis</i> big-scale balsamroot	PDAST11061	None	None	G2	S2	1B.2
<i>Bombus crotchii</i> Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G2	S2	
<i>Bombus pensylvanicus</i> American bumble bee	IIHYM24260	None	None	G3G4	S2	
<i>Branchinecta conservatio</i> Conservancy fairy shrimp	ICBRA03010	Endangered	None	G2	S2	
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
<i>Branchinecta mesovallensis</i> midvalley fairy shrimp	ICBRA03150	None	None	G2	S2S3	
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S4	
<i>Campylopodiella stenocarpa</i> flagella-like atractylocarpus	NBMUS84010	None	None	G5	S1?	2B.2
<i>Castilleja rubicundula var. rubicundula</i> pink creamsacs	PDSCR0D482	None	None	G5T2	S2	1B.2
<i>Clarkia gracilis ssp. albicaulis</i> white-stemmed clarkia	PDONA050J1	None	None	G5T3	S3	1B.2



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Coastal and Valley Freshwater Marsh Coastal and Valley Freshwater Marsh	CTT52410CA	None	None	G3	S2.1	
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Cryptantha crinita silky cryptantha	PDBOR0A0Q0	None	None	G2	S2	1B.2
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T3	S3	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Erethizon dorsatum North American porcupine	AMAFJ01010	None	None	G5	S3	
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC
Euphorbia hooveri Hoover's spurge	PDEUP0D150	Threatened	None	G1	S1	1B.2
Fritillaria eastwoodiae Butte County fritillary	PMLIL0V060	None	None	G3Q	S3	3.2
Fritillaria pluriflora adobe-lily	PMLIL0V0F0	None	None	G2G3	S2S3	1B.2
Great Valley Cottonwood Riparian Forest Great Valley Cottonwood Riparian Forest	CTT61410CA	None	None	G2	S2.1	
Great Valley Mixed Riparian Forest Great Valley Mixed Riparian Forest	CTT61420CA	None	None	G2	S2.2	
Great Valley Valley Oak Riparian Forest Great Valley Valley Oak Riparian Forest	CTT61430CA	None	None	G1	S1.1	
Great Valley Willow Scrub Great Valley Willow Scrub	CTT63410CA	None	None	G3	S3.2	
Haliaeetus leucocephalus bald eagle	ABNKC10010	Delisted	Endangered	G5	S3	FP
Hibiscus lasiocarpus var. occidentalis woolly rose-mallow	PDMAL0H0R3	None	None	G5T3	S3	1B.2
Imperata brevifolia California satintail	PMPOA3D020	None	None	G3	S3	2B.1
Juncus leiospermus var. leiospermus Red Bluff dwarf rush	PMJUN011L2	None	None	G2T2	S2	1B.1
Lasionycteris noctivagans silver-haired bat	AMACC02010	None	None	G3G4	S3S4	
Lasiurus cinereus hoary bat	AMACC05032	None	None	G3G4	S4	
Lasiurus frantzii western red bat	AMACC05080	None	None	G4	S3	SSC



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Laterallus jamaicensis coturniculus</i> California black rail	ABNME03041	None	Threatened	G3T1	S2	FP
<i>Lepidurus packardii</i> vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G3	S3	
<i>Limnanthes floccosa ssp. californica</i> Butte County meadowfoam	PDLIM02042	Endangered	Endangered	G4T1	S1	1B.1
<i>Limnanthes floccosa ssp. floccosa</i> woolly meadowfoam	PDLIM02043	None	None	G4T4	S3	4.2
<i>Linderiella occidentalis</i> California linderiella	ICBRA06010	None	None	G2G3	S2S3	
<i>Myotis yumanensis</i> Yuma myotis	AMACC01020	None	None	G5	S4	
<i>Northern Hardpan Vernal Pool</i> Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
<i>Northern Volcanic Mud Flow Vernal Pool</i> Northern Volcanic Mud Flow Vernal Pool	CTT44132CA	None	None	G1	S1.1	
<i>Oncorhynchus mykiss irideus pop. 11</i> steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	
<i>Oncorhynchus tshawytscha pop. 11</i> chinook salmon - Central Valley spring-run ESU	AFCHA0205L	Threatened	Threatened	G5T2Q	S2	
<i>Pandion haliaetus</i> osprey	ABNKC01010	None	None	G5	S4	WL
<i>Paronychia ahartii</i> Ahart's paronychia	PDCAR0L0V0	None	None	G3	S3	1B.1
<i>Rana boylei pop. 1</i> foothill yellow-legged frog - north coast DPS	AAABH01051	None	None	G3T4	S4	SSC
<i>Rana boylei pop. 2</i> foothill yellow-legged frog - Feather River DPS	AAABH01052	Proposed Threatened	Threatened	G3T2	S2	
<i>Rhynchospora californica</i> California beaked-rush	PMCYP0N060	None	None	G1	S1	1B.1
<i>Riparia riparia</i> bank swallow	ABPAU08010	None	Threatened	G5	S3	
<i>Sidalcea robusta</i> Butte County checkerbloom	PDMAL110P0	None	None	G2	S2	1B.2
<i>Spea hammondi</i> western spadefoot	AAABF02020	None	None	G2G3	S3S4	SSC
<i>Stuckenia filiformis ssp. alpina</i> northern slender pondweed	PMPOT03091	None	None	G5T5	S2S3	2B.2
<i>Stygobromus gallowayae</i> Galloway's amphipod	ICMAL05E10	None	None	G1	S1	
<i>Thamnophis gigas</i> giant gartersnake	ARADB36150	Threatened	Threatened	G2	S2	



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Tuctoria greenei</i> Greene's tuctoria	PMPOA6N010	Endangered	Rare	G1	S1	1B.1
<i>Vireo bellii pusillus</i> least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S3	
<i>Wolffia brasiliensis</i> Brazilian watermeal	PMLEM03020	None	None	G5	S2	2B.3

Record Count: 64

CNPS Rare Plant Inventory



Search Results

29 matches found. Click on scientific name for details

Search Criteria: Quad is one of [3912167:3912168:3912178:3912177]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	CA RARE PLANT RANK
<i>Astragalus pauperculus</i>	depauperate milk-vetch	Fabaceae	annual herb	Mar-Jun	None	None	4.3
<i>Astragalus tener</i> var. <i>ferrisiae</i>	Ferris' milk-vetch	Fabaceae	annual herb	Apr-May	None	None	1B.1
<i>Balsamorhiza macrolepis</i>	big-scale balsamroot	Asteraceae	perennial herb	Mar-Jun	None	None	1B.2
<i>Brodiaea rosea</i> ssp. <i>vallicola</i>	valley brodiaea	Themidaceae	perennial bulbiferous herb	Apr-May(Jun)	None	None	4.2
<i>Calycadenia oppositifolia</i>	Butte County calycadenia	Asteraceae	annual herb	Apr-Jul	None	None	4.2
<i>Campylopodiella stenocarpa</i>	flagella-like atractylocarpus	Dicranaceae	moss		None	None	CBR
<i>Castilleja rubicundula</i> var. <i>rubicundula</i>	pink creamsacs	Orobanchaceae	annual herb (hemiparasitic)	Apr-Jun	None	None	1B.2
<i>Clarkia gracilis</i> ssp. <i>albicaulis</i>	white-stemmed clarkia	Onagraceae	annual herb	May-Jul	None	None	1B.2
<i>Claytonia palustris</i>	marsh claytonia	Montiaceae	perennial herb	May-Oct	None	None	4.3
<i>Cryptantha crinita</i>	silky cryptantha	Boraginaceae	annual herb	Apr-May	None	None	1B.2
<i>Cryptantha rostellata</i>	red-stemmed cryptantha	Boraginaceae	annual herb	Apr-Jun	None	None	4.2
<i>Erythranthe glaucescens</i>	shield-bracted monkeyflower	Phrymaceae	annual herb	Feb-Aug(Sep)	None	None	4.3
<i>Euphorbia hooveri</i>	Hoover's spurge	Euphorbiaceae	annual herb	Jul-Sep(Oct)	FT	None	1B.2
<i>Fritillaria eastwoodiae</i>	Butte County fritillary	Liliaceae	perennial bulbiferous herb	Mar-Jun	None	None	3.2
<i>Fritillaria pluriflora</i>	adobe-lily	Liliaceae	perennial bulbiferous herb	Feb-Apr	None	None	1B.2
<i>Hesperervax caulescens</i>	hogwallow starfish	Asteraceae	annual herb	Mar-Jun	None	None	4.2
<i>Hibiscus lasiocarpus</i> var. <i>occidentalis</i>	woolly rose-mallow	Malvaceae	perennial rhizomatous herb (emergent)	Jun-Sep	None	None	1B.2
<i>Imperata brevifolia</i>	California satintail	Poaceae	perennial rhizomatous herb	Sep-May	None	None	2B.1
<i>Juncus leiospermus</i> var. <i>leiospermus</i>	Red Bluff dwarf rush	Juncaceae	annual herb	Mar-Jun	None	None	1B.1
<i>Limnanthes floccosa</i> ssp. <i>californica</i>	Butte County meadowfoam	Limnanthaceae	annual herb	Mar-May	FE	CE	1B.1

<u>Limnanthes floccosa ssp. floccosa</u>	woolly meadowfoam	Limnanthaceae	annual herb	Mar-May(Jun)	None	None	4.2
<u>Navarretia heterandra</u>	Tehama navarretia	Polemoniaceae	annual herb	Apr-Jun	None	None	4.3
<u>Paronychia ahartii</u>	Ahart's paronychia	Caryophyllaceae	annual herb	Feb-Jun	None	None	1B.1
<u>Polygonum bidwelliae</u>	Bidwell's knotweed	Polygonaceae	annual herb	Apr-Jul	None	None	4.3
<u>Rhynchospora californica</u>	California beaked-rush	Cyperaceae	perennial rhizomatous herb	May-Jul	None	None	1B.1
<u>Sidalcea robusta</u>	Butte County checkerbloom	Malvaceae	perennial rhizomatous herb	Apr-Jun	None	None	1B.2
<u>Stuckenia filiformis ssp. alpina</u>	northern slender pondweed	Potamogetonaceae	perennial rhizomatous herb (aquatic)	May-Jul	None	None	2B.2
<u>Tuctoria greenei</u>	Greene's tuctoria	Poaceae	annual herb	May-Jul(Sep)	FE	CR	1B.1
<u>Wolffia brasiliensis</u>	Brazilian watermeal	Araceae	perennial herb (aquatic)	Apr-Dec	None	None	2B.3

Showing 1 to 29 of 29 entries

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2023. Rare Plant Inventory (online edition, v9.5). Website <https://www.rareplants.cnps.org> [accessed 29 August 2023].



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

Phone: (916) 414-6600 Fax: (916) 414-6713



In Reply Refer To:

Project Code: 2023-0123901

Project Name: 2240 Nord Partnership

August 30, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)).

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

PROJECT SUMMARY

Project Code: 2023-0123901
Project Name: 2240 Nord Partnership
Project Type: New Constr - Above Ground
Project Description: 2240 Nord Avenue, Chico, CA 95926
Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.7409662,-121.8780252,17.83198,14z>



Counties: Butte County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Population: Western U.S. DPS There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate
Valley Elderberry Longhorn Beetle <i>Desmocerus californicus dimorphus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7850	Threatened

CRUSTACEANS

NAME	STATUS
Conservancy Fairy Shrimp <i>Branchinecta conservatio</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8246	Endangered
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp <i>Lepidurus packardii</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2246	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Cassie Corridoni
Address: 117 Meyers Street
City: Chico
State: CA
Zip: 95928
Email: cassie@gallawayenterprises.com
Phone: 5303329909

2240 Nord Partnership

Quad Name **Ord Ferry**

Quad Number **39121-F8**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) - **X**

SRWR Chinook Salmon ESU (E) - **X**

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) - **X**

Eulachon (T) -

sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat - **X**

SRWR Chinook Salmon Critical Habitat - **X**

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat - **X**

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat - **X**

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - 
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

**See list at left and consult the NMFS Long Beach office
562-980-4000**

MMPA Cetaceans -

MMPA Pinnipeds -

Lead Agency:
Epick Homes

Applicant:
Chris Giampaoli
Epick Homes
901 Bruce Road Suite 100
Chico, CA 95928





Alexander Smither
Gallaway Enterprises
530.332.9909

Appendix B: Observed Species

Observed Plant List at 2240 Nord Partnership on August 25, 2023	
Scientific Name	Common Name
<i>Avena sp.</i>	Wild oat species
<i>Bromus diandrus</i>	Rip-gut brome
<i>Chondrilla juncea</i>	Rush skeletonweed
<i>Epilobium brachycarpum</i>	Tall willowherb
<i>Erigeron bonariensis</i>	South American horseweed
<i>Eschscholzia californica</i>	California poppy
<i>Hordeum murinum</i>	Wall hare barley
<i>Kali tragus</i>	Prickly russian thistle
<i>Lactuca serriola</i>	Prickly lettuce
<i>Malva sp.</i>	Mallow species
<i>Quercus lobata</i>	Valley oak
<i>Torilis arvensis</i>	Hedge parsley
<i>Tragopogon dubius</i>	Yellow salsify
<i>Tribulus terrestris</i>	Puncture vine
<i>Vitis californica</i>	Wild grape

Observed Species at 2240 Nord Partnership on August 25, 2023	
Scientific Name	Common Name
<i>Aphelocoma californica</i>	California scrub-jay
<i>Cathartes aura</i>	Turkey vulture
<i>Picoides nuttallii</i>	Nuttall's woodpecker

Appendix C: Site Photos Taken on August 25, 2023

	
<p>Barren habitat facing southeast.</p>	<p>Barren habitat facing west.</p>
	
<p>Barren habitat facing west.</p>	<p>Barren habitat facing north.</p>

APPENDIX H

Soils Investigation Report

(Streamline Engineering; October 16, 2023)



Soils Investigation Report

for

The Nord Avenue Apartments

**Nord & West Lindo Avenue
Chico, California**

Prepared for:

**Epick Homes
901 Bruce Road, Suite 100
Chico, California 95928**

Streamline Project No. 5305

October 16, 2023





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1.0 INTRODUCTION

1.1 General

At our client's request, Streamline Engineering, Inc. and Applied Testing Consultants have performed an investigation of the soil beneath the proposed building pad(s) for an apartment complex referenced on the cover sheet.

The purpose of this report is to provide the design parameters for the foundation system required to support the structure(s) described herein. This report is intended to satisfy the requirements of the 2022 CBC Section 1803. This report also provides information and recommendations pertaining to site preparation, engineered fill, utility trench backfill, drainage and landscaping, retaining walls, and concrete floor slabs. This report should not be used for additional structures on this site without written approval of Streamline Engineering.

A site map is included as "Figure 1" to show the approximate locations of the test pits used for soil sampling and profiling. A description of the soil profiles and testing results are included in the Appendices. When conflicts between the text and the appendices exist, the text references shall take precedence.

1.2 Proposed Construction

This report is prepared based on the assumption that the proposed structure(s) will be one, two, or three-story apartment buildings of light framed construction with shallow concrete spread foundations and slab-on-grade floors or raised wood floors at the designer's option. Footing loads are anticipated to be light to moderate. The building pad(s) are located as shown on plans prepared by others. The foundation system design is not within the scope of this report. The foundation designer is solely responsible for providing an adequate foundation design to support all imposed loads on the structure including loads required by the California Building Code (CBC) edition as noted in 1.1 above.

1.3 Scope of Work

The scope of our services included the following:

- Exploration of the subsurface conditions near the proposed building pad using exploratory test hole(s) as shown on Figure 1.
- On-site observations of the area surrounding the building pads.
- Provide the seismic design variables, SMs, SM1, SDs, SD1, soil site class, and the Seismic Design Category provided by the United States Geologic Survey.
- Provide soil classification per Table 1806.2 of the CBC based on on-site observations, and soil testing.
- Prepare report of findings and recommendations.
- The scope of work excludes any items not mentioned above.



1.4 Attachments

This report contains Site and Test Pit Location Plans, a profile log for test pit(s) 1 thru 7, laboratory test data sheets (including Atterburg Limits, Gradations, and ASCE 7-16 Standard Seismic Design Provisions from the website: <http://www.seismicmaps.org> See Figures and Appendices.

2.0 FINDINGS

2.1 Site Description

The development site is located on a parcel bounded to the east by railroad tracks, to the north by West Lindo Avenue, to the west by Nord Avenue, and to the south by a subdivision. The site is located in Chico, California (See Figure 1). The site is relatively flat. We made a site visit on 9/14/2023 and found no significant areas of standing water.

2.2 Subsurface Soil Conditions

The soil encountered in the top 7.0' of our test hole(s) consists predominately of silty sand. It was determined that the test pit(s) were of sufficient depth to represent the soil profile of the site. The excavations revealed relatively consistent subsurface soil for the profile. The soil would be classified as SM Silty Sand. See Appendices for more information. After the test pit(s) were dug and soil samples taken, the hole(s) were filled back in. The hole(s) were not properly compacted to any standard specifications.

2.3 Erosion Controls

It is not within the scope of this report to determine erosion controls. The owner is solely responsible for monitoring erosion for this site. Erosion on or near the site could have a negative impact on any proposed structures on this site. The owner shall maintain the site and surrounding areas as necessary to protect the structure(s) from the effects of erosion and be in compliance with all government requirements.

2.4 Ground Water

At the time of our field investigation, groundwater was not encountered in our test holes. It should be noted that the groundwater level on this site will vary over time depending on the local rainfall, irrigation practices, land use, runoff conditions, and other factors. Therefore, water levels observed during construction may vary from those encountered at the time of our field investigation. The monitoring and remediation of any ground water encountered during construction and during the life of the proposed project is not within the scope of this report.

2.5 Asphalt Pavement

It is not within the scope of this report to provide any recommendations for the construction of asphalt pavement or exterior concrete. See Appendix C for R-Value.



2.6 Corrosive Soils

It was not in the scope of this report to test for corrosive soils. It should be noted that Streamline Engineering does not provide corrosion engineering services. If it is necessary to test for corrosive soils, we recommend that a qualified corrosion engineer be retained to provide the necessary services and testing.

3.0 CONCLUSIONS AND RECOMMENDATIONS

3.1 Site Clearing and Grubbing

The site was cleared at the time of our observation. Existing foundations, utilities, septic tanks, and leach fields must be located and removed prior to grading the site. Tree stumps and roots larger than 1" in diameter shall be removed from the building pad area and replaced with properly compacted engineered fill. All voids resulting from the removal of foreign objects shall be replaced with properly compacted engineered fill.

3.2 Site Preparation

After completing site clearing and grubbing, the exposed native soil to receive engineered fill should be scarified to a minimum depth of 8" and then uniformly moisture conditioned to within ± 4 percent of the ASTM D1557 optimum moisture content. All compactions shall be observed by Applied Testing Consultants.

All surface grades shall be constructed to drain surface water away from the structure in accordance with Section 3.3.2 of this report. Roof drain discharge should be collected and directed to discharge down slope from the building pad a minimum of 10' away from the building.

3.3 Engineered Fill Construction

Where engineered fills are used to support the proposed structure(s) they shall be constructed as noted below:

Prior to placement of engineered fill within the pad areas, all organics shall be removed and replaced with compacted engineered fill. The exposed sub-grades should be moisture conditioned and compacted to a minimum of 90% relative compaction, based on test method ASTM D1557. Engineered fill should be placed in 8" loose lifts, moisture conditioned and compacted to 90% relative compaction. The compacted thickness of each layer shall not exceed 6 inches.

Compaction control and testing should be performed by a qualified testing agency to insure the recommendations of this report are followed. Depending on the amount of rock encountered in the on-site or import soils. We recommend that compaction testing be performed using Sand Cone methods (per ASTM D1556), or Nuclear Density methods (per ASTM D2922). If imported off-site material is required to build the pads to finish grade, it must be approved by a representative from Applied Testing Consultants and meet the following minimum criteria. Import material must have a plasticity index of less than 14; be non-expansive ($EI < 20$); have 100% passing the 3" sieve; 30% to 60% passing the #4 sieve; and no more than 20% passing the #200 sieve.



Note:

At the owner's option the finished floor elevation can be raised with pea gravel. If pea gravel is used it shall be bounded on all sides by an engineered concrete stemwall. Compaction tests will not be required for pea gravel fills constructed in this manner.

3.3.1 Utility Trench Backfill

Utility trenches should be excavated according to accepted engineering practices following OSHA standards by a Contractor experienced in such work. Trenches excavated parallel to the foundations shall be set back from the edge of the footings such that the bottom of the trench lies above a projected 1.5 Horizontal:1 Vertical line extending downward from the bottom of the centerline of the footing. Backfill placed above the bedding in utility trenches should be properly placed and adequately compacted to minimize settlement and provide stable subgrade. Pipe bedding shall be in accordance with pipe manufacturer's recommendations.

The responsibility for the safety of open trenches shall be borne by the Contractor. Excavations to be entered by workers shall be properly shored up in accordance with current OSHA regulations. The contractor must provide an adequate shoring system in accordance with Federal, State, and local safety regulations to protect individuals working in or near an excavation that may expose them to the danger of moving ground. The shoring shall be designed by others to also support the additional weight of any stored materials or heavy equipment working near the excavation that would increase the pressure on the side walls of the excavation.

3.3.2 Drainage and Landscaping

The finished ground surface for non-impervious surfaces shall slope away from the building a minimum of 5% (1% for impervious surfaces) for a minimum distance of 10'. The surface shall slope towards a storm water collection system designed by others. Drainage swales located within 10' of foundations shall be sloped a minimum of 2%. These grades shall be maintained by others for the life of the project.

3.4 Foundation Design Recommendations:

Based on the results of our field investigation, it is our professional opinion that the structure(s) described in Section 1.2 may be supported on continuous or isolated reinforced concrete footings. The footings shall be properly sized by a design professional to support the design loads without exceeding the allowable design values provided in this report.

The footing excavations shall not be allowed to dry out any time prior to pouring concrete. The bottom of all footings shall be level and clean prior to pouring. Continuous footings shall be stepped and not sloped where the site conditions are not flat.

Design Criteria:

NOTE: THESE VALUES SHOWN ARE MINIMUM DESIGN VALUES AND DIMENSIONS. LARGER DIMENSIONS AND LOWER DESIGN VALUES MAY BE USED AT THE DISCRETION OF THE DESIGN PROFESSIONAL. IT IS NOT WITHIN THE SCOPE OF THIS REPORT TO DESIGN THE FOUNDATIONS.



Class of Materials: 0 to -7.0' ± Class 4 SM

Allowable Foundation at 12" below grade:

Dead + Live loads: 2,000 psf

Wind or seismic loads: 2,500 psf

Allowable Lateral Bearing Pressure: 150 pcf

Lateral Sliding Resistance: 0.25 coefficient of friction

Minimum footing depth: 1 story building: 12"

2 & 3 story buildings: 18"

Minimum footing width: Determined by foundation design professional for all cases

Minimum footing steel: Determined by foundation design professional for all cases

Moisture control through slabs: Determined by design professional

(Note: Any deviation from the assumptions stated above will require written approval of Streamline Engineering.)

3.5 Interior Concrete Slabs on Grade for Moisture Sensitive Areas

This section pertains to interior concrete slabs that do not support loads greater than 225 psf. Slabs supporting loads greater than 225 psf shall be designed by a California registered design professional.

Slabs shall be a minimum of 4" thick and reinforced with #3 @ 24" o.c. in both directions placed in the center of the concrete. The steel shall be placed on dobies to insure that it stays in the center of the slab during the pour. If the finished area is sensitive to moisture or used for living space, the slab shall be placed over 10 mil., high density polyethylene membrane. The membrane shall be properly sealed at all laps, edges and penetrations. The membrane shall be placed over 4" minimum thick clean, crushed, and compacted rock. The rock shall be placed on sub-grade prepared as noted in this report. (The builder shall design a mix design for the concrete that will address bleeding, shrinkage, and curling of the concrete placed directly on the vapor barrier.)

The slab can be expected to crack as the concrete cures. This is normal and cannot be controlled with reinforcement or control joints. The purpose of the reinforcement is to minimize the number and size of the cracks, but not to eliminate cracking altogether.

3.6 Retaining Walls

All retaining walls (if required) are designed by others and shall be designed to resist lateral and vertical pressures imposed by the adjacent native material, fill material, backfill, and any anticipated surcharges that will be imposed adjacent to the wall. Any waterproofing of the wall required to prevent moisture from penetrating through the wall shall be designed by others.

Where the top of retaining walls are capable of deflecting a minimum of 0.10% of the wall height, an equivalent fluid active pressure of 38 psf per foot of depth can be used for design. Retaining walls that are fully constrained against deflection at the top may be designed for an equivalent fluid at-rest pressure of 55 psf per foot of depth. These pressures are unfactored and as such do not include factors of safety.



The design pressures provided here do not include the effects of any hydrostatic pressure from water that may build up behind the wall. The designer shall specify the non-expansive drainrock backfill and drainage system to prevent water from building up behind the wall. The drainage system shall flow to daylight.

The design pressures provided here do not include loads imposed by any surcharges such as construction equipment, roadways, landscaping, seismic events, or foundations from adjacent structures. The designer shall apply additional vertical or lateral loading to the wall as they deem necessary or as required by the building code.

At no time during construction after the wall is built shall heavy equipment be allowed within a horizontal distance equal to the retained height of the wall. Within this zone, only hand operated equipment shall be used for compaction of the backfill.

3.7 Special Inspections

The foundation system is conventional in nature and within the scope of the required Building Department inspections. There are no special inspections required for the excavations or concrete footings associated with this project. The contractor is required to contact Streamline Engineering if any unusual soil conditions are discovered.

3.8 Site Geology and Seismicity

The site is not within an Alquist-Priolo Special Studies Zone according to the State of California Department of Conservation. There are no active faults running through the site according to the book, "Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada". Based on these sources, surface rupture due to faulting activity should not be an issue for this site. Due to the frequency of earthquakes in Northern California, ground motion should be expected to occur at this site during the life of the proposed structure. Based on the ASCE 7-16 Standard Seismic Design Provisions for this parcel we have the following Seismic variables:

For Lat. = 39.740834 degrees N and Long. = 121.878090 degrees West

Soil Site Class	D (per CBC 1613.5.2)	
Ss, Period 0.2 sec.:	0.782 g	S1, Period 1.0 sec.: 0.320 g
SMs = $F_a \times S_s$:	0.938 g	SM1 = $F_v \times S1$: null-See Section 11.4.8
SDs = $\frac{2}{3} \times SMs$:	0.625 g	SD1 = $\frac{2}{3} \times SM1$: null-See Section 11.4.8
Seismic Design Category: D (As defined by the CBC)		



3.9 Soil Expansion Potential

Based on our review of the site, soil testing, and the soils maps, we have determined that the soil found at this site does not have significant expansion potential. The results of the Plasticity Index tests were low, so no Expansion Index testing was performed.

During grading operations if the contractor encounters areas that they deem to contain excessive clay or expansive soil, we recommend that they contact our office for a field observation to determine the best course of action.

3.10 Liquefaction Potential

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other rapid loading. Liquefaction occurs in saturated soils, that is, soils in which the space between individual particles is completely filled with water. This water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. Prior to an earthquake, the water pressure is relatively low. However, earthquake shaking can cause the water pressure to increase to the point where the soil particles can readily move with respect to each other. When liquefaction occurs, the strength of the soil decreases and, the ability of a soil deposit to support foundations for structures is significantly reduced. Based on our site review, the soil types found at this site are not prone to liquefaction.

3.11 CBC Requirements

This section is intended to address the applicable requirements listed in section 1803 (Foundation and Soils Investigations) of the CBC. The following code sections have been specifically addressed as noted below:

- 1803.3.1** The classification and investigation of the soil has been made by a registered design professional. The wet stamp and signature of the individual responsible for the report is on the cover sheet.
- 1803.5.1** The soil classification has been determined based on the soils map provided by the USDA, and on-site observation. For the purpose of soil classification, on-site observation by a registered design professional without testing is acceptable per Section 1803.3.1 of the CBC. See "Design Criteria" in Section 3.4 for soil classification.
- 1803.5.3** See section 3.8 "Soil Expansion potential" in this report.
- 1808.7** Foundations for all structures shall meet the requirements of this section and Figure 1808.7.1.



4.0 LIMITATIONS

This report was prepared according to the scope of work included in our "Contract for Professional Services" agreement made between Streamline Engineering and our client. This report is intended for the sole use of our client. Use of the report by a third party is neither expressed nor implied and shall be at the party's sole risk.

Our recommendations contained in this report are based on our engineering judgment, research of government documents, and site observations for the site location described in this report. This report was prepared specifically for the proposed structure(s) described in this report. If additional structures are constructed at this property, the owner shall contact Streamline Engineering for approval. Our findings are based on the condition of the site as it existed at the time of our site observation. If site conditions have changed since our investigation was completed, we shall be notified to examine the changes and determine if our initial recommendations are still valid. This report is only valid for the CBC edition shown in section 1.1. **For structures built under newer additions of the CBC, written approval from Streamline Engineering is required.**

If on-site excavations during construction reveal conditions different than specified in this report, Streamline shall be contacted for a follow up evaluation and possibly new recommendations. This report is not valid for discovery items or other changes to the site. **This report should not be used after 2 years of the specified date on the cover sheet without written approval of Streamline Engineering.**

It is not within the scope of our work to locate buried objects or problems that were concealed by others. These objects include, but are not limited to existing foundations, leach fields, septic tanks, fuel tanks, and underground utilities. We cannot be held liable for hidden objects. The elevation of the groundwater noted in this project is only relevant for the date of the site observation. This depth to groundwater can change with time and location.

It is not within the scope of our work to identify or locate hazardous materials that may be contained on this site. These materials could be manmade or naturally occurring. If the owner would like to have a hazardous material survey performed, it is the owner's responsibility to contact a specialist in this field to perform the survey as needed.

These findings are based on our professional opinion and are not intended as a warranty of any kind. Design for consolidation, differential settlement, and engineered fill are by others. No warranty is expressed or implied. Please contact us with any questions at 530-892-1100.

4.5 Follow-up Geotechnical Services

To confirm that our recommendations are properly understood and implemented, we recommend that we be retained to review the grading and foundation plans as well as observe the earthwork and foundation construction.



FIGURES

FIGURE 1

TEST PIT LOCATION MAP

Legend

TP = TEST PIT



UNIFIED SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS		SYMBOLS	CODE	TYPICAL NAMES
COARSE GRAINED SOILS (More than $\frac{1}{2}$ of soil > No. 200 sieve size)	GRAVELS (More than $\frac{1}{2}$ of coarse fraction > No. 4 sieve size)	GW		Well graded gravels or gravel - sand mixtures, little or no fines
		GP		Poorly graded gravels or gravel - sand mixtures, little or no fines
		GM		Silty gravels, gravel - sand - silt mixtures
	SANDS (More than $\frac{1}{2}$ of coarse fraction < No. 4 sieve size)	GC		Clayey gravels, gravel - sand - clay mixtures
		SW		Well graded sands or gravelly sands, little or no fines
		SP		Poorly graded sands of gravelly sands, little or now fines
	SILTS & CLAYS $LL < 50$	SM		Silty sands, sand - silt mixtures
		SC		Clayey sands, sand - clay mixtures
		ML		Inorganic silts and very fine sands, rock, silty or clayey fine sands or clayey silts with slight plasticity
	SILTS & CLAYS $LL > 50$	CL		Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
OL			Organic silts and organic silty clays of low plasticity	
FINE GRAINED SOILS (More than $\frac{1}{2}$ of soil < No. 200 sieve size)		MH		Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
	CH		Inorganic clays of high plasticity, fat clays	
	OH		Organic clays of medium to high plasticity, organic silty clays, organic silts	
	PT		Peat and other highly organic soils	

GRAIN SIZE CLASSIFICATION

CLASSIFICATION		RANGE OF GRAIN SIZE	
		U.S. Standard sieve size	Grain Size in millimeters
BOULDERS	Above 12"		Above 305
	12" to 3"		305 to 76.2
GRAVEL	3" to No. 4 coarse (c)	3" to 3/4"	76.2 to 4.76
	fine (f)	3/4" to No. 4	76.2 to 19.1
SAND	coarse (c)	No. 4 to No. 20	4.76 to 0.074
	medium (m)	No. 10 to No. 40	2.00 to 0.420
	fine (f)	No. 40 to No. 200	0.420 to 0.074
SILT & CLAY		Below No. 200	Below 0.074

CONSISTENCY CLASSIFICATION

COHESIVE SOILS		GRANULAR SOILS	
Description	Below f.	Description	Below f.
Very Soft	< 3	Very Loose	< 5
Soft	3-5	Loose	5-15
Medium (fine)	6-10	Medium Dense	16-40
Stiff	11-20	Dense	41-65
Very Stiff	21-40	Very Dense	> 65
Hard	> 40		

OTHER SYMBOLS	
	= Drive Sample: 2-1/2" O.D. California sampler
	= Drive Sample: no recovery
	= Initial Water Level
	= Final Water Level
	= Estimated or gradational material change line
	= Observed material change line
Laboratory Tests	
PI = Plasticity Index	
EI = Expansion Index	
UCC = Unconfined Compression Test	
TR = Triaxial Compression Test	
GR = Gradation Analysis (Sieve)	
CON = Consolidation Test	

APPLIED TESTING CONSULTANTS

3060 Thorntree Drive, Suite #10 - Chico, CA 95973 - Telephone: (530) 891-6625 - Facsimile: (530) 891-4243

Figure 2

CALIFORNIA EARTHQUAKE EPICENTER MAP
1932 to 2000

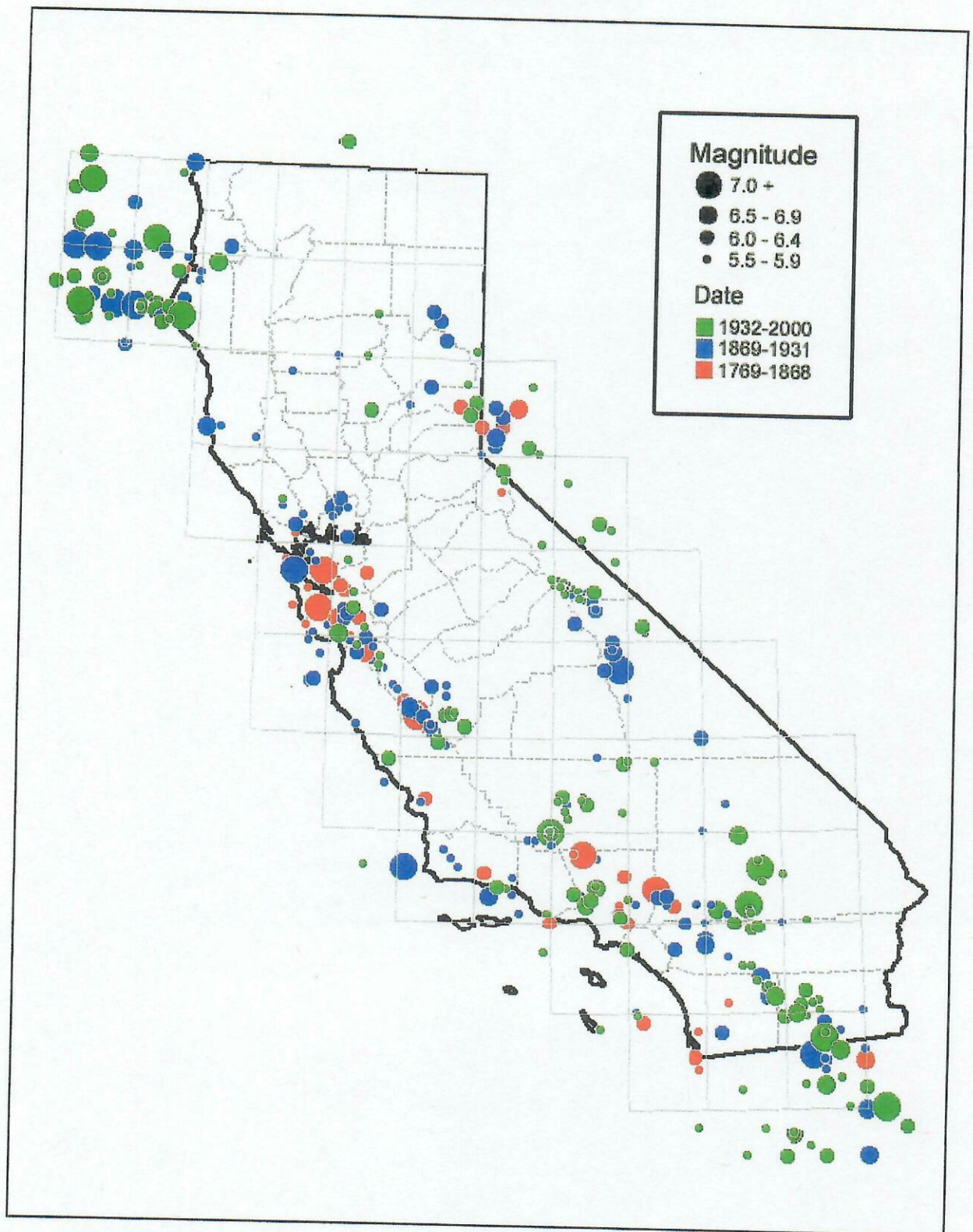


Figure 3

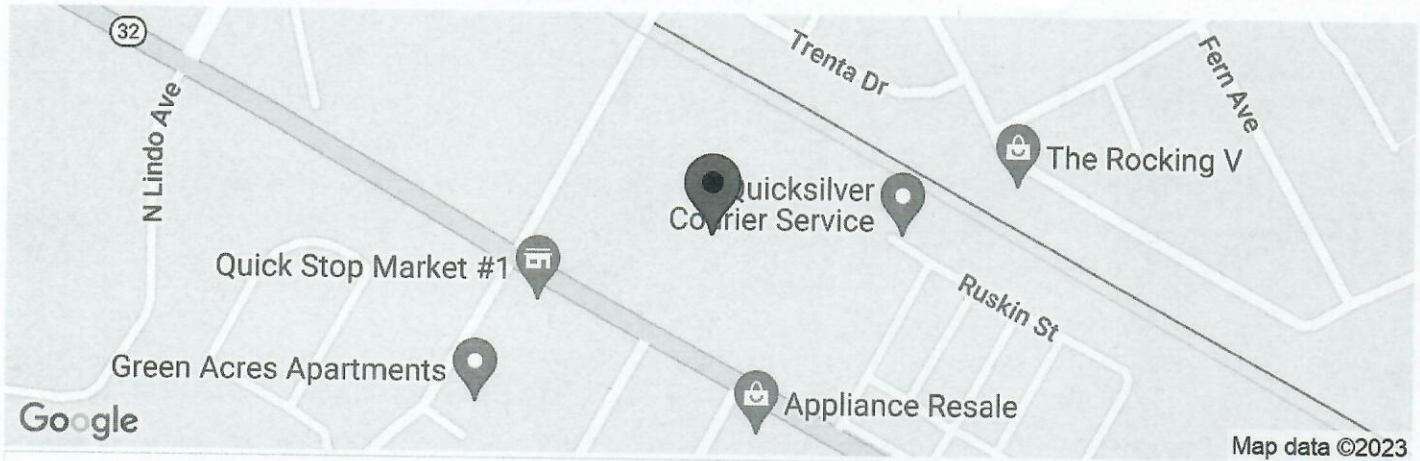
USGS web services were down for some period of time and as a result this tool wasn't operational, resulting in *timeout* error.
USGS web services are now operational so this tool should work as expected.



OSHPD

#5305 Nord Ave. Apartments

Latitude, Longitude: 39.740834, -121.878090



Date	10/15/2023, 9:36:40 AM
Design Code Reference Document	ASCE7-16
Risk Category	II
Site Class	D - Default (See Section 11.4.3)

Type	Value	Description
S _s	0.782	MCE _R ground motion. (for 0.2 second period)
S ₁	0.32	MCE _R ground motion. (for 1.0s period)
S _{MS}	0.938	Site-modified spectral acceleration value
S _{M1}	null -See Section 11.4.8	Site-modified spectral acceleration value
S _{DS}	0.625	Numeric seismic design value at 0.2 second SA
S _{D1}	null -See Section 11.4.8	Numeric seismic design value at 1.0 second SA

Type	Value	Description
SDC	null -See Section 11.4.8	Seismic design category
F _a	1.2	Site amplification factor at 0.2 second
F _v	null -See Section 11.4.8	Site amplification factor at 1.0 second
PGA	0.347	MCE _G peak ground acceleration
F _{PGA}	1.253	Site amplification factor at PGA
PGA _M	0.435	Site modified peak ground acceleration
T _L	16	Long-period transition period in seconds
S _{sRT}	0.782	Probabilistic risk-targeted ground motion. (0.2 second)
S _{sUH}	0.863	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration
S _{sD}	1.5	Factored deterministic acceleration value. (0.2 second)
S _{1RT}	0.32	Probabilistic risk-targeted ground motion. (1.0 second)
S _{1UH}	0.356	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration.

FIG. 4



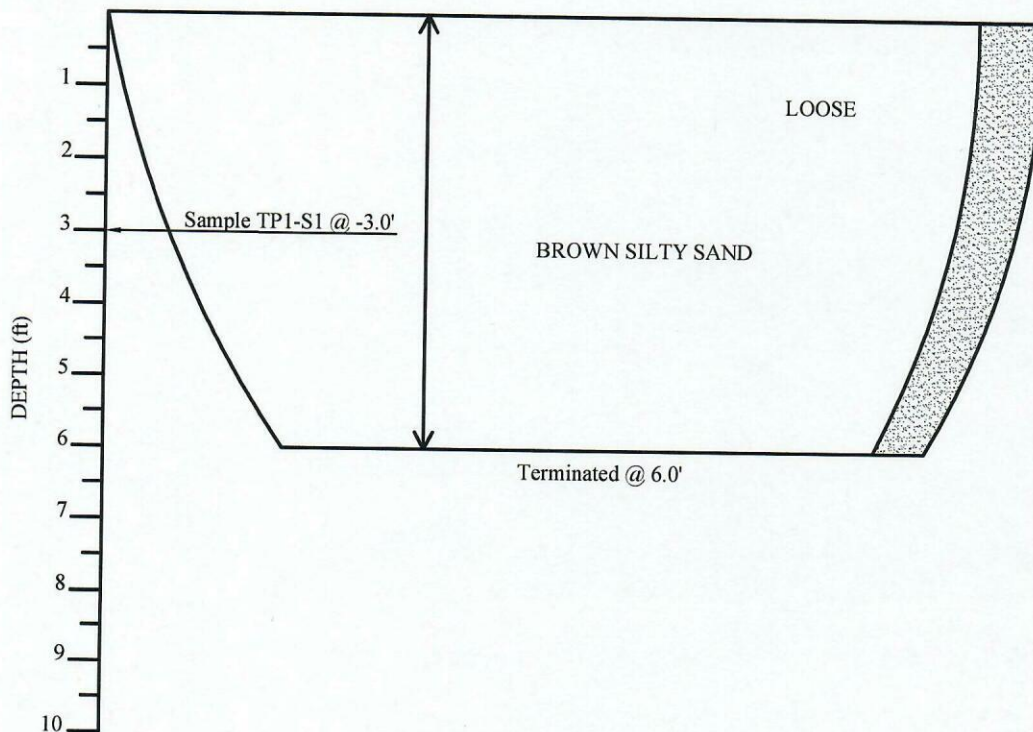
APPENDIX A



Test Pit Log

PROJECT: NORD AVENUE APARTMENTS
CLIENT: EPICK HOMES
LOCATION: SW CORNER
EQUIPMENT: CAT 420 E

TEST PIT NUMBER: TP-1
DATE EXCAVATED: 09/14/2023
TOTAL DEPTH: 6.0'
LOGGED BY: B. FORSYTHE



Attachment (1)

NORD AVENUE APARTMENTS

NORD & WEST LINDO AVENUE

CHICO, CA

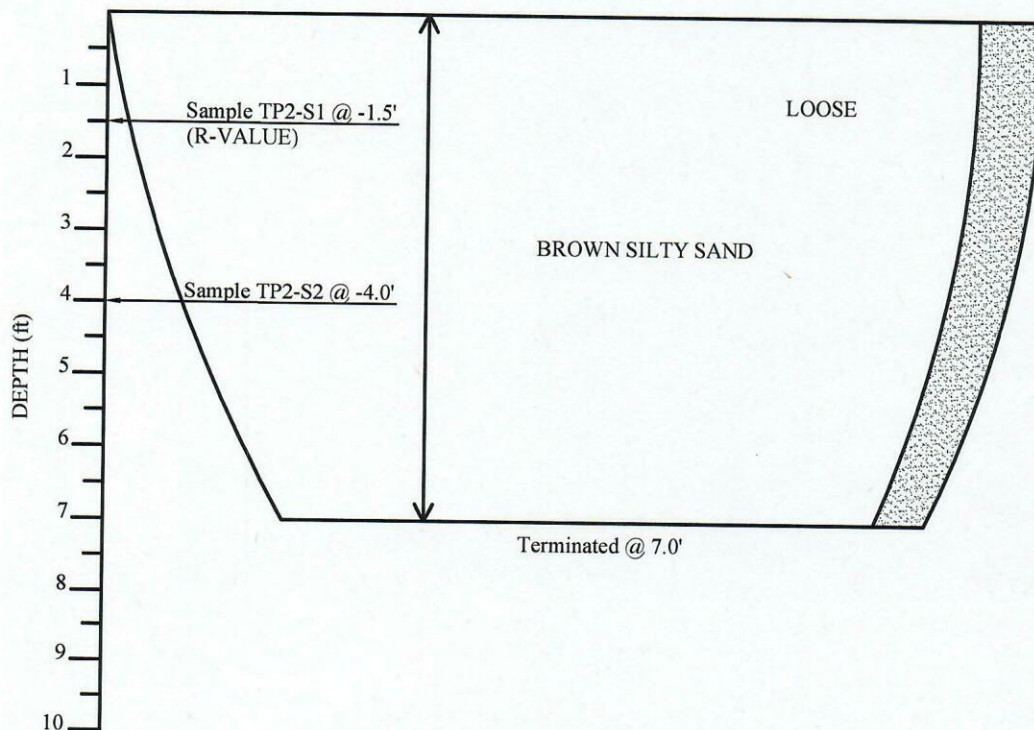
JOB NO.: 5305
DATE: 10/16/2023
CHECKED BY: JMR
PAGE: OF



Test Pit Log

PROJECT: NORD AVENUE APARTMENTS
CLIENT: EPICK HOMES
LOCATION: SE CORNER
EQUIPMENT: CAT 420 E

TEST PIT NUMBER: TP-2
DATE EXCAVATED: 09/14/2023
TOTAL DEPTH: 7.0'
LOGGED BY: B. FORSYTHE



Attachment (2)

NORD AVENUE APARTMENTS

NORD & WEST LINDO AVENUE

CHICO, CA

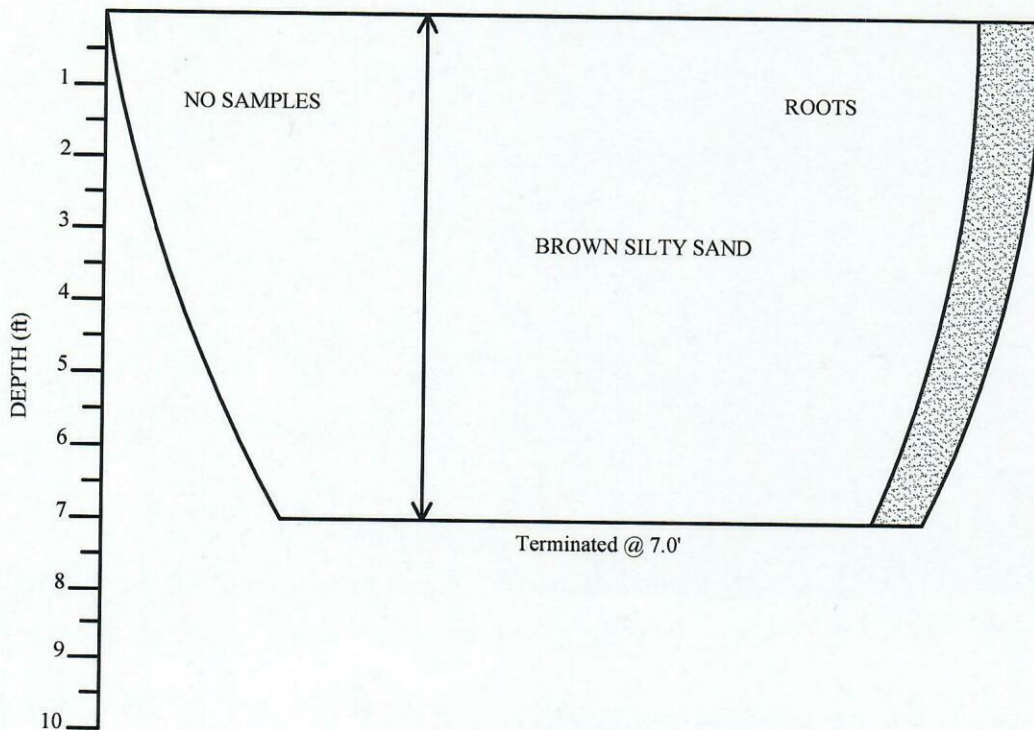
JOB NO.: 5305
DATE: 10/16/2023
CHECKED BY: JMR
PAGE: OF



Test Pit Log

PROJECT: NORD AVENUE APARTMENTS
CLIENT: EPICK HOMES
LOCATION: S. CENTER
EQUIPMENT: CAT 420 E

TEST PIT NUMBER: TP-3
DATE EXCAVATED: 09/14/2023
TOTAL DEPTH: 7.0'
LOGGED BY: B. FORSYTHE



Attachment (3)

NORD AVENUE APARTMENTS

NORD & WEST LINDO AVENUE

CHICO, CA

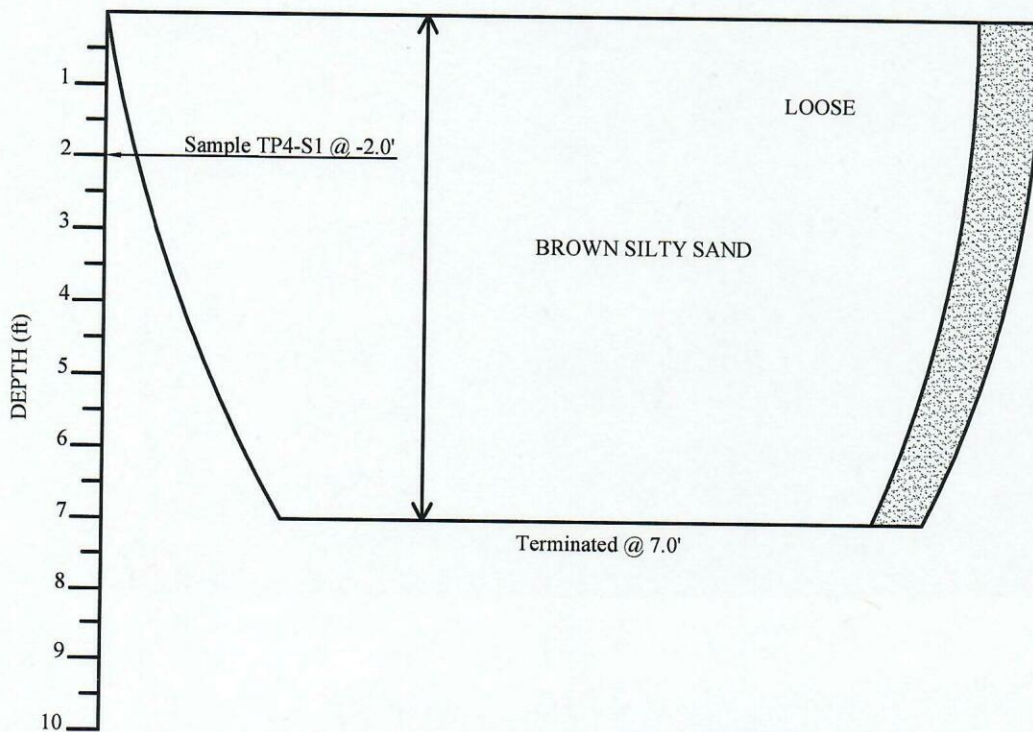
JOB NO.: 5305
DATE: 10/16/2023
CHECKED BY: JMR
PAGE: OF



Test Pit Log

PROJECT: NORD AVENUE APARTMENTS
CLIENT: EPICK HOMES
LOCATION: N. CENTER
EQUIPMENT: CAT 420 E

TEST PIT NUMBER: TP-4
DATE EXCAVATED: 09/14/2023
TOTAL DEPTH: 7.0'
LOGGED BY: B. FORSYTHE



Attachment (4)

NORD AVENUE APARTMENTS

NORD & WEST LINDO AVENUE

CHICO, CA

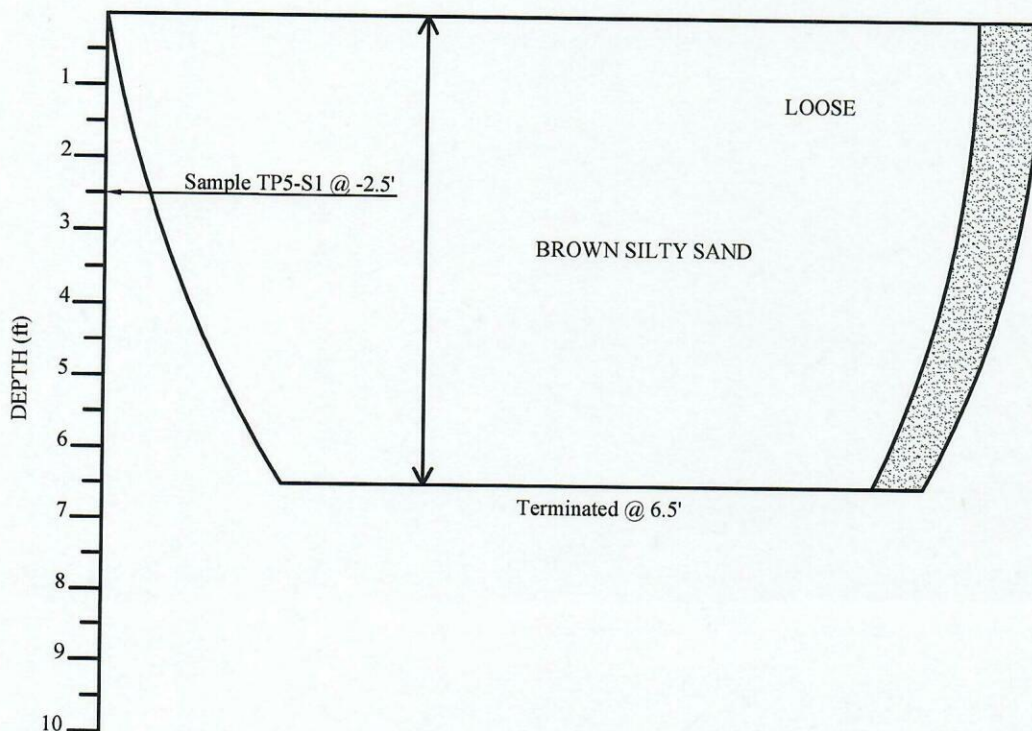
JOB NO.: 5305
DATE: 10/16/2023
CHECKED BY: JMR
PAGE: OF



Test Pit Log

PROJECT: NORD AVENUE APARTMENTS
CLIENT: EPICK HOMES
LOCATION: NW CORNER
EQUIPMENT: CAT 420 E

TEST PIT NUMBER: TP-5
DATE EXCAVATED: 09/14/2023
TOTAL DEPTH: 6.5'
LOGGED BY: B. FORSYTHE



Attachment (5)

NORD AVENUE APARTMENTS

NORD & WEST LINDO AVENUE

CHICO, CA

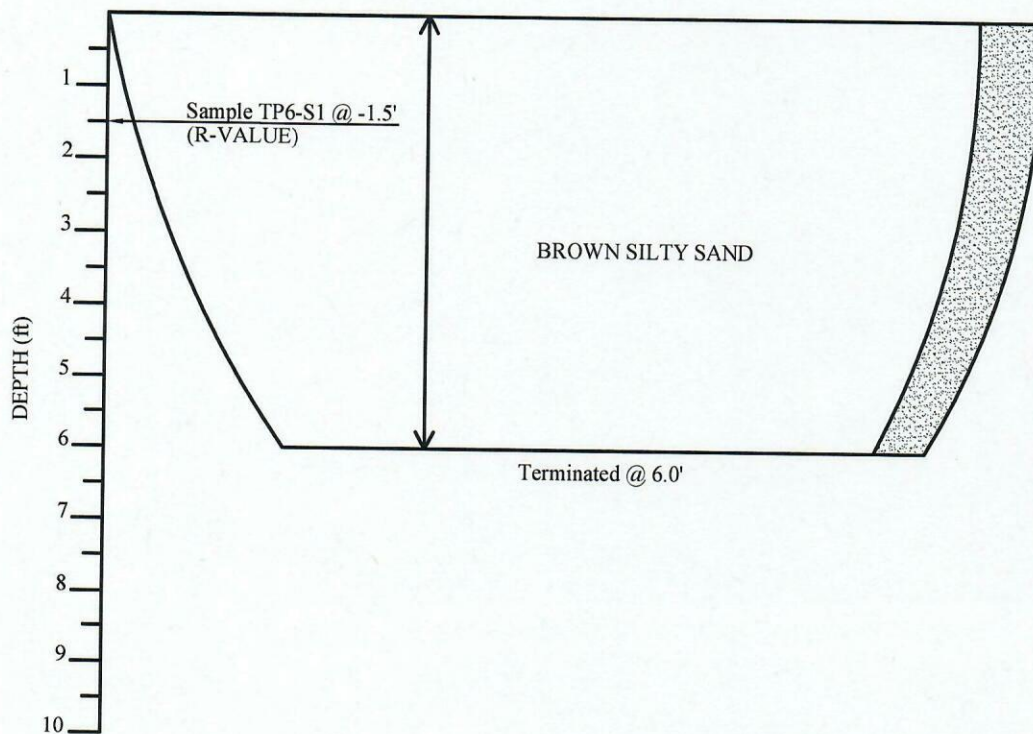
JOB NO.: 5305
DATE: 10/16/2023
CHECKED BY: JMR
PAGE: OF



Test Pit Log

PROJECT: NORD AVENUE APARTMENTS
CLIENT: EPICK HOMES
LOCATION: W. LINDO ENTRANCE
EQUIPMENT: CAT 420 E

TEST PIT NUMBER: TP-6
DATE EXCAVATED: 09/14/2023
TOTAL DEPTH: 6.0'
LOGGED BY: B. FORSYTHE



Attachment (6)

NORD AVENUE APARTMENTS

NORD & WEST LINDO AVENUE

CHICO, CA

JOB NO.: 5305

DATE: 10/16/2023

CHECKED BY: JMR

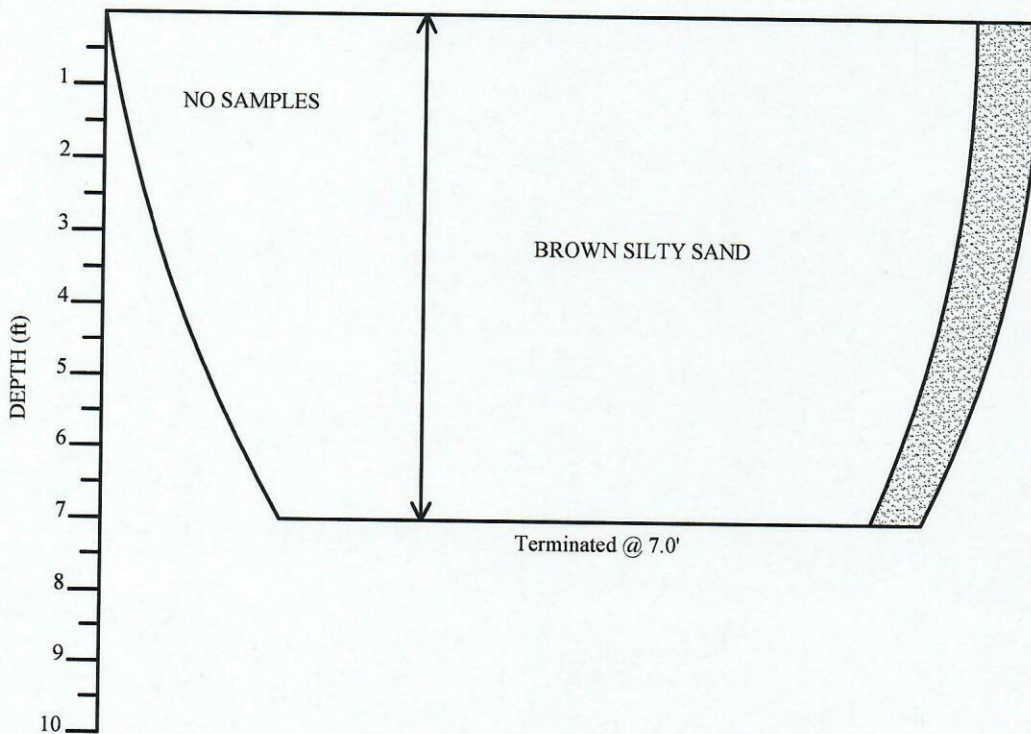
PAGE: OF



Test Pit Log

PROJECT: NORD AVENUE APARTMENTS
CLIENT: EPICK HOMES
LOCATION: NE CORNER
EQUIPMENT: CAT 420 E

TEST PIT NUMBER: TP-7
DATE EXCAVATED: 09/14/2023
TOTAL DEPTH: 7.0'
LOGGED BY: B. FORSYTHE



Attachment (7)

NORD AVENUE APARTMENTS

NORD & WEST LINDO AVENUE

CHICO, CA

JOB NO.: 5305
DATE: 10/16/2023
CHECKED BY: JMR
PAGE: OF



APPENDIX B



APPLIED TESTING CONSULTANTS

MATERIALS TESTING, ENGINEERING AND INSPECTION

Plasticity Index

Project: 2240 Nord Avenue Apartments
Client: Streamline Engineering
Address: 2571 California Park Dr, Ste 210
City, State, Zip: Chico, CA 95928
Attention: Jeff Richelieu
Source: sample taken by ATC

Test Pit#: 1
Sample No: 1
Date: 9/20/2023
Depth: -3'
Technician: K. Sahasgun

Material Description: (SC-SM) Silty Clayey Sand

Liquid Limit:

Trial Number:	1	2	3	4	5	6
Tin Label:	31	32	33			
Wet Weight + Tare:	35.8	35.14	35.83			
Dry Weight + Tare:	34.5	33.95	34.47			
Weight of Water:	1.30	1.19	1.36			
Weight of Tare:	30.27	30.24	30.34			
Weight of Dry Soil:	4.23	3.71	4.13			
Moisture Content:	30.73%	32.08%	32.93%			
Number of Blows:	35	25	18			

Liquid Limit, LL

32

Plastic Limit, PL

25

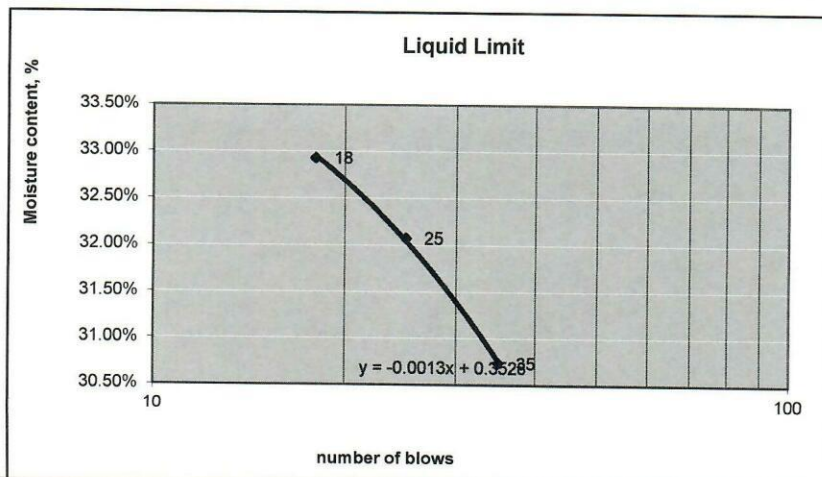
Plasticity Index, PI

7

Below A Line

Plastic Limit:

Trial Number:	1	2	3	4	5	6
Tin Label:	34	35				
Wet Weight + Tare:	39.97	37.61				
Dry Weight + Tare:	37.99	36.18				
Weight of Water:	1.98	1.43				
Weight of Tare:	30.22	30.35				
Weight of dry soil:	7.77	5.83				
Moisture Content:	25.48%	24.53%				





APPLIED TESTING CONSULTANTS

MATERIALS TESTING, ENGINEERING AND INSPECTION

Sieve Analysis - Combined

Client: Streamline Engineering
Address: 2571 California Park Dr, Ste 210
City, State, Zip: Chico, CA 95928

Sample No: TP-1 S-1
Date: 9/19/2023
Tech: K. Sahagun

Project: 2240 Nord Avenue Apartments

Sample Description: (SC-SM) Silty Clayey Sand
Sample depth: -3'

Start Wt, Course:	12,632.5 g
Start Wt. fine:	506.5 g

Sieve Size	Weight Retained	Percent retained	Cumulative Percent		Specified
			Retained	Passing	
4				100.0%	
3 1/2				100.0%	
3				100.0%	
2 1/2				100.0%	
2				100.0%	
1 1/2				100.0%	
1				100.0%	
3/4				100.0%	
1/2				100.0%	
3/8	2.1 g	0.0%	0.0%	100.0%	
#4	10.2 g	0.1%	0.1%	99.9%	
#8	2.1 g	0.4%	0.5%	99.5%	
#16	5.3 g	1.0%	1.6%	98.4%	
#30	28.6 g	5.6%	7.2%	92.8%	
#50	56.9 g	11.2%	18.4%	81.6%	
#100	76.1 g	15.0%	33.4%	66.6%	
#200	95.8 g	18.9%	52.3%	47.7%	

This test was performed according to ASTM D2487

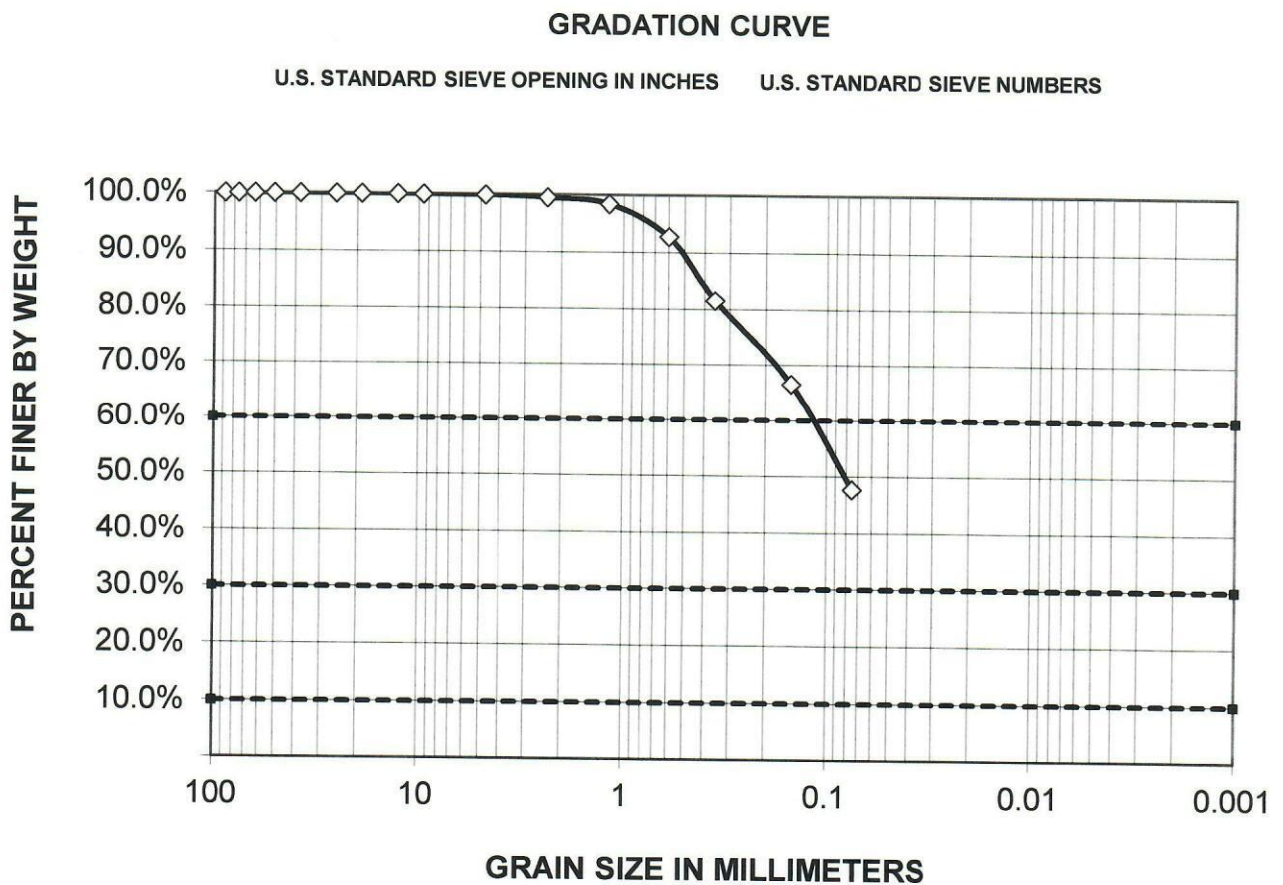
Sieve Analysis - Combined

Client: Streamline Engineering
Address: 2571 California Park Dr, Ste 210
City, State, Zip: Chico, CA 95928

Sample No: TP-1 S-1
Date: 9/19/2023
Tech: K. Sahagun

Project: 2240 Nord Avenue Apartments

Sample Description: (SC-SM) Silty Clayey Sand
Sample location: TP-1 S-1
Sample depth: -3'





APPLIED TESTING CONSULTANTS

MATERIALS TESTING, ENGINEERING AND INSPECTION

Plasticity Index

Project: 2240 Nord Avenue Apartments
Client: Streamline Engineering
Address: 2571 California Park Dr, Ste 210
City, State, Zip: Chico, CA 95928
Attention: Jeff Richelieu
Source: sample taken by ATC

Test Pit#: 2
Sample No: 2
Date: 9/26/2023
Depth: -4'
Technician: K. Sahasgun

Material Description: (SC-SM) Silty Clayey Sand

Liquid Limit:

Trial Number:	1	2	3	4	5	6
Tin Label:	1	2	3			
Wet Weight + Tare:	35.62	35.2	35.32			
Dry Weight + Tare:	34.44	34.15	34.15			
Weight of Water:	1.18	1.05	1.17			
Weight of Tare:	30.28	30.49	30.13			
Weight of Dry Soil:	4.16	3.66	4.02			
Moisture Content:	28.37%	28.69%	29.10%			
Number of Blows:	33	27	21			

Liquid Limit, LL

29

Plastic Limit, PL

23

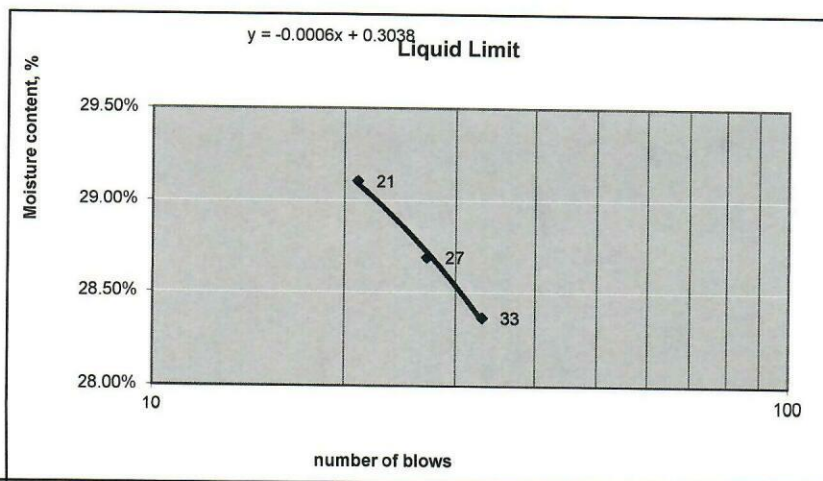
Plasticity Index, PI

6

Below A Line

Plastic Limit:

Trial Number:	1	2	3	4	5	6
Tin Label:	4	5				
Wet Weight + Tare:	42.41	42.39				
Dry Weight + Tare:	40.14	40.13				
Weight of Water:	2.27	2.26				
Weight of Tare:	30.12	30.2				
Weight of dry soil:	10.02	9.93				
Moisture Content:	22.65%	22.76%				





APPLIED TESTING CONSULTANTS

MATERIALS TESTING, ENGINEERING AND INSPECTION

Sieve Analysis - Combined

Client: Streamline Engineering
Address: 2571 California Park Dr, Ste 210
City, State, Zip: Chico, CA 95928

Sample No: TP-2 S-2
Date: 9/25/2023
Tech: K. Sahagun

Project: 2240 Nord Avenue Apartments

Sample Description: (SC-SM) Silty Clayey Sand
Sample depth: -4'

Start Wt, Course:	12,950.1 g
Start Wt. fine:	506.9 g

Sieve Size	Weight Retained	Percent retained	Cumulative Percent		Specified
			Retained	Passing	
4				100.0%	
3 1/2				100.0%	
3				100.0%	
2 1/2				100.0%	
2				100.0%	
1 1/2				100.0%	
1				100.0%	
3/4				100.0%	
1/2				100.0%	
3/8				100.0%	
#4	11.7 g	0.1%	0.1%	99.9%	
#8	0.6 g	0.1%	0.2%	99.8%	
#16	3.3 g	0.7%	0.9%	99.1%	
#30	21.4 g	4.2%	5.1%	94.9%	
#50	84.0 g	16.6%	21.6%	78.4%	
#100	114.5 g	22.6%	44.2%	55.8%	
#200	91.8 g	18.1%	62.3%	37.7%	

This test was performed according to ASTM D2487



APPLIED TESTING CONSULTANTS

MATERIALS TESTING, ENGINEERING AND INSPECTION

Sieve Analysis - Combined

Client: Streamline Engineering
Address: 2571 California Park Dr, Ste 210
City, State, Zip: Chico, CA 95928

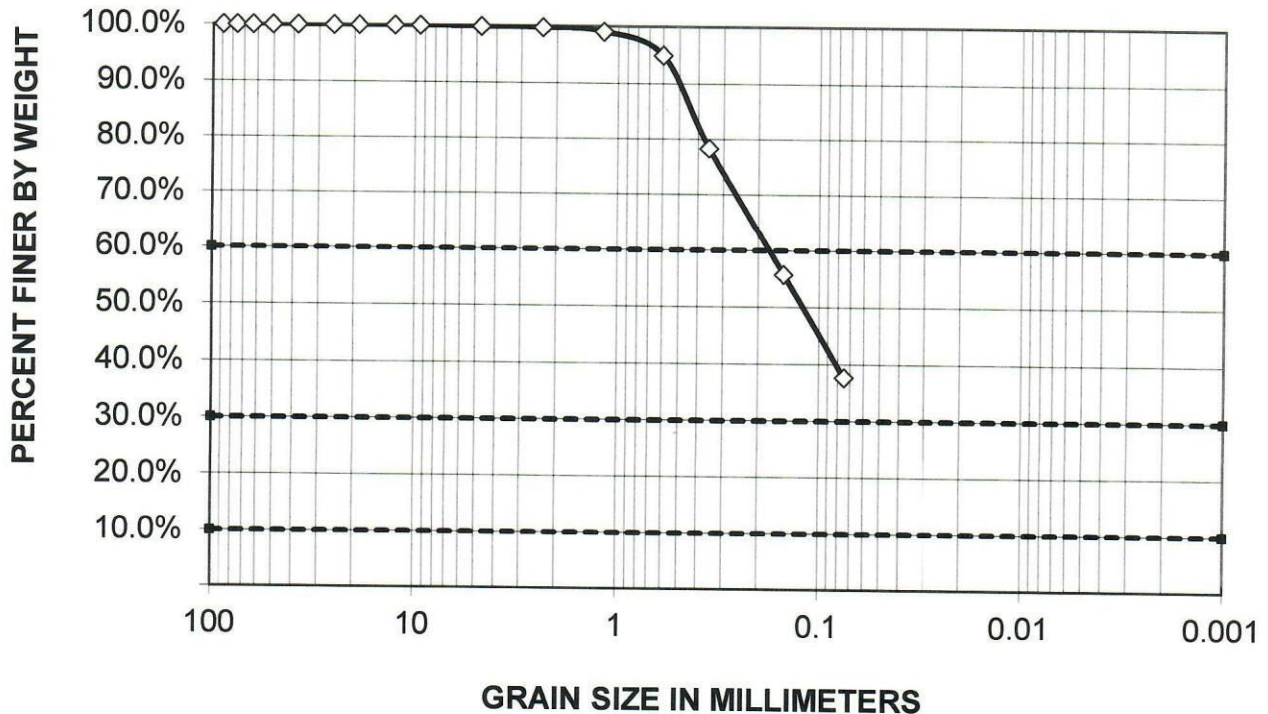
Sample No: TP-2 S-2
Date: 9/25/2023
Tech: K. Sahagun

Project: 2240 Nord Avenue Apartments

Sample Description: (SC-SM) Silty Clayey Sand
Sample location: TP-2 S-2
Sample depth: -4'

GRADATION CURVE

U.S. STANDARD SIEVE OPENING IN INCHES U.S. STANDARD SIEVE NUMBERS





APPLIED TESTING CONSULTANTS

MATERIALS TESTING, ENGINEERING AND INSPECTION

Plasticity Index

Project: 2240 Nord Avenue Apartments
Client: Streamline Engineering
Address: 2571 California Park Dr, Ste 210
City, State, Zip: Chico, CA 95928
Attention: Jeff Richelieu

Test Pit#: 4
Sample No: 1
Date: 9/20/2023
Depth: -2'
Technician: K. Sahasgun

Source: sample taken by ATC

Material Description: (SC-SM) Silty Clayey Sand

Liquid Limit:

Trial Number:	1	2	3	4	5	6
Tin Label:	21	22	23			
Wet Weight + Tare:	34.99	35.26	35.73			
Dry Weight + Tare:	33.96	34.19	34.55			
Weight of Water:	1.03	1.07	1.18			
Weight of Tare:	30.15	30.34	30.45			
Weight of Dry Soil:	3.81	3.85	4.1			
Moisture Content:	27.03%	27.79%	28.78%			
Number of Blows:	32	26	18			

Liquid Limit, LL

28

Plastic Limit, PL

23

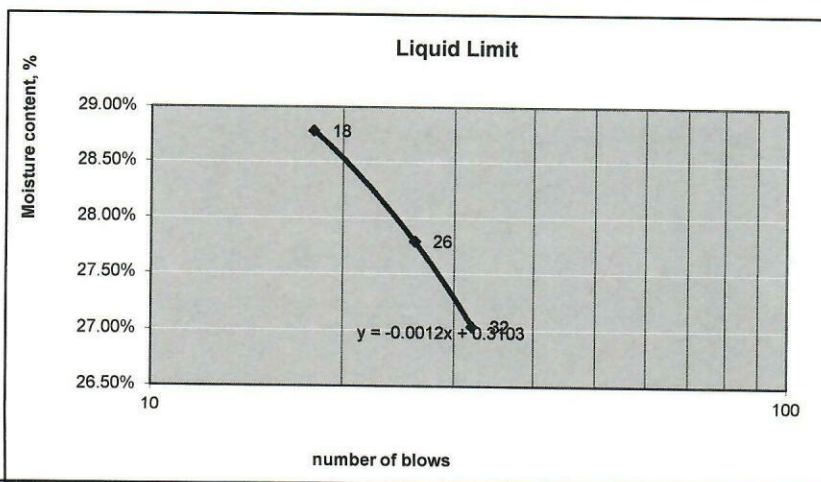
Plasticity Index, PI

5

Below A Line

Plastic Limit:

Trial Number:	1	2	3	4	5	6
Tin Label:	24	25				
Wet Weight + Tare:	36.6	36.03				
Dry Weight + Tare:	35.44	34.98				
Weight of Water:	1.16	1.05				
Weight of Tare:	30.42	30.52				
Weight of dry soil:	5.02	4.46				
Moisture Content:	23.11%	23.54%				





APPLIED TESTING CONSULTANTS

MATERIALS TESTING, ENGINEERING AND INSPECTION

Sieve Analysis - Combined

Client: Streamline Engineering
Address: 2571 California Park Dr, Ste 210
City, State, Zip: Chico, CA 95928

Sample No: TP-4 S-1
Date: 9/19/2023
Tech: K. Sahagun

Project: 2240 Nord Avenue Apartments

Sample Description: (SM-SM) Silty Clayey Sand
Sample depth: -2'

Start Wt, Course:	12,541.8 g
Start Wt. fine:	510.6 g

Sieve Size	Weight Retained	Percent retained	Cumulative Percent		Specified
			Retained	Passing	
4				100.0%	
3 1/2				100.0%	
3				100.0%	
2 1/2				100.0%	
2				100.0%	
1 1/2				100.0%	
1				100.0%	
3/4				100.0%	
1/2	7.7 g	0.1%	0.1%	99.9%	
3/8	5.6 g	0.0%	0.1%	99.9%	
#4	18.7 g	0.1%	0.3%	99.7%	
#8	1.9 g	0.4%	0.6%	99.4%	
#16	3.8 g	0.7%	1.4%	98.6%	
#30	17.5 g	3.4%	4.8%	95.2%	
#50	52.2 g	10.2%	15.0%	85.0%	
#100	110.8 g	21.6%	36.6%	63.4%	
#200	115.5 g	22.6%	59.2%	40.8%	

This test was performed according to ASTM D2487



APPLIED TESTING CONSULTANTS

MATERIALS TESTING, ENGINEERING AND INSPECTION

Sieve Analysis - Combined

Client: Streamline Engineering
Address: 2571 California Park Dr, Ste 210
City, State, Zip: Chico, CA 95928

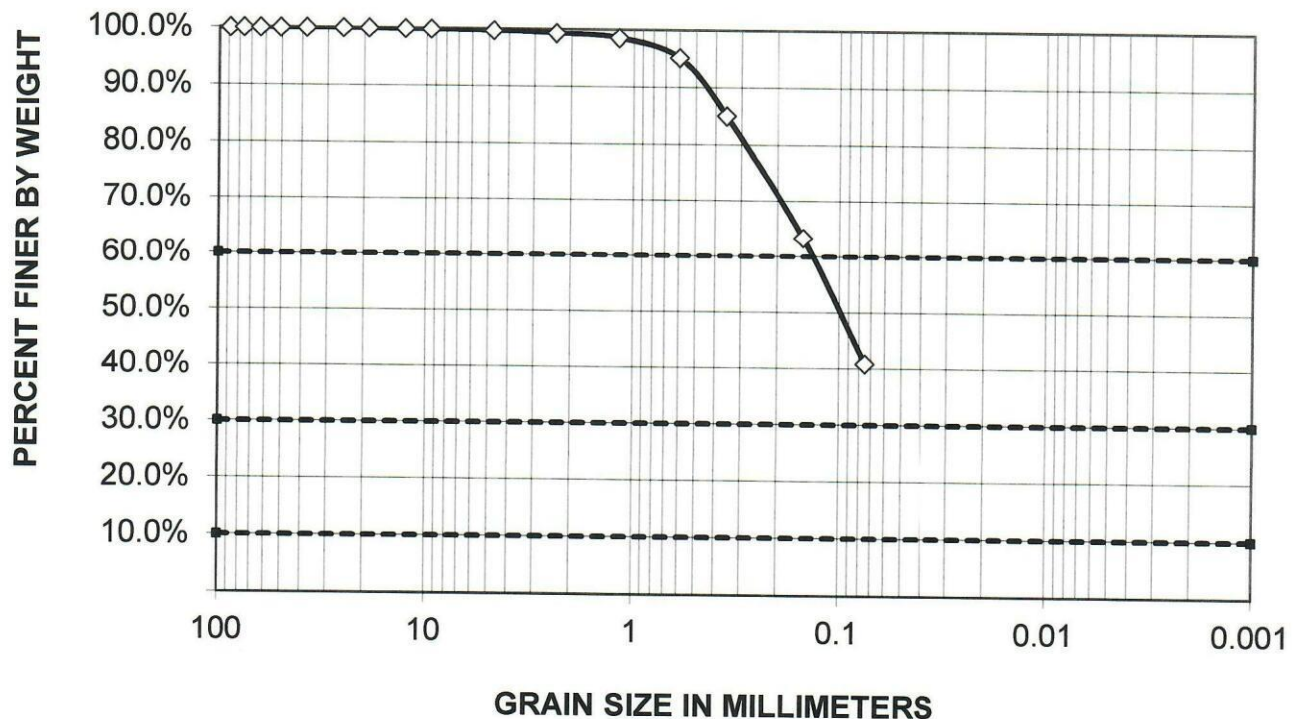
Sample No: TP-4 S-1
Date: 9/19/2023
Tech: K. Sahagun

Project: 2240 Nord Avenue Apartments

Sample Description: (SM-SM) Silty Clayey Sand
Sample location: TP-4 S-1
Sample depth: -2'

GRADATION CURVE

U.S. STANDARD SIEVE OPENING IN INCHES U.S. STANDARD SIEVE NUMBERS





APPLIED TESTING CONSULTANTS

MATERIALS TESTING, ENGINEERING AND INSPECTION

Plasticity Index

Project: 2240 Nord Avenue Apartments
Client: Streamline Engineering
Address: 2571 California Park Dr, Ste 210
City, State, Zip: Chico, CA 95928
Attention: Jeff Richelieu
Source: sample taken by ATC

Test Pit#: 5
Sample No: 1
Date: 9/20/2023
Depth: -2.5'
Technician: K. Sahasgun

Material Description: (SC-SM) Silty Clayey Sand

Liquid Limit:

Trial Number:	1	2	3	4	5	6
Tin Label:	16	17	18			
Wet Weight + Tare:	34.45	34.64	35.05			
Dry Weight + Tare:	33.45	33.55	33.86			
Weight of Water:	1.00	1.09	1.19			
Weight of Tare:	30.11	30.08	30.15			
Weight of Dry Soil:	3.34	3.47	3.71			
Moisture Content:	29.94%	31.41%	32.08%			
Number of Blows:	38	26	20			

Liquid Limit, LL

32

Plastic Limit, PL

26

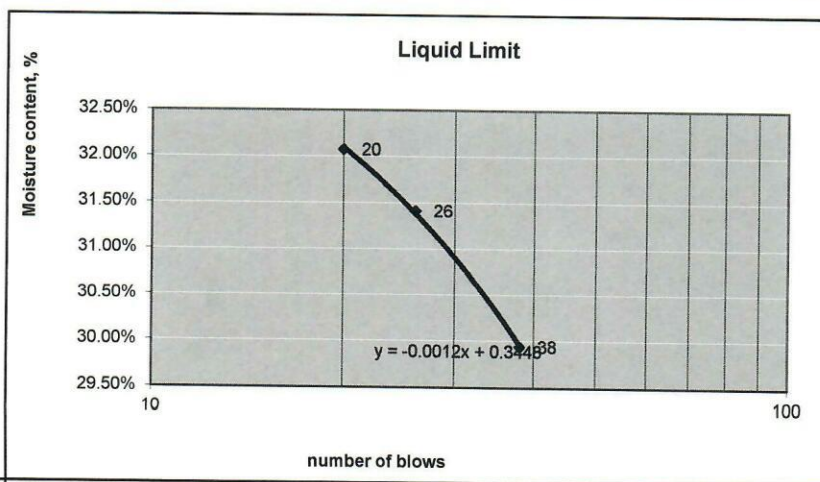
Plasticity Index, PI

6

Below A Line

Plastic Limit:

Trial Number:	1	2	3	4	5	6
Tin Label:	19	20				
Wet Weight + Tare:	38.54	37.92				
Dry Weight + Tare:	36.75	36.29				
Weight of Water:	1.79	1.63				
Weight of Tare:	29.85	29.98				
Weight of dry soil:	6.9	6.31				
Moisture Content:	25.94%	25.83%				





APPLIED TESTING CONSULTANTS

MATERIALS TESTING, ENGINEERING AND INSPECTION

Sieve Analysis - Combined

Client: Streamline Engineering
Address: 2571 California Park Dr, Ste 210
City, State, Zip: Chico, CA 95928

Sample No: TP-5 S-1
Date: 9/19/2023
Tech: K. Sahagun

Project: 2240 Nord Avenue Apartments

Sample Description: (SC-SM) Silty Clayey Sand
Sample depth: -2.5'

Start Wt, Course:	13,222.2 g
Start Wt. fine:	516.6 g

Sieve Size	Weight Retained	Percent retained	Cumulative Percent		Specified
			Retained	Passing	
4				100.0%	
3 1/2				100.0%	
3				100.0%	
2 1/2				100.0%	
2				100.0%	
1 1/2				100.0%	
1				100.0%	
3/4				100.0%	
1/2	23.7 g	0.2%	0.2%	99.8%	
3/8	39.5 g	0.3%	0.5%	99.5%	
#4	138.4 g	1.0%	1.5%	98.5%	
#8	7.2 g	1.4%	2.9%	97.1%	
#16	8.0 g	1.5%	4.4%	95.6%	
#30	20.6 g	3.9%	8.3%	91.7%	
#50	57.1 g	10.9%	19.2%	80.8%	
#100	95.7 g	18.2%	37.5%	62.5%	
#200	90.8 g	17.3%	54.8%	45.2%	

This test was performed according to ASTM D2487



APPLIED TESTING CONSULTANTS

MATERIALS TESTING, ENGINEERING AND INSPECTION

Sieve Analysis - Combined

Sample No: TP-5 S-1

Client: Streamline Engineering
Address: 2571 California Park Dr, Ste 210
City, State, Zip: Chico, CA 95928

Date: 9/19/2023

Tech: K. Sahagun

Project: 2240 Nord Avenue Apartments

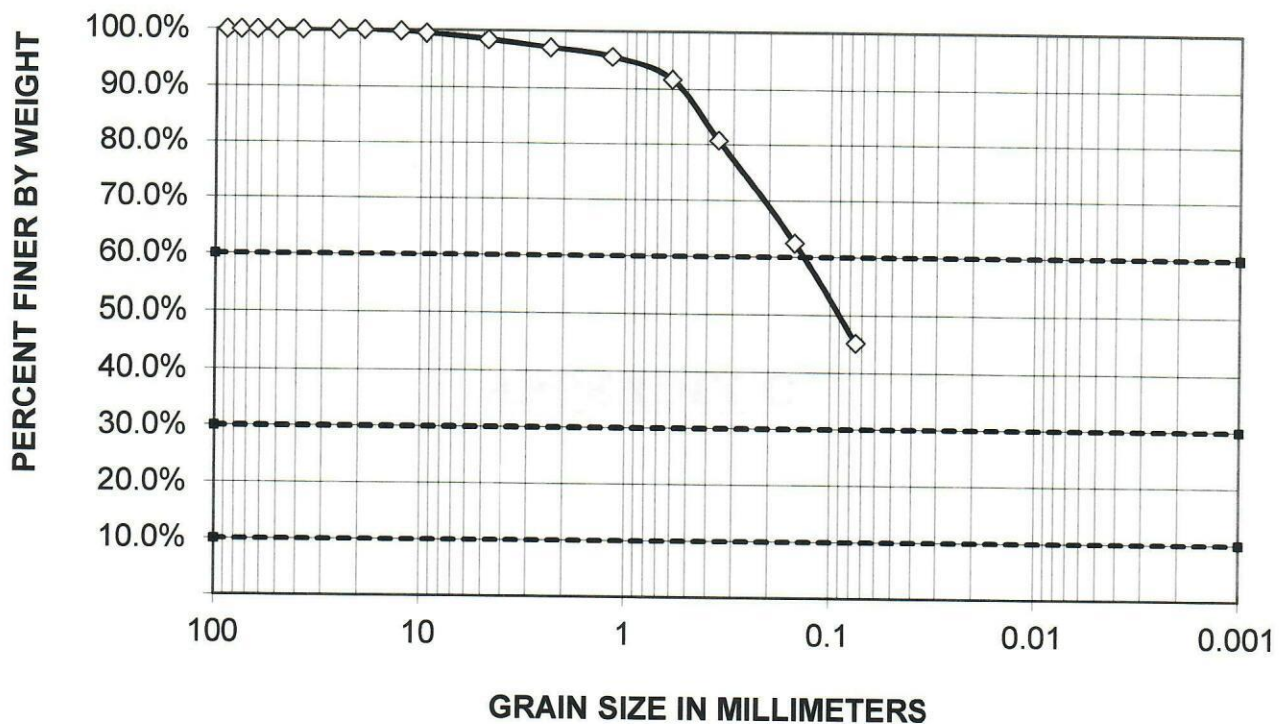
Sample Description: (SC-SM) Silty Clayey Sand

Sample location: TP-5 S-1

Sample depth: -2.5'

GRADATION CURVE

U.S. STANDARD SIEVE OPENING IN INCHES U.S. STANDARD SIEVE NUMBERS





Materials Testing, Inc.

8798 Airport Road
Redding, California 96002
(530) 222-1116, fax 222-1611

865 Cotting Lane, Suite A
Vacaville, California 95688
(707) 447-4025, fax 447-4143

Client: Applied Testing Consultants
3060 Thorntree Drive, Suite 10
Chico, CA 95973

Project: 2240 Nord Apartments
Source: ---

Pages: 1 of 1
Client No: 0800-120
Report No: 0300-001
Date: 09/26/2023
Submitted by: Client
Date Submitted: 09/18/2023

“R” VALUE TEST REPORT (CTM 301)

Sample: 1
Description: Dark Brown Sandy Silt
Location: TP2 S-1 @ 18.0”

SIEVE ANALYSIS

Sieve Size	2”	1-1/2”	1”	3/4”	1/2”	3/8”	#4
As Received (% Pass)	---	---	---	---	---	---	100
As Used (% Pass)	---	---	---	---	---	---	100

RESISTANCE VALUE

Specimen Number	Dry Unit Weight, PCF	Moisture (%)	Exudation Pressure (PSI)	Expansion Pressure Dial Reading & PSF		R-Value
1	111.3	15.5	626	50	217	67
2	108.3	17.7	294	10	43	50
3	106.0	19.1	205	6	26	28

R-Value @ 300 PSI Exudation Pressure = **50**

Notes:

Tested by John Hubbard.

The samples were tested according to the referenced standard test procedures and relate only to the items inspected or tested. Results are not transferable and shall not be reproduced, except in full, without written permission from MTI.

**Construction Materials Testing and Quality Control Services
Soil - Concrete - Asphalt - Steel - Masonry**



Materials Testing, Inc.

8798 Airport Road
Redding, California 96002
(530) 222-1116, fax 222-1611

865 Cotting Lane, Suite A
Vacaville, California 95688
(707) 447-4025, fax 447-4143

Client: Applied Testing Consultants
3060 Thorntree Drive, Suite 10
Chico, CA 95973

Project: 2240 Nord Apartments
Source: ---

Pages: 1 of 1
Client No: 0800-120
Report No: 0300-002
Date: 09/26/2023
Submitted by: Client
Date Submitted: 09/18/2023

"R" VALUE TEST REPORT (CTM 301)

Sample: 2
Description: Dark Brown Sandy Silt
Location: TP6 S-1 @ 18.0"

SIEVE ANALYSIS

Sieve Size	2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4
As Received (% Pass)	---	---	---	---	---	---	100
As Used (% Pass)	---	---	---	---	---	---	100

RESISTANCE VALUE

Specimen Number	Dry Unit Weight, PCF	Moisture (%)	Exudation Pressure (PSI)	Expansion Pressure Dial Reading & PSF		R-Value
1	107.3	18.3	503	34	147	65
2	104.4	19.3	286	14	61	54
3	104.1	20.5	204	6	26	31

R-Value @ 300 PSI Exudation Pressure = **55**

Notes:

Tested by John Hubbard.

The samples were tested according to the referenced standard test procedures and relate only to the items inspected or tested. Results are not transferable and shall not be reproduced, except in full, without written permission from MTI.

Construction Materials Testing and Quality Control Services
Soil - Concrete - Asphalt - Steel - Masonry

APPENDIX I

Phase I Environmental Site Assessment *(A&M Environmental Services; April 3, 2023)*



ENVIRONMENTAL SERVICES

PHASE I ENVIRONMENTAL SITE ASSESSMENT

2240 & 2280 Nord Ave
Chico, CA
APNs: 042-140-077 (portion) & 042-140-078



April 3 2023

PHASE I ENVIRONMENTAL SITE ASSESSMENT

2240 & 2280 Nord Ave
Chico, CA
APNs: 042-140-077 (portion) & 042-140-078

Prepared for:

Epick Homes
901 Bruce Road, Suite 100
Chico, CA 95928

Prepared by:

**A&M Environmental Services
660 Manzanita Ct., Suite # 6
Chico, CA 95926
(530) 809-0462
www.amenviroservices.com**

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APPENDIX B: SITE RECONNAISSANCE PHOTOGRAPHS

APPENDIX C: REGULATORY RECORDS REVIEW

APPENDIX D: HISTORICAL RESEARCH DOCUMENTATION

APPENDIX E: QUALIFICATIONS

APPENDIX F: SUPPORTING DOCUMENTATION

1.0 SUMMARY

A&M Environmental Services (A&M) has performed a Phase I Environmental Site Assessment (ESA) in conformance with the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (AAI) (40 CFR Part 312 and 33 CFR Part 137), and the scope and limitation of the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments E 1527-13/21. Any exceptions to, or deletions from this practice are described in Section 2.4 of this report.

Property Description

The subject property is legally defined as Butte County Assessor Parcel Numbers (APNs) 042-140-077 (portion) & 042-140-078. The subject property is located at 2240 & 2280 Nord Ave, Chico, CA. The subject property is accessed off Nord Ave and W. Lindo Ave. The subject property consists of one full parcel and one partial parcel with the following legal description:

LOT 92, AS SHOWN ON THAT CERTAIN MAP ENTITLED, "SECOND SUBDIVISION OF THE JOHN BIDWELL RANCHO", WHICH MAP WAS FILED IN THE OFFICE OF THE RECORDER OF THE COUNTY OF BUTTE, STATE OF CALIFORNIA, ON SEPTEMBER 17, 1900, IN BOOK 5 OF MAPS, AT PAGE(S) 27.

EXCEPTING THEREFROM ALL THAT PORTION CONTAINED IN FINAL ORDER OF CONDEMNATION RECORDED JULY 12, 1967, IN BOOK 1478, PAGE 292, OFFICIAL RECORDS OF BUTTE COUNTY.

ALSO EXCEPTING THEREFROM ALL THAT PORTION DEEDED TO THE STATE OF CALIFORNIA IN GRANT DEED RECORDED AUGUST 15, 1967 IN BOOK 1482, PAGE 429 AND RE-RECORDED SEPTEMBER 12, 1967 IN BOOK 1486, PAGE 130, OFFICIAL RECORDS OF BUTTE COUNTY.

LOT 91, AS SHOWN ON THAT CERTAIN MAP ENTITLED, "SECOND SUBDIVISION OF THE JOHN BIDWELL RANCHO", WHICH MAP WAS FILED IN THE OFFICE OF THE RECORDER OF THE COUNTY OF BUTTE, STATE OF CALIFORNIA, ON SEPTEMBER 17, 1900, IN BOOK 5 OF MAPS, AT PAGE(S) 27.

EXCEPTING THEREFROM ALL THAT PORTION DEEDED TO THE STATE OF CALIFORNIA IN GRANT DEED RECORDED AUGUST 15, 1967 IN BOOK 1482, PAGE 429 AND RE-RECORDED SEPTEMBER 12, 1967 IN BOOK 1486, PAGE 130, OFFICIAL RECORDS OF BUTTE COUNTY.

ALSO EXCEPTING THEREFROM ALL THOSE PORTIONS OF LAND CONVEYED TO THE STATE OF CALIFORNIA IN GRANT DEED RECORDED JANUARY 26, 2023, SERIAL NO. 2023-0003366.

APN: 042-140-078 and 042-140-077 (Portion)

Findings

A *recognized environmental condition* (REC) refers to the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. The following was identified during the course of this assessment:

- A&M did not identify any recognized environmental conditions during the course of this assessment.

A *controlled recognized environmental condition* (CREC) refers to a recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls. The following was identified during the course of this assessment:

- A&M did not identify any controlled recognized environmental conditions during the course of this assessment.

A *historic recognized environmental condition* (HREC) refers to a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls. The following was identified during the course of this assessment:

- A&M did not identify any historic recognized environmental conditions during the course of this assessment.

An *environmental issue* refers to environmental concerns identified by A&M, which do not qualify as RECs; however, warrant further discussion. The following was identified during the course of this assessment.

- A&M identified the following environmental issues that need to be discussed further:
 1. The subject property has been in agricultural production (alamode orchard) since at least 1937. Do to the risk of residual pesticides remaining in site soils Alliance Environmental Services, Inc. collected soil samples for chemical analysis. A total of 5-2 point composite samples were collected and analyzed for Organophosphorus pesticides by EPA Method 3546/8141A and Organochlorine Pesticides by EPA Method 3546/8081A. All constituent concentrations were reported below laboratory reporting limits with the exception of DDT and DDE. The reported DDT concentrations ranged from a high of 0.055 mg/kg to a low of 0.0027 mg/kg and the DDE concentrations ranged from a high of 0.087 mg/kg to a low of 0.0043 mg/kg. These results are somewhat common in agricultural settings. The detected concentrations are well below the EPA Regional Screening Levels for residential shallow soil exposure levels of 1.9 mg/kg for DDT and 2.0 mg/kg for DDE. It is A&M's professional opinion that these concentrations pose little to no threat to human health or the environment and are not considered a REC in association with the subject property.
 2. On 26 August 2005 Hanover Environmental Services, Inc. under the supervision of Butte County Department of Environmental Services removed a smudge oil tank from the subject property and collected confirmation soil samples. The results of the soil samples indicated that the subject property was not impacted by the use of the smudge oil tank. On 23 September 2005 the Butte County Department of Environmental Services reviewed all site data and issued a Site Closure Letter. See Appendix F for copies of County records. After review of County records it is A&M's professional opinion that this is not a REC in association with the subject property.

Within the scope of this investigation, A&M did not discovered evidence of a recognized environmental condition in connection with the subject property.

While no environmental site assessment can fully eliminate the uncertainty regarding the potential for recognized environmental conditions, the ASTM standard does cite the balance between appropriate levels of inquiry and the cost of such exhaustive investigations. It is A&M's opinion that a full assessment of the site has been completed. Based on the results of this report, **Further Investigation is Not Warranted.**

2.0 INTRODUCTION

2.1 PURPOSE

As per Section 1.1 of the American Society of Testing and Materials (ASTM) Standard Practice Designation E 1527-13/21, the purpose of this assessment is to identify recognized environmental conditions, as defined in Section 3.3.31 of the same Standard Practice; that is "the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. This practice is intended to permit a user to satisfy one of the requirements to qualify for the innocent landowner defense to the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA); that is, the practices that constitute "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice" as defined in 42 USC § 9601(35) (B).

A&M has conducted this Phase I ESA under the direction of a State of California Registered Professional Geologist (PG), whose seal and/or signature appears hereon. This document serves to identify recognized environmental conditions (RECs) in association with the subject property.

2.2 DETAILED SCOPE-OF-SERVICES

The Phase I ESA conducted at the subject property was in general accordance with ASTM Standard E 1527-13/21 and included the following:

- Records review
- Interviews with regulatory officials and personnel associated with the subject and adjoining properties
- A site visit
- Evaluation of information and preparation of the report provided herein.

Typically, a Phase I ESA does not include sampling or testing of air, soil, groundwater, surface water, or building materials. These activities would be carried out in a Phase II ESI, if required. For this Phase I ESA, a total of 5-2point composite soil samples were collected throughout the orchard (see appendix F for a sample location map) and analyzed for pesticides. All detected pesticides were report at concentrations well below regulatory guidelines and are not considered a REC in association with the subject property. No other additions to the ASTM E 1527-13/21 standard were made.

2.3 SIGNIFICANT ASSUMPTIONS

A&M believes the results, specifications, conclusions and professional opinions to be accurate and relevant but cannot accept responsibility for the accuracy or completeness of public documentation or accuracy, completeness, or possible withholding of information by interviewees or other private parties. We make no other warranty, either expressed or implied.

It is assumed that this investigation is being conducted to identify recognized environmental conditions (RECs) concerning the subject property, and to permit the user to satisfy one of the requirements to qualify for the innocent landowner defense to CERCLA liability. This investigation may mention but does not fully address non-scope considerations such as:

Asbestos	Radon
Lead-based paint	Lead in drinking water
Wetlands	Regulatory compliance
Cultural and historic resources	Health and safety
Ecological resources	Endangered species
Air quality	Water quality

This property assessment did not include air, soil, water sampling, or laboratory analysis. Therefore, the results of this investigation do not preclude the possibility of substances that are currently or in the future may be defined as hazardous being present on the property. This report does not purport to address all safety problems, if any, associated with the subject property.

2.4 LIMITATIONS, EXCEPTIONS, AND DATA GAPS

The scope of services performed to complete this Phase I ESA is limited in nature. Site conditions can change in time, and our assessment is not intended to predict future site conditions. Because of the limited nature of this assessment, site history will be developed based only on information provided by the client, an interview process, and a review of available regulatory files on this site and near-by sites. This report is not a complete risk assessment and the scope of services does not include a complete determination of the extent of, nor the environmental or public health impact of, known or suspected hazardous materials or wastes.

Along with all of the limitations set forth in various sections of the ASTM E 1527-13/21 protocol, the accuracy and completeness of this report may be limited by the following:

- Access Limitations – None.
- Physical Obstructions to Observations – None.
- Outstanding Information Requests – None.
- Historical Data Source Failure/Data Gap – None.
- Other – None.

It should be noted that this assessment did not include a review or audit of operational environmental compliance issues, or of any environmental management systems (EMS) that may exist on the property. Some of the information presented in this report was provided through existing documents and interviews. Although attempts were made, whenever possible, to obtain a minimum of two confirmatory sources of information, A&M Environmental Services in certain instances has been required to assume that the information provided is accurate.

The information and conclusions contained in this report are based upon work undertaken by a trained professional and technical staff in accordance with generally accepted engineering and scientific practices current at the time the work was performed. The conclusions and recommendations presented represent the best judgment of A&M based on the data obtained from the work. Due to the nature of investigation and the limited data available, A&M cannot warrant against undiscovered environmental liabilities. Conclusions and recommendations presented in this report should not be construed as legal advice.

Should additional information become available which differs significantly from our understanding of conditions presented in this report, we request that this information be brought to our attention so that we may reassess the conclusions provided herein.

The above government database search included sites that are within the ASTM search range of the subject property. However, sites exist that are in the general vicinity of the subject property without enough information listed to map these “Unplottable” sites or determine if they are within the ASTM search range. The Unplottable Summary indicates that there are eighteen (18) unplottable sites.

Based on information obtained during the interview process and general knowledge of the history of this vicinity of Butte County, it is the opinion of the A&M representative that the historical subject property uses have been adequately defined.

Aside from the limitation(s) listed above, it is the opinion of Mason McKellips, Professional Geologist that this property assessment provides an appropriate degree of inquiry to determine if RECs exist on the subject property.

2.5 DEVIATIONS

No deviations from the recommended scope of ASTM Standard E 1527-13/21 occurred as part of this Phase I ESA.

2.6 SPECIAL TERMS AND CONDITIONS

Authorization to perform this assessment was given by Mr. Chris Giampaoli on 15 March 2023. Instructions as to the location of the property, and details of access were supplied by Mr. Giampaoli.

2.7 RELIANCE

This report has been prepared for the sole benefit of Epick Homes and/or its assigns. The report may not be relied upon by any other person or entity without the express written consent of A&M and the client with the following exceptions (s): None.

2.8 ENVIRONMENTAL PERSONNEL

This assessment was conducted under the supervision of Mason McKellips, Professional Geologist. The following personnel contributed to the assessment:

- Mason McKellips, Professional Geologist, performed site reconnaissance, conducted interviews, provided supervision, local file reviews, coordinated and reviewed database searches, and prepared the report, opinions and conclusions.

3.0 SITE DESCRIPTION

The A&M representative performed a site inspection on 20 March 2023.

3.1 LOCATION AND LEGAL DESCRIPTION

The subject property is legally defined as Butte County Assessor Parcel Numbers (APNs) 042-140-077 (portion) & 042-140-078. The subject property is located at 2240 & 2280 Nord Ave, Chico, CA. The subject property location is outlined in Appendix A of this report.

3.2 SITE AND VICINITY CHARACTERISTICS

The subject property consists of one full parcel and a partial parcel totaling approximately 12.73 acres in total (according to the Butte County Assessor). The subject property contains two structures and approximately 12 acres of old unmaintained almond and walnut trees. One structure is a vacant unoccupied residential house that is approximately 1,500 square feet and the other structure is a barn that is approximately 2,000 square feet. The subject property has a well that use to supply the residential house with potable water and irrigate the orchard. The A&M representative observed one AST that historically contained diesel fuel. The tank was empty and hasn't been used since approximately 2005 according to the property owner (Mary Dunkin). The tank was in good condition. The A&M representative did not observe any signs of leaks, spills, or releases. There were no signs of soil staining and there were weeds growing all around the tank stand. The subject property is located in a mixed use area with the adjacent properties consisting of residential to the east and north across the rail road tracks; Multi-tenant commercial, residential and retail to the south; and a small orchard with single family residence to the west.

ERIS supplied information on 16 March 2023, regarding the physical setting of the subject property. ERIS reported the Site elevation at 174.84 feet above mean sea level and the general topographic gradient as South (S). ERIS reported the dominant soil composition in the general area of the subject property as: Almendra loam, with 0 to 1 percent slopes and well drained; and Vina fine sandy loam, with 0 to 1 percent slopes and well drained.

3.3 CURRENT USE OF THE PROPERTY

At the time of the 20 March 2023, site inspection the subject property was vacant and unoccupied. The orchard was unmaintained and overgrown with weeds. The barn was basically empty and no longer stored farm equipment. During the site inspection the A&M representative did not observe any hazardous materials, chemicals, or petroleum products on the subject property with the exception of the empty AST. During the site inspection there was no observed staining or signs of spills, leaks, or releases. There was no observed dumping on the subject property. The A&M representative did not observe any sink holes, abnormal depressions, vent lines, fill lines or other evidence of historic UST use. During the site inspection no recognized environmental conditions were observed.

3.4 DESCRIPTIONS OF STRUCTURES, ROADS, OTHER IMPROVEMENTS ON THE SITE

At the time of the 20 March 2023 site inspection structures, roads, and other improvements for the subject property include the following (see Appendix B for photographs):

- One residential structure approximately 1,500 square feet. One barn approximately 2,000 square feet.
- Underground utilities (natural gas, electrical, potable water, and sewer) available for hookup.

3.5 CURRENT USES OF THE ADJOINING PROPERTIES

During the vicinity reconnaissance, A&M observed the following land use on properties in the immediate vicinity of the subject property:

Direction	Property/Description
North	Residential housing across the rail road tracks and public bike path.
East	Residential housing
South	Retail appliance sales, multi-tenant commercial, residential, retail gas station
West	Almond orchard with single family residence

4.0 USER PROVIDED INFORMATION

4.1 TITLE RECORDS

A Preliminary Title Report (PTR) was supplied by the client/user. It is assumed that the Title Report satisfies the request of the contract in that it is adequate to determine if environmental liens or activity and use limitations exist. No environmental liens, deeds, or use limitations were noted in the Title Report. See Appendix F.

4.2 ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS

A&M found no report or record of any environmental liens, activity, and/or use limitations due to hazardous material and/or issues exist on the subject or surrounding properties.

4.3 SPECIALIZED KNOWLEDGE

A&M has no specialized knowledge in relation to the subject property.

4.4 COMMONLY KNOWN OR REASONABLY ASCERTAINABLE INFORMATION

All commonly known or reasonable ascertainable information is described in this report.

4.5 VALUATION REDUCTION FOR ENVIRONMENTAL ISSUES

No environmental issues were identified by the current owner or occupant that could result in property value reduction.

4.6 OWNER, PROPERTY MANAGER, AND OCCUPANT INFORMATION

The property owner disclosed on the Information Sheet / User Questionnaire that in approximately 2002 a diesel fuel / smudge oil tank was removed from the southwest corner of the subject property adjacent to Highway 32. No other written or verbal communication with the property owner, representative and/or tenants revealed any other information which suggested that there is (currently or historically) any recognized environmental conditions associated with the subject property. After further review the smudge oil tank was removed by Hanover Environmental Services, Inc. on 26 August 2005. The removal was part of a contingency for New Urban Builders, developers of the adjacent property to the east (Westside Place) in 2005. After removal and confirmation soil samples were collected, Butte County Department of Environmental Health issued a Site Closure Letter on 23 September 2005. See Appendix F for documentation.

Property Owner	Mary Dunkin & Laurene Vrisimo
Property Occupant	Vacant
Property Onsite Contact(s)	Mary Dunkin & Laurene Vrisimo

4.7 REASON FOR PERFORMING PHASE I

The Phase I ESA is being conducted as part of environmental due diligence prior to the sale/ purchase of the subject property and to assist in qualifying for the innocent landowner defense to CERCLA liability.

4.8 OTHER

Mary Dunkin property owner supplied A&M with information regarding the subject property via the completion of Information Sheet/User Questionnaire attached in Appendix F. Please refer to section 8.1.

4.9 PREVIOUS ASSESSMENTS OF THE SUBJECT PROPERTY

A&M is unaware of any assessments regarding the subject property.

5.0 RECORDS REVIEW

5.1 STANDARD ENVIRONMENTAL RECORD SOURCES

A&M contracted Environmental Risk Information Services (ERIS) to conduct a search of Federal and State databases containing known and suspected sites of environmental contamination. The number of listed sites identified within the approximate minimum search distance (AMSD) from the Federal and State environmental records database listings specified in ASTM Standard E 1527-13/21 are summarized in the following table. Detailed information for sites identified within the AMSDs is provided below, along with an opinion about the significance of the listing to the analysis of recognized environmental conditions in connection with the subject property. Copies of the ERIS research data and a description of the databases are included in Appendix C of this report.

Standard Environmental Record Sources	
FEDERAL	INDIAN UST
DOE FUSRAP	DELISTED INDIAN LST
NPL	DELISTED INDIAN UST
PROPOSED NPL	COUNTY

DELETED NPL	CUPA BUTTE
SEMS	ADDITIONAL ENVIRONMENTAL RECORDS SOURCES
ODI	FEDERAL
SEMS ARCHIVE	FINDS/FRS
CERCLIS	TRIS
IODI	PFAS NPL
CERCLIS NFRAP	PFAS FED SITES
CERCLIS LIENS	PFAS SSEHRI
RCRA CORRACTS	ERNS PFAS
RCRA TSD	PFAS NPDES
RCRA LQG	PFAS TRI
RCRA SQG	PFAS WATER
RCRA VSQG	HMIRS
RCRA NON GEN	NCDL
RCRA CONTROLS	TSCA
FED ENG	HIST TSCA
FED INST	FTTS ADMIN
LUCIS	FTTS INSP
NPL IC	PRP
ERNS 1982 TO 1986	SCRD DRYCLEANER
ERNS 1987 TO 1989	ICIS
ERNS	FED DRYCLEANERS
FED BROWNFIELDS	DELISTED FED DRY
FEMA UST	FUDS
FRP	FORMER NIKE
DELISTED FRP	PIPELINE INCIDENT
HIST GAS STATIONS	MLTS
REFN	HIST MLTS
BULK TERMINAL	MINES
SEMS LIEN	SMCRA
SUPERFUND ROD	MRDS
STATE	LM SITES
RESPONSE	ALT FUELS
ENVIROSTOR	CONSENT DECREES
DELISTED ENVS	AFS
SWF/LF	SSTS
SWRCB SWF	PCBT
WMUD	PCB
HWP	STATE
SWAT	DRYCLEANERS
C&D DEBRIS RECY	DELISTED DRYCLEANERS
RECYCLING	DRYC GRANT
PROCESSORS	PFAS
CONTAINER RECY	PFAS GW
LDS	HWSS CLEANUP
LUST	TOXIC PITS
DELISTED LST	DTSC HWF
UST	INSP COMP ENF
UST CLOSURE	SCH
HHSS	CHMIRS
UST SWEEPS	HIST CHMIRS
AST	HAZNET
AST SWRCB	HAZ GEN
TANK OIL GAS	HAZ TSD
DELISTED TNK	HIST MANIFEST
CERS TANK	HW TRANSPORT
DELISTED CTNK	WASTE TIRE

HIST TANK	MEDICAL WASTE
LUR	HIST CORTESE
CALSITES	CDO/CAO
HLUR	CERS HAZ
DEED	DELISTED HAZ
VCP	GEOTRACKER
CLEANUP SITES	MINE
DELISTED CLEANUP	LIEN
DELISTED COUNTY	WASTE DISCHG
TRIBAL	EMISSIONS
INDIAN LUST	CDL
INDIAN UST	

Descriptions of the environmental records searched, original source of information, approximate search distance, date information was last updated by ERIS, and date information was last updated by original source are listed in Appendix C. Section 5.3 discusses the results of this review.

5.2 NON STANDARD ENVIRONMENTAL RECORD SOURCES

Information on additional environmental records was provided by ERIS on 16 March 2023. Descriptions of the additional environmental records searched, original source of information, approximate search distance, date information was last updated by ERIS, and date information was last updated by original source are listed in Appendix C. Section 5.3 discusses the results of this review.

The following is a list of additional local environmental and historic record sources contacted/reviewed by the A&M representative:

- Butte County Environmental Management Department
- City of Chico Building Department
- Chico Fire Department
- State Water Resources Control Board GeoTracker® Database

Section 5.3 discusses the results of this review.

5.3 STANDARD ENVIRONMENTAL RECORD REVIEW RESULTS

A summary of results for ERIS revealed multiple sites within the radius search required by the ASTM Standard practice.

The subject property was listed in the following searched databases:

- HAZNET – Vrisimo Orchards, 2240 Nord Ave;
- HAZNET – New Urban Builders, 2240 Nord Ave;

The adjacent properties are listed in the following searched databases:

- DELISTED TNK, LUST, DELISTED COUNTY, CUPABUTTE, HAZNET, FINDS/FRS, CERS TANK, UST, EMISSIONS, RCRA NON GEN, UST SWEEPS, HAZ GEN – Spirits of America, Texaco-Spirits of America, Quick Stop Market #1, 2269 Nord Ave.
- LUST – Bettencourt Farm, 2150 Nord Ave.

5.3.1 Federal

Sites identified within the search radius of the subject property in the Federal Regulatory records databases are as follows:

RCRA TSD - RCRA non-CORRACTS TSD Facilities

- A review of the RCRA TSD list, as provided by ERIS, and dated Jan 23, 2023 has revealed that there are two (2) RCRA TSD sites within approximately 0.50 miles from the target property. Based on the distance to the subject property and or the materials generated the identified sites are not considered a REC in association with the subject property.

RCRA NON GEN - RCRA Non-Generators

- A review of the RCRA NON GEN list, as provided by ERIS, and dated Jan 23, 2023 has revealed that there are five (5) RCRA NON GEN sites within approximately 0.25 miles from the target property. One of the identified sites (Quick Stop Market #5, 2269 Nord Ave) is an adjacent property. The site has a status of "Completed Case Closed". After a review of site files this site does not pose a threat to the subject property and is not considered a REC in association with the subject property. Based on the materials generated and or the distance to the subject property the other identified sites are not considered a REC in association with the subject property.

5.3.2 State

Sites identified within the search radius of the subject property in the California State Regulatory records databases are as follows. A complete listing and description of databases that were searched is included in Appendix C.

ENVIROSTOR – EnviroStor Database

- A review of the ENVIROSTOR database, as provided by ERIS, and dated Feb 6, 2023 has revealed that there is one (1) ENVIROSTOR site within approximately 1 mile of the target property. Based on the status and or the distance to the subject properties location, the site is not considered a recognized environmental condition in association with the subject property.

C&D DEBRIS RECY – Construction and Demolition Debris Recyclers

- A review of the C&D DEBRIS RECY database, as provided by ERIS, and dated Jun 20, 2018 has revealed that there is one (1) C&D DEBRIS RECY site within approximately 0.50 mile of the target property. Based on the status and or location of the property, it is not considered a recognized environmental condition in association with the subject property.

LUST – *Leaking Underground Storage Tank Reports*

- A review of the LUST database, as provided by ERIS, and dated Nov 16, 2022 has revealed there are two (2) LUST sites within 0.50 mile from the target property. Both identified sites are adjacent to the subject property. Both sites have a status of “Completed Case Closed”. After a review of both site files they pose no threat to human health or the environment based on levels of contaminants left in place if any. The properties identified are not considered a recognized environmental condition in association with the subject property.

UST – Permitted *Underground Storage Tank in GeoTracker*

- A review of the UST database, as provided by ERIS, and dated Jan 17, 2023 has revealed there are two (2) UST sites within 0.25 mile from the target property. Both identified sites have a status of “completed Case Closed”. Based on the status and or location of the properties identified, they are not considered a recognized environmental condition in association with the subject property.

UST SWEEPS - *Statewide Environmental Evaluation and Planning System*

- A review of the UST SWEEPS database, as provided by ERIS, and dated Oct 1, 1994 has revealed that there is one (1) UST SWEEPS site within approximately 0.25 mile of the target property. The identified site (Spirits of America, 2269 Nord Ave) is adjacent to the subject property. The identified site has a status of “Completed Case Closed”. Based on the status and location of the property listed it is not considered a recognized environmental condition in association with the subject property.

DELISTED TNK - *Delisted Storage Tanks*

- A review of the DELISTED TNK database, as provided by ERIS, and dated Jan 17, 2023 has revealed that there are two (2) DELISTED TNK sites within approximately 0.25 mile of the target property. The identified site (Spirits of America, 2269 Nord Ave) is adjacent to the subject property. The identified site has a status of “Completed Case Closed”. Based on the status and location of the properties listed they are not considered a recognized environmental condition in association with the subject property.

CERS TANK - *California Environmental Reporting System (CERS) Tanks*

- A review of the CERS TANK database, as provided by ERIS, and dated Jan 10, 2023 has revealed that there are two (2) CERS TANK sites within approximately 0.25 mile of the target property. The identified site (Quick Stop Market #1, 2269 Nord Ave) is adjacent to the subject property. The identified site has a status of “Completed Case Closed”. Based on the status and location of the properties listed they are not considered a recognized environmental condition in association with the subject property.

DELISTED COUNTY – Delisted County Records

- A review of the DELISTED COUNTY database, as provided by ERIS, and dated Feb 28, 2023 has revealed that there are two (2) DELISTED COUNTY sites within approximately 0.25 mile of the target property. The identified site (Spirits of America, 2269 Nord Ave) is adjacent to the subject property. The identified site has a status of “Completed Case Closed”. Based on the status and location of the properties listed they are not considered a recognized environmental condition in association with the subject property.

5.3.3 County

CUPA BUTTE - Butte County -CUPA List

- A review of the CUPA BUTTE database, as provided by ERIS, and dated Dec 20, 2017 has revealed there are three (3) CUPA BUTTE sites within 0.25 mile from the target property. The identified site (Quick Stop Market #1, 2269 Nord Ave) is adjacent to the subject property. The identified site has a status of “Completed Case Closed”. Based on the status and location of the properties listed they are not considered a recognized environmental condition in association with the subject property.

5.4 NON STANDARD ENVIRONMENTAL RECORD REVIEW RESULTS

A summary of results for ERIS revealed multiple sites within the radius search required by the ASTM Standard practice.

5.4.1 Federal

FINDS/FRS – Facility Registry Service/Facility Index

- A review of the FINDS/FRS database, as provided by ERIS, and dated Aug 18, 2022 has revealed there is one (1) FINDS/FRS site within 0.02 mile from the target property. The identified site (Quick Stop Market #1, 2269 Nord Ave) is adjacent to the subject property. The identified site has a status of “Completed Case Closed”. Based on the status and location of the identified property it is not considered a recognized environmental condition in association with the subject property.

ALT FUELS – Alternative Fueling Stations

- A review of the ALT FUELS database, as provided by ERIS, and dated Jan 3, 2023 has revealed there is one (1) ALT FUELS site within 0.25 mile from the target property. Based on the status and location of the property identified, it is not considered a recognized environmental condition in association with the subject property.

5.4.2 State

SCH - School Property Evaluation Program Sites

- A review of the SCH database, as provided by ERIS, and dated Feb 6, 2023 has revealed there is one (1) SCH site within 1.00 mile from the target property. This site is located over 2,655 feet from the subject property. Based on the location of this property it is not considered a recognized environmental condition in association with the subject property.

HAZNET - Hazardous Waste Manifest Data

- A review of the HAZNET list, as provided by ERIS, and dated Oct 24, 2016 has revealed there are three (3) HAZNET sites within 0.02 miles from the target property. Two of the identified sites are associated with the subject property (Vrisimo Orchards, 2240 Nord Ave and New Urban Builders, 2240 Nord Ave). Both sites pulled one time temporary EPA ID numbers that are expired. New Urban Builders pulled the EPA ID in regards to the disposal of the smudge oil tank. Neither site had available manifests. The other listed property (Quick Stop Market #1, 2269 Nord Ave) is adjacent to the subject property and has a status of "Completed Case Closed". After review of the site files they pose no threat to human health or the environment based on the remaining contamination left if any.

HAZ GEN – Generators from Hazardous Waste Manifest Data

- A review of the HAZ GEN list, as provided by ERIS, and dated Dec 31, 2017 has revealed there are two (2) HAZ GEN sites within 0.02 miles from the target property. The identified site (Hafeez Rehman - Spirits of America, 2269 Nord Ave) is adjacent to the subject property. The identified site has a status of "Completed Case Closed". Based on the status and location of the identified property it is not considered a recognized environmental condition in association with the subject property.

DELISTED HAZ – Delisted Environmental Reporting System (CERS) Hazardous Waste Sites

- A review of the DELISTED HAZ database, as provided by ERIS, and dated Nov 29, 2018 has revealed there are two (2) DELISTED HAZ sites within 0.50 miles from the target property. Based on the distance of the properties listed, they are not considered a recognized environmental condition in association with the subject property.

EMISSIONS – Toxic Pollutant Emissions Facilities

- A review of the EMISSIONS database, as provided by ERIS, and dated Dec 31, 2020 has revealed there are four (4) EMISSIONS sites within 0.25 mile from the target property. Two of the identified sites are adjacent to the subject property (Spirits of America – Quick Stop Market #1, 2269 Nord Ave). This site has a status of "Completed Case Closed". The other identified sites are in excess of 1,047 feet from the subject property. After site review it is A&M's professional opinion that the identified sites are not considered a REC in association with the subject property.

5.5 LOCAL ENVIRONMENTAL RECORD REVIEW RESULTS

5.5.1 Butte County Department of Environmental Services (CUPA)

The A&M representative contacted the Butte County Department of Environmental Services in an effort to review current and historical data regarding hazardous materials for the subject property and any adjoining properties as required by ASTM E 1527-13/21. On 23 March 2023, a representative of Butte County DES provided records associated with the property address 2240 Nord Ave. The file contained records documenting the removal of a smudge oil tank on 26 August 2005 and confirmation soils samples that indicated that the subject property was not impacted by the use of the smudge oil tank. The file also contained a site closure letter from Butte County DES dated 23 September 2005. See Appendix F for County records. After reviewing the file A&M doesn't consider this a REC in association with the subject property. The Butte County DES representative also informed A&M that there were no files for 2280 Nord Ave or any of the adjacent properties.

5.5.2 State Water Resources Control Board GeoTracker® Database

The A&M representative reviewed the on-line State Water Resources Control Board GeoTracker® Database. Two properties are listed within 1,000 feet of the subject property. Both identified sites have a status of "Completed Case Closed". A GeoTracker® site map is included in Appendix F.

5.5.3 Chico Fire Department

An A&M representative contacted the Chico Fire Department on 16 March 2023 in an effort to review current and historical data regarding hazardous materials for the subject property and any adjoining properties as required by ASTM E 1527-13/21. On 20 March 2023, the fire department representative contacted A&M and stated there were no records in regards to hazardous material, chemical, and or petroleum product leaks, spills, storage, or releases for either 2240 or 2280 Nord Ave or the adjacent properties.

5.5.4 Environmental Lien Search

On 16 March 2023, ERIS searched the Engineering Controls Sites List (US ENG CONTROLS), the Sites with Institutional Controls (US INST CONTROL), and Deed Restriction Listing (DEED). No sites were identified in these databases within the search radius of the subject property. No liens or other activity and use limitations were found for the subject property based on ERIS's search. Search results can be found in Appendix C.

5.6 PHYSICAL SETTING SOURCES AND RESULTS

The elevation of the subject property is approximately 174.84 feet above mean sea level, as depicted on the U.S.G.S. 7.5 Minute Series Topographic Map Chico, CA; Nord, CA; Ord Ferry, CA; Richardson Springs, CA quad. In addition, ERIS provided information on hydrology, hydrogeology, geology, etc. A list of the original sources and status of data is shown below. Search results can be found in Appendix C.

Target Property Coordinates:

Latitude (North): 39.74097314

Longitude (West): 121.87804003

Hydrologic Information:

FEMA Flood Zone

Target Property County

Chico, CA

FEMA Flood Electronic Data

YES – Zone X, refer to the Overview Map and Detail Map

Available FIRM Panels in Search Area:

06007C0320E, 06007C0340E, 06007C0485E, 06007C0505E and 06021C0450D,

National Wetland Inventory

Hydrologic Information at Target Property

US Fish & Wildlife

Hydrologic Information Data Coverage

No - refer to the Overview Map and Detail Map

Year	Scale	Description
1937	1"=500'	The subject property may or may not have a structure on it (poor picture quality). The land does not appear to be planted in trees at this time.
1947 1952 1962 1972 1984 1993 1998 2003 2004 2005 2006 2009 2010 2012 2014 2016 2018 2020 2021	1"=500'	The house and the barn are present by 1947 and ¾ of the land is planted in trees. The surrounding area consists of orchards with trees as well. By 1952 the subject property is completely planted in trees and pretty much appears as it does modern day. By 1972 E. Lindo Ave appears and the area south of the subject property is now developed light commercial and residential houses. By 1998 the adjacent property to the north is now residential houses. Then in 2005 the adjacent property to the east is in the beginning phase of development and all trees have been removed and the ground cleared and leveled. By 2009 the surrounding area looks very similar to modern day.

7.0 SITE RECONNAISSANCE

7.1 METHODOLOGY AND LIMITING CONDITIONS

The site reconnaissance was conducted on 20 March 2023 by Mason McKellips, Professional Geologist, with A&M Environmental Services. Weather conditions at the time of the site reconnaissance were overcast. A&M systematically traversed the site to provide an overlapping field of view, wherever possible. Photographs of pertinent site features identified during the site reconnaissance are included in Appendix B.

7.2 GENERAL SITE SETTING

The subject property consists of one full parcel and a partial parcel totaling approximately 12.73 acres in total (according to the Butte County Assessor). The subject property contains two structures and approximately 12 acres of old unmaintained almond and walnut trees. One structure is a vacant unoccupied residential house that is approximately 1,500 square feet and the other structure is a barn that is approximately 2,000 square feet. The subject property has a well that use to supply the residential house with potable water and irrigate the orchard. The A&M representative observed one AST that historically contained diesel fuel. The tank was empty and hasn't been used since approximately 2005 according to the property owner (Mary Dunkin). The tank was in good condition. The A&M representative did not observe any signs of leaks, spills, or releases. There were no signs of soil staining and there were weeds growing all around the tank stand. The subject property is located in a mixed use area with the adjacent properties consisting of residential to the east and north across the rail road tracks; Multi-tenant commercial, residential and retail to the south; and a small orchard with single family residence to the west. At the time of the 20 March 2023, site inspection the subject property was vacant and unoccupied. The orchard was unmaintained and overgrown with weeds. The barn was basically empty and no longer stored farm equipment. During the site inspection the A&M representative did not observe any hazardous materials, chemicals, or petroleum products on the subject property with the exception of the empty AST. During the site inspection there was no observed staining or signs of spills, leaks, or releases. There was no observed dumping on the subject property. The

A&M representative did not observe any sink holes, abnormal depressions, vent lines, fill lines or other evidence of historic UST use. During the site inspection no recognized environmental conditions were observed.

7.3 SITE FINDINGS

7.3.1 Hazardous Substances

No Hazardous materials were identified on the subject property during the site reconnaissance.

7.3.2 Petroleum Products

No petroleum products were identified on the subject property during the site reconnaissance.

7.3.3 USTs

According to the property owner and Butte County DES records a UST containing smudge oil was removed on 26 August 2005 by Hanover Environmental Services, Inc. Confirmation soil samples indicated that the subject property was not impacted by the use of the UST. On 23 September 2005 Butte County DES issued a Site Closure Letter.

7.3.4 ASTs

One empty AST is located on the subject property. As per the property owner the tank has been empty since approximately 2005. The tank was in good condition and there were no observed stained soil or any other indication of spills, leaks or releases.

7.3.5 Other Suspect Containers

Other suspect containers were not identified on the subject property during the site reconnaissance.

7.3.6 Equipment Likely to Contain PCBs

There was no equipment likely to contain PCBs identified on the subject property.

7.3.7 Interior Staining/Corrosion

No major interior staining was observed during the site reconnaissance.

7.3.8 Discharge Features

There was no drainage features observed on the subject property during the site reconnaissance.

7.3.9 Pits, Ponds, and Lagoons

No pits, ponds or lagoons were observed on the subject property during the site reconnaissance.

7.3.10 Solid Waste Dumping/Landfills

No solid waste was observed on the subject property during the site reconnaissance.

7.3.11 Stained Soil/Stressed Vegetation

No stained soil or stressed vegetation was observed.

7.3.12 Wells

No wells are located on the subject property.

8.0 INTERVIEWS

Interviews with various persons familiar with the subject property are typically conducted for the purpose of identifying past and present uses, which may have contributed to RECs on the property. A User Questionnaire was completed by the property owner. The property owner alluded to the fact that an underground storage tank (UST) containing diesel was removed in 2002 (records show it was removed in 2005 and contained smudge oil). The property owner was not aware of any other hazardous materials, chemicals or petroleum products being improperly stored on the property or of any leaks, spills, or releases.

User provided information is intended to help identify the possibility of RECs in connection with the subject property. According to ASTM E1527-13 and the EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), certain items should be researched by the prospective landowner or grantee, and the results of such inquiries may be provided to the Environmental Professional. The responsibility for qualifying for LLPs by conducting the inquiries ultimately rests with the User, and providing the information to the Environmental Professional would be prudent if such information is available. A&M also contacted the Butte County Department of Environmental Services regarding any hazardous materials storage, leaks, spills or violations known to exist currently and historically on the subject property. See Sections 8.1. and 8.2.

8.1 USER QUESTIONNAIRE

Name, Title, Telephone, Years Familiar with the Subject Property	Mary Dunkin & Laurene Vrisimo (760)912-0530, (760)242-5276 Family owned for 121 years
Current Use of the Subject Property	None
Past Use(s) of the Subject Property	Orchard
Current Use of the Surrounding Properties	Ag, commercial, retail and residential
Past Use(s) of the Surrounding Properties	Ag (orchards)
Current or Past Hazardous/Petroleum Materials on the Subject Property?	Yes – A smudge oil tank was removed from the subject property in 2005
Past Releases of Hazardous/Petroleum Materials on the Subject Property?	No
Other Environmental Information (Permits, Ect.)?	No
Aware of Any Pending, Threatened or Past Litigation Relevant to Hazardous Substances or Petroleum Products in, on, or from the Subject property.	No
Aware of Any Pending, Threatened or Past Administrative Proceedings Relevant to Hazardous Substances or Petroleum Products in, on, or from the Subject property?	No
Aware of Any Pending, Threatened or Past Notices from Any Governmental Entity Regarding Possible Violations of Environmental Laws or Possible Liability Relating to Hazardous Substances or Petroleum Products?	No

8.2 REGULATORY OFFICIALS

The A&M representative contacted the Butte County Department of Environmental Services in an effort to review current and historical data regarding hazardous materials for the subject property and any adjoining properties as required by ASTM E 1527-13/21. On 23 March 2023, a representative of Butte County DES provided records associated with the property address 2240 Nord Ave. The file contained records documenting the removal of a smudge oil tank on 26 August 2005 and confirmation soils samples that indicated that the subject property was not impacted by the use of the smudge oil tank. The file also contained a site closure letter from Butte County DES dated 23 September 2005. See Appendix F for County records. After reviewing the file A&M doesn't consider this a REC in association with the subject property. The Butte County DES representative also informed A&M that there were no files for 2280 Nord Ave or any of the adjacent properties.

9.0 FINDINGS, OPINIONS, AND CONCLUSIONS

A&M Environmental Services (A&M) has performed a Phase I Environmental Site Assessment (ESA) in conformance with the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (AAI) (40 CFR Part 312 and 33 CFR Part 137), and the scope and limitation of the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments E 1527-13/21 for the subject property

described as Butte County Assessor Parcel Number (APN) 042-140-077 (portion), 042-140-078 located 2240 & 2280 Nord Ave, Chico, California. Any exceptions to, or deletions from this practice are described in Section 2.4 of this report.

A&M did not identify any recognized environmental conditions during the course of this assessment but the following environmental issues were identified and need to be discussed further:

1. The subject property has been in agricultural production (alamode orchard) since at least 1937. Do to the risk of residual pesticides remaining in site soils Alliance Environmental Services, Inc. collected soil samples for chemical analysis. A total of 5-2 point composite samples were collected and analyzed for Organophosphorus pesticides by EPA Method 3546/8141A and Organochlorine Pesticides by EPA Method 3546/8081A. All constituent concentrations were reported below laboratory reporting limits with the exception of DDT and DDE. The reported DDT concentrations ranged from a high of 0.055 mg/kg to a low of 0.0027 mg/kg and the DDE concentrations ranged from a high of 0.087 mg/kg to a low of 0.0043 mg/kg. These results are somewhat common in agricultural settings. The detected concentrations are well below the EPA Regional Screening Levels for residential shallow soil exposure levels of 1.9 mg/kg for DDT and 2.0 mg/kg for DDE. It is A&M's professional opinion that these concentrations pose little to no threat to human health or the environment and are not considered a REC in association with the subject property.
2. On 26 August 2005 Hanover Environmental Services, Inc. under the supervision of Butte County Department of Environmental Services removed a smudge oil tank from the subject property and collected confirmation soil samples. The results of the soil samples indicated that the subject property was not impacted by the use of the smudge oil tank. On 23 September 2005 the Butte County Department of Environmental Services reviewed all site data and issued a Site Closure Letter. See Appendix F for copies of County records. After review of County records it is A&M's professional opinion that this is not a REC in association with the subject property.

While no environmental site assessment can fully eliminate the uncertainty regarding the potential for recognized environmental conditions, the ASTM standard does cite the balance between appropriate levels of inquiry and the cost of such exhaustive investigations. It is A&M's opinion that a full assessment of the site has been completed. Based on the results of this report, **Further Investigation is Not Warranted.**

10.0 QUALIFICATION AND SIGNATURE

A&M Environmental Services has performed this assessment under my supervision in accordance with generally accepted environmental practices and procedures, as of the date of this report. I declare that, to the best of my professional knowledge and belief, I meet the definition of environmental professional as defined in §312.10 of 40 CFR 312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312. I have employed the degree of care and skill ordinarily exercised under similar circumstances by reputable environmental professionals practicing in this area. The conclusions contained within this assessment are based upon site conditions readily observed or were reasonably ascertainable and present at the time of the site inspection.

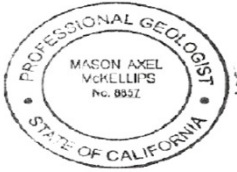
The conclusions and recommendations stated in this report are based upon personal observations made by employees of A&M Environmental Services and upon information provided by others. I have no reason to suspect or believe that the information provided is inaccurate.

Mason McKellips, Professional Geologist

April 3, 2023

Date

M. McKellips



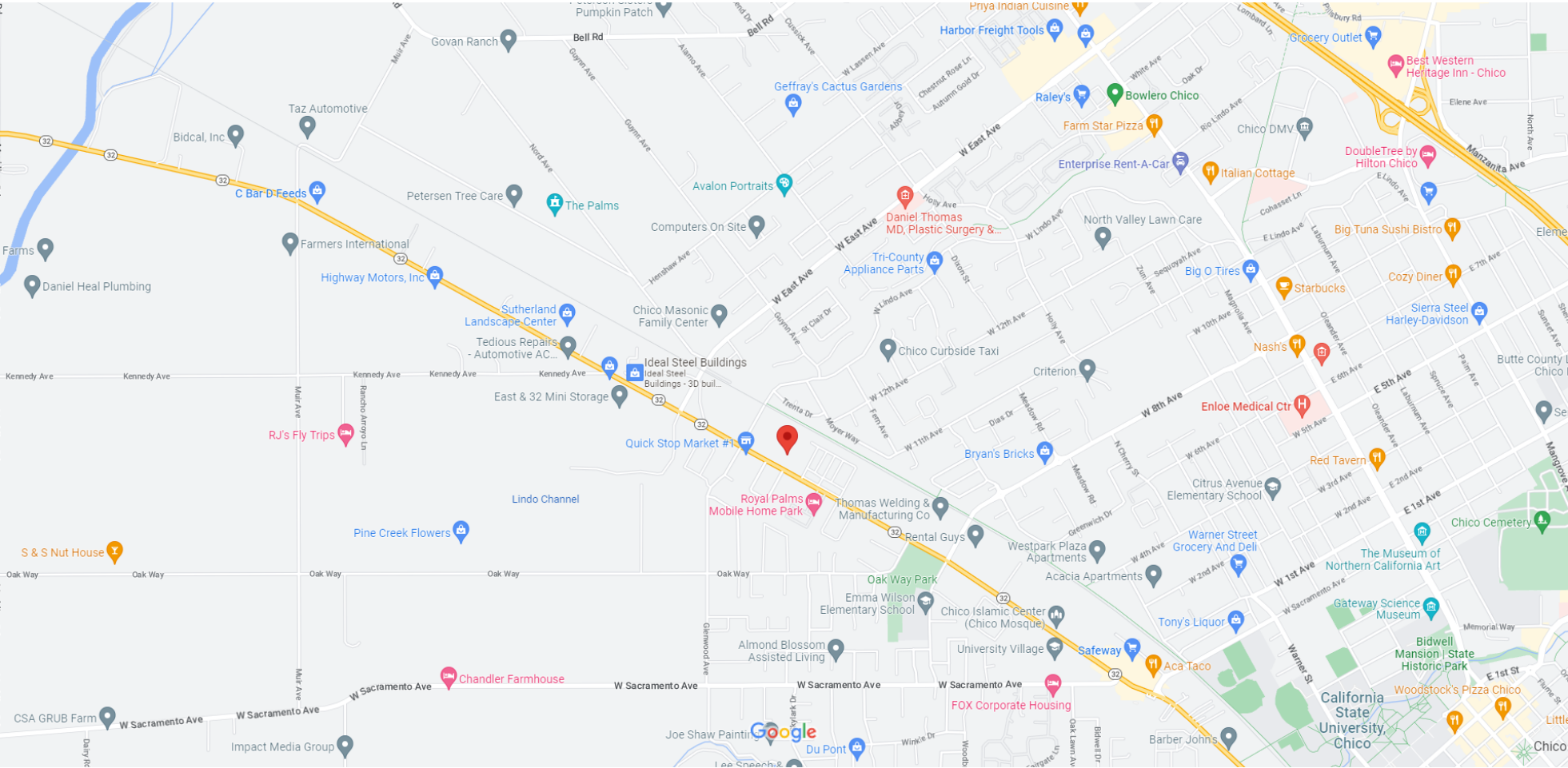
APPENDIX A: MAPS

SITE LOCATION MAP

SITE MAP

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

2240 Nord Ave



SITE MAP



APPENDIX B: SITE RECONNAISSANCE PHOTOGRAPHS

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT



Photo 1: View of inside the barn



Photo 2: View of the outside (south side) of the barn



Photo 3: View of empty decommissioned AST



Photo 4: View of well located on subject property



Photo 5: View of east side of house on subject property



Photo 6: View of the front (south side) of the house on the subject property



Photo7: View of one of the adjacent properties to the south



Photo 8: View of adjacent properties to the east



Photo 9: View of adjacent properties to the north



Photo 10: View of the back (north side) of the subject property



Photo 11: View of the west side of the subject property



Photo 12: View of the adjacent property to the west



Photo 13: View of one of the adjacent properties to the south



Photo 14: View of one of the adjacent properties to the south

APPENDIX C: REGULATORY RECORDS REVIEW

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT



DATABASE REPORT

Project Property:	<i>Epick Homes 2240 Nord Ave Chico CA 95926</i>
Project No:	<i>EPI-101-B</i>
Report Type:	<i>Database Report</i>
Order No:	<i>23031500671</i>
Requested by:	<i>A&M Environmental Services</i>
Date Completed:	<i>March 17, 2023</i>

Environmental Risk Information Services

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Executive Summary

Property Information:

Project Property: *Epick Homes
2240 Nord Ave Chico CA 95926*

Project No: *EPI-101-B*

Coordinates:

Latitude:	<i>39.74097314</i>
Longitude:	<i>-121.87804003</i>
UTM Northing:	<i>4,399,610.20</i>
UTM Easting:	<i>596,132.19</i>
UTM Zone:	<i>UTM Zone 10S</i>

Elevation: *175 FT*

Order Information:

Order No: *23031500671*

Date Requested: *March 15, 2023*

Requested by: *A&M Environmental Services*

Report Type: *Database Report*

Historicals/Products:

Aerial Photographs	<i>Historical Aerials (with Project Boundaries)</i>
Chain of Title & Lien Searches	<i>Environmental Lien Search (Current Owner ONLY)</i>
City Directory Search	<i>CD - 2 Street Search</i>
ERIS Xplorer	<i>ERIS Xplorer</i>
Excel Add-On	<i>Excel Add-On</i>
Fire Insurance Maps	<i>US Fire Insurance Maps</i>
Physical Setting Report (PSR)	<i>Physical Setting Report (PSR)</i>
Topographic Map	<i>Topographic Maps</i>

Executive Summary: Report Summary

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
<u>Standard Environmental Records</u>								
Federal								
DOE FUSRAP	Y	1	0	0	0	0	0	0
NPL	Y	1	0	0	0	0	0	0
PROPOSED NPL	Y	1	0	0	0	0	0	0
DELETED NPL	Y	0.5	0	0	0	0	-	0
SEMS	Y	0.5	0	0	0	0	-	0
ODI	Y	0.5	0	0	0	0	-	0
SEMS ARCHIVE	Y	0.5	0	0	0	0	-	0
CERCLIS	Y	0.5	0	0	0	0	-	0
IODI	Y	0.5	0	0	0	0	-	0
CERCLIS NFRAP	Y	0.5	0	0	0	0	-	0
CERCLIS LIENS	Y	PO	0	-	-	-	-	0
RCRA CORRACTS	Y	1	0	0	0	0	0	0
RCRA TSD	Y	0.5	0	0	0	2	-	2
RCRA LQG	Y	0.25	0	0	0	-	-	0
RCRA SQG	Y	0.25	0	0	0	-	-	0
RCRA VSQG	Y	0.25	0	0	0	-	-	0
RCRA NON GEN	Y	0.25	0	1	4	-	-	5
RCRA CONTROLS	Y	0.5	0	0	0	0	-	0
FED ENG	Y	0.5	0	0	0	0	-	0
FED INST	Y	0.5	0	0	0	0	-	0
LUCIS	Y	0.5	0	0	0	0	-	0
NPL IC	Y	0.5	0	0	0	0	-	0
ERNS 1982 TO 1986	Y	PO	0	-	-	-	-	0
ERNS 1987 TO 1989	Y	PO	0	-	-	-	-	0
ERNS	Y	PO	0	-	-	-	-	0
FED BROWNFIELDS	Y	0.5	0	0	0	0	-	0
FEMA UST	Y	0.25	0	0	0	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
FRP	Y	0.25	0	0	0	-	-	0
DELISTED FRP	Y	0.25	0	0	0	-	-	0
HIST GAS STATIONS	Y	0.25	0	0	0	-	-	0
REFN	Y	0.25	0	0	0	-	-	0
BULK TERMINAL	Y	0.25	0	0	0	-	-	0
SEMS LIEN	Y	PO	0	-	-	-	-	0
SUPERFUND ROD	Y	1	0	0	0	0	0	0

State

RESPONSE	Y	1	0	0	0	0	0	0
ENVIROSTOR	Y	1	0	0	0	0	1	1
DELISTED ENVS	Y	1	0	0	0	0	0	0
SWF/LF	Y	0.5	0	0	0	0	-	0
SWRCB SWF	Y	0.5	0	0	0	0	-	0
WMUD	Y	0.5	0	0	0	0	-	0
HWP	Y	1	0	0	0	0	0	0
SWAT	Y	0.5	0	0	0	0	-	0
C&D DEBRIS RECY	Y	0.5	0	0	0	1	-	1
RECYCLING	Y	0.5	0	0	0	0	-	0
PROCESSORS	Y	0.5	0	0	0	0	-	0
CONTAINER RECY	Y	0.5	0	0	0	0	-	0
LDS	Y	0.5	0	0	0	0	-	0
LUST	Y	0.5	0	2	0	0	-	2
DELISTED LST	Y	0.5	0	0	0	0	-	0
UST	Y	0.25	0	1	1	-	-	2
UST CLOSURE	Y	0.5	0	0	0	0	-	0
HHSS	Y	0.25	0	0	0	-	-	0
UST SWEEPS	Y	0.25	0	1	0	-	-	1
AST	Y	0.25	0	0	0	-	-	0
AST SWRCB	Y	0.25	0	0	0	-	-	0
TANK OIL GAS	Y	0.25	0	0	0	-	-	0
DELISTED TNK	Y	0.25	0	1	1	-	-	2
CERS TANK	Y	0.25	0	1	1	-	-	2
DELISTED CTNK	Y	0.25	0	0	0	-	-	0
HIST TANK	Y	0.25	0	0	0	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
LUR	Y	0.5	0	0	0	0	-	0
CALSITES	Y	0.5	0	0	0	0	-	0
HLUR	Y	0.5	0	0	0	0	-	0
DEED	Y	0.5	0	0	0	0	-	0
VCP	Y	0.5	0	0	0	0	-	0
CLEANUP SITES	Y	0.5	0	0	0	0	-	0
DELISTED CLEANUP	Y	0.5	0	0	0	0	-	0
DELISTED COUNTY	Y	0.25	0	1	1	-	-	2

Tribal

INDIAN LUST	Y	0.5	0	0	0	0	-	0
INDIAN UST	Y	0.25	0	0	0	-	-	0
DELISTED INDIAN LST	Y	0.5	0	0	0	0	-	0
DELISTED INDIAN UST	Y	0.25	0	0	0	-	-	0

County

CUPA BUTTE	Y	0.25	0	1	2	-	-	3
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Additional Environmental Records

Federal

FINDS/FRS	Y	PO	0	1	-	-	-	1
TRIS	Y	PO	0	-	-	-	-	0
PFAS NPL	Y	0.5	0	0	0	0	-	0
PFAS FED SITES	Y	0.5	0	0	0	0	-	0
PFAS SSEHRI	Y	0.5	0	0	0	0	-	0
ERNS PFAS	Y	0.5	0	0	0	0	-	0
PFAS NPDES	Y	0.5	0	0	0	0	-	0
PFAS TRI	Y	0.5	0	0	0	0	-	0
PFAS WATER	Y	0.5	0	0	0	0	-	0
HMIRS	Y	0.125	0	0	-	-	-	0
NCDL	Y	0.125	0	0	-	-	-	0
TSCA	Y	0.125	0	0	-	-	-	0
HIST TSCA	Y	0.125	0	0	-	-	-	0
FTTS ADMIN	Y	PO	0	-	-	-	-	0
FTTS INSP	Y	PO	0	-	-	-	-	0
PRP	Y	PO	0	-	-	-	-	0
SCRD DRYCLEANER	Y	0.5	0	0	0	0	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
ICIS	Y	PO	0	-	-	-	-	0
FED DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DELISTED FED DRY	Y	0.25	0	0	0	-	-	0
FUDS	Y	1	0	0	0	0	0	0
FORMER NIKE	Y	1	0	0	0	0	0	0
PIPELINE INCIDENT	Y	PO	0	-	-	-	-	0
MLTS	Y	PO	0	-	-	-	-	0
HIST MLTS	Y	PO	0	-	-	-	-	0
MINES	Y	0.25	0	0	0	-	-	0
SMCRA	Y	1	0	0	0	0	0	0
MRDS	Y	1	0	0	0	0	0	0
LM SITES	Y	1	0	0	0	0	0	0
ALT FUELS	Y	0.25	0	0	1	-	-	1
CONSENT DECREES	Y	0.25	0	0	0	-	-	0
AFS	Y	PO	0	-	-	-	-	0
SSTS	Y	0.25	0	0	0	-	-	0
PCBT	Y	0.5	0	0	0	0	-	0
PCB	Y	0.5	0	0	0	0	-	0
State								
DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DELISTED DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DRYC GRANT	Y	0.25	0	0	0	-	-	0
PFAS	Y	0.5	0	0	0	0	-	0
PFAS GW	Y	0.5	0	0	0	0	-	0
HWSS CLEANUP	Y	0.5	0	0	0	0	-	0
TOXIC PITS	Y	1	0	0	0	0	0	0
DTSC HWF	Y	0.5	0	0	0	0	-	0
INSP COMP ENF	Y	1	0	0	0	0	0	0
SCH	Y	1	0	0	0	0	1	1
CHMIRS	Y	PO	0	-	-	-	-	0
HIST CHMIRS	Y	PO	0	-	-	-	-	0
HAZNET	Y	PO	2	1	-	-	-	3
HAZ GEN	Y	PO	0	2	-	-	-	2
HAZ TSD	Y	0.5	0	0	0	0	-	0
HIST MANIFEST	Y	PO	0	-	-	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
HW TRANSPORT	Y	0.125	0	0	-	-	-	0
WASTE TIRE	Y	PO	0	-	-	-	-	0
MEDICAL WASTE	Y	0.25	0	0	0	-	-	0
HIST CORTESE	Y	0.5	0	0	0	0	-	0
CDO/CAO	Y	0.5	0	0	0	0	-	0
CERS HAZ	Y	0.125	0	0	-	-	-	0
DELISTED HAZ	Y	0.5	0	0	0	2	-	2
GEOTRACKER	Y	0.125	0	0	-	-	-	0
MINE	Y	1	0	0	0	0	0	0
LIEN	Y	PO	0	-	-	-	-	0
WASTE DISCHG	Y	0.25	0	0	0	-	-	0
EMISSIONS	Y	0.25	0	2	2	-	-	4
CDL	Y	0.125	0	0	-	-	-	0

Tribal

No Tribal additional environmental record sources available for this State.

County

Total:	2	15	13	5	2	37
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*** PO – Property Only**

*** 'Property and adjoining properties' database search radii are set at 0.25 miles.**

Executive Summary: Site Report Summary - Project Property

<i>Map Key</i>	<i>DB</i>	<i>Company/Site Name</i>	<i>Address</i>	<i>Direction</i>	<i>Distance (mi/ft)</i>	<i>Elev Diff (ft)</i>	<i>Page Number</i>
1	HAZNET	VRISIMO ORCHARDS	2240 NORD AVE CHICO CA 959263022	WSW	0.00 / 0.00	0	24
1	HAZNET	NEW URBAN BUILDERS	2240 NORD AVE CHICO CA 95926	WSW	0.00 / 0.00	0	24

Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
2	DELISTED TNK	SPIRITS OF AMERICA	2269 NORD AVE CHICO CA 95926	WSW	0.01 / 65.41	-1	24
2	LUST	TEXACO-SPIRITS OF AMERICA	2269 NORD AVE CHICO CA 95926	WSW	0.01 / 65.41	-1	25
Global ID / Status Date / Status: T0600793581 7/14/2003 COMPLETED - CASE CLOSED							
2	DELISTED COUNTY	SPIRITS OF AMERICA	2269 NORD Ave CHICO, CA 95926 CA	WSW	0.01 / 65.41	-1	28
2	CUPA BUTTE	QUICK STOP MARKET #1	2269 NORD Ave CHICO, CA 95926 CA	WSW	0.01 / 65.41	-1	28
2	HAZNET	QUICK STOP MARKET #1	2269 NORD AVE CHICO CA 95926	WSW	0.01 / 65.41	-1	29
2	FINDS/FRS	QUICK STOP MARKET #1	2269 NORD AVE CHICO CA 95926	WSW	0.01 / 65.41	-1	29
Registry ID: 110065030923							
2	CERS TANK	Quick Stop Market #1	2269 NORD AVE CHICO CA 95926	WSW	0.01 / 65.41	-1	30
Site ID: 145710							
2	UST	Quick Stop Market #1	2269 NORD Ave CHICO CA 95926	WSW	0.01 / 65.41	-1	52
Tank ID No. / Tank Status / Tank Closure Date: 2 Confirmed/Updated Information , 1 Renewal Permit							
2	EMISSIONS	SPIRITS OF AMERICA	2269 NORD AVENUE CHICO CA 95926	WSW	0.01 / 65.41	-1	53
2	EMISSIONS	QUICK STOP MARKET #1	2269 NORD AVENUE CHICO CA 95926	WSW	0.01 / 65.41	-1	55
2	RCRA NON GEN	QUICK STOP MARKET #1	2269 NORD AVE CHICO CA 95926	WSW	0.01 / 65.41	-1	58
EPA Handler ID: CAL000379109							
2	UST SWEEPS	SPIRITS OF AMERICA	2269 NORD AVE CHICO CA	WSW	0.01 / 65.41	-1	59
C C / Status: A04-000-52300 ACTIVE Tank ID: 000001, 000002, 000003							
2	HAZ GEN	HAFEEZ REHMAN	2269 NORD AVE CHICO CA 959260000	WSW	0.01 / 65.41	-1	60

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
2	HAZ GEN	SPIRITS OF AMERICA	2269 NORD AVE CHICO CA 959263036	WSW	0.01 / 65.41	-1	60
3	LUST	BETTENCOURT FARM	2150 NORD AVE. CHICO CA 95926	SE	0.07 / 370.66	-1	61
Global ID / Status Date / Status: T10000000456 10/29/2008 COMPLETED - CASE CLOSED							
4	RCRA NON GEN	BEN LIBBY	2101 NORTH LINDO AVE CHICO CA 95973	W	0.20 / 1,036.36	-2	63
EPA Handler ID: CAC003093547							
5	DELISTED COUNTY	Tower Mart #157	1255 W East Ave Chico, CA 95926 CA	WNW	0.20 / 1,047.42	1	64
5	DELISTED TNK	TOWER MART #157	1255 W EAST AVE CHICO CA 95926	WNW	0.20 / 1,047.42	1	65
5	CUPA BUTTE	COLONIAL ENERGY CE 20115	1255 W East Ave Chico, CA 95926 CA	WNW	0.20 / 1,047.42	1	65
5	CERS TANK	H&S Energy Products,LLC #3015	1255 W EAST AVE CHICO CA 95926	WNW	0.20 / 1,047.42	1	65
Site ID: 77154							
5	UST	H&S Energy Products,LLC #3015	1255 W East Ave Chico CA 95926	WNW	0.20 / 1,047.42	1	82
Tank ID No. / Tank Status / Tank Closure Date: Diesel Confirmed/Updated Information , E85 Confirmed/Updated Information , Reg Confirmed/Updated Information , Prem Confirmed/Updated Information							
5	EMISSIONS	COLONIAL ENERGY CE 20115	1255 WEST EAST AVENUE CHICO CA 95926	WNW	0.20 / 1,047.42	1	84
5	EMISSIONS	TOWER MART #157	1255 WEST EAST AVENUE CHICO CA 95926	WNW	0.20 / 1,047.42	1	86
5	RCRA NON GEN	COLONIAL ENERGY LLC DBA CE 20115	1255 W EAST AVE CHICO CA 95926	WNW	0.20 / 1,047.42	1	90
EPA Handler ID: CAL000412539							
5	ALT FUELS	Chevron Power Mart	1255 W East Ave Chico CA 95926	WNW	0.20 / 1,047.42	1	91
ID: 145412							
5	RCRA NON GEN	H&S ENERGY PRODUCTS LLC #3015	1255 W EAST AVE CHICO CA 95926	WNW	0.20 / 1,047.42	1	92

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
			EPA Handler ID: CAL000457154				
6	CUPA BUTTE	CLEANRITE BUILDRITE	1200 W EAST Ave CHICO, CA 95926 CA	WNW	0.20 / 1,062.47	2	93
6	RCRA NON GEN	CLEANRITE - BUILDRITE	1200 W EAST AVE CHICO CA 95926	WNW	0.20 / 1,062.47	2	93
			EPA Handler ID: CAL000286496				
7	RCRA TSD	STELZRIEDE, KIMBERLEY	1704 OAK WAY CHICO CA 95926	SSE	0.30 / 1,587.97	-4	94
			EPA Handler ID: CAC003017680				
8	RCRA TSD	HAYS, JANOS	909 SAINT CLAIR DRIVE CHICO CA 95926	NNE	0.31 / 1,641.15	5	95
			EPA Handler ID: CAC003017421				
9	C&D DEBRIS RECY	NORTH VALLEY INDIAN HEALTH CLINIC	845 EAST AVE CHICO CA 95926	NNE	0.38 / 1,989.78	3	96
10	DELISTED HAZ	STRIP SHOP THE	2610 # F HWY 32 CHICO CA 95973	WNW	0.45 / 2,362.07	-3	96
10	DELISTED HAZ	IRMER'S AUTO REPAIR	2610 HWY 32 # C CHICO CA 95973	WNW	0.45 / 2,362.07	-3	96
11	ENVIROSTOR	CHICO USD-HENSHAW & GUYNN SCHOOL	N. OF INTERSECTION OF GUYNN & HENSHAW AVENUES CHICO CA 95973	NNW	0.50 / 2,655.48	-1	97
			Estor/EPA ID Cleanup Status: 60002577 NO FURTHER ACTION AS OF 1/7/2019				
11	SCH	CHICO USD-HENSHAW & GUYNN SCHOOL	N. OF INTERSECTION OF GUYNN & HENSHAW AVENUES CHICO CA 95973	NNW	0.50 / 2,655.48	-1	98
			Estor/EPA ID Cleanup Status: 60002577 NO FURTHER ACTION AS OF 1/7/2019				

Executive Summary: Summary by Data Source

Standard

Federal

RCRA TSD - RCRA non-CORRACTS TSD Facilities

A search of the RCRA TSD database, dated Jan 23, 2023 has found that there are 2 RCRA TSD site(s) within approximately 0.50 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
HAYS, JANOS	909 SAINT CLAIR DRIVE CHICO CA 95926	NNE	0.31 / 1,641.15	<u>8</u>
<i>EPA Handler ID: CAC003017421</i>				

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
STELZRIEDE, KIMBERLEY	1704 OAK WAY CHICO CA 95926	SSE	0.30 / 1,587.97	<u>7</u>
<i>EPA Handler ID: CAC003017680</i>				

RCRA NON GEN - RCRA Non-Generators

A search of the RCRA NON GEN database, dated Jan 23, 2023 has found that there are 5 RCRA NON GEN site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
H&S ENERGY PRODUCTS LLC #3015	1255 W EAST AVE CHICO CA 95926	WNW	0.20 / 1,047.42	<u>5</u>
<i>EPA Handler ID: CAL000457154</i>				
COLONIAL ENERGY LLC DBA CE 20115	1255 W EAST AVE CHICO CA 95926	WNW	0.20 / 1,047.42	<u>5</u>
<i>EPA Handler ID: CAL000412539</i>				
CLEANRITE - BUILDRITE	1200 W EAST AVE CHICO CA 95926	WNW	0.20 / 1,062.47	<u>6</u>
<i>EPA Handler ID: CAL000286496</i>				

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
QUICK STOP MARKET #1	2269 NORD AVE CHICO CA 95926	WSW	0.01 / 65.41	<u>2</u>
<i>EPA Handler ID: CAL000379109</i>				
BEN LIBBY	2101 NORTH LINDO AVE CHICO CA 95973	W	0.20 / 1,036.36	<u>4</u>
<i>EPA Handler ID: CAC003093547</i>				

State

ENVIROSTOR - EnviroStor Database

A search of the ENVIROSTOR database, dated Feb 6, 2023 has found that there are 1 ENVIROSTOR site(s) within approximately 1.00 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
CHICO USD-HENSHAW & GUYNN SCHOOL	N. OF INTERSECTION OF GUYNN & HENSHAW AVENUES CHICO CA 95973	NNW	0.50 / 2,655.48	11
Estor/EPA ID Cleanup Status: 60002577 NO FURTHER ACTION AS OF 1/7/2019				

C&D DEBRIS RECY - Construction and Demolition Debris Recyclers

A search of the C&D DEBRIS RECY database, dated Jun 20, 2018 has found that there are 1 C&D DEBRIS RECY site(s) within approximately 0.50 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
NORTH VALLEY INDIAN HEALTH CLINIC	845 EAST AVE CHICO CA 95926	NNE	0.38 / 1,989.78	9

LUST - Leaking Underground Fuel Tank Reports

A search of the LUST database, dated Nov 16, 2022 has found that there are 2 LUST site(s) within approximately 0.50 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
TEXACO-SPIRITS OF AMERICA	2269 NORD AVE CHICO CA 95926	WSW	0.01 / 65.41	2
Global ID Status Date Status: T0600793581 7/14/2003 COMPLETED - CASE CLOSED				
BETTENCOURT FARM	2150 NORD AVE. CHICO CA 95926	SE	0.07 / 370.66	3
Global ID Status Date Status: T10000000456 10/29/2008 COMPLETED - CASE CLOSED				

UST - Permitted Underground Storage Tank (UST) in GeoTracker

A search of the UST database, dated Jan 17, 2023 has found that there are 2 UST site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
H&S Energy Products,LLC #3015	1255 W East Ave Chico CA 95926	WNW	0.20 / 1,047.42	5
Tank ID No. Tank Status Tank Closure Date: Diesel Confirmed/Updated Information , E85 Confirmed/Updated Information , Reg Confirmed/Updated Information , Prem Confirmed/Updated Information				
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
Quick Stop Market #1	2269 NORD Ave CHICO CA 95926	WSW	0.01 / 65.41	2
Tank ID No. Tank Status Tank Closure Date: 2 Confirmed/Updated Information , 1 Renewal Permit				

UST SWEEPS - Statewide Environmental Evaluation and Planning System

A search of the UST SWEEPS database, dated Oct 1, 1994 has found that there are 1 UST SWEEPS site(s) within approximately 0.25 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
SPIRITS OF AMERICA	2269 NORD AVE CHICO CA	WSW	0.01 / 65.41	<u>2</u>
C C / Status: A04-000-52300 / ACTIVE Tank ID: 000001, 000002, 000003				

DELISTED TNK - Delisted Storage Tanks

A search of the DELISTED TNK database, dated Jan 17, 2023 has found that there are 2 DELISTED TNK site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
TOWER MART #157	1255 W EAST AVE CHICO CA 95926	WNW	0.20 / 1,047.42	<u>5</u>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
SPIRITS OF AMERICA	2269 NORD AVE CHICO CA 95926	WSW	0.01 / 65.41	<u>2</u>

CERS TANK - California Environmental Reporting System (CERS) Tanks

A search of the CERS TANK database, dated Jan 10, 2023 has found that there are 2 CERS TANK site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
H&S Energy Products,LLC #3015	1255 W EAST AVE CHICO CA 95926	WNW	0.20 / 1,047.42	<u>5</u>
Site ID: 77154				

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
Quick Stop Market #1	2269 NORD AVE CHICO CA 95926	WSW	0.01 / 65.41	<u>2</u>
Site ID: 145710				

DELISTED COUNTY - Delisted County Records

A search of the DELISTED COUNTY database, dated Feb 28, 2023 has found that there are 2 DELISTED COUNTY site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
Tower Mart #157	1255 W East Ave Chico, CA 95926 CA	WNW	0.20 / 1,047.42	<u>5</u>

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
SPIRITS OF AMERICA	2269 NORD Ave CHICO, CA 95926 CA	WSW	0.01 / 65.41	2

County

CUPA BUTTE - Butte County -CUPA List

A search of the CUPA BUTTE database, dated Dec 20, 2017 has found that there are 3 CUPA BUTTE site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
COLONIAL ENERGY CE 20115	1255 W East Ave Chico, CA 95926 CA	WNW	0.20 / 1,047.42	5
CLEANRITE BUILDRITE	1200 W EAST Ave CHICO, CA 95926 CA	WNW	0.20 / 1,062.47	6
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
QUICK STOP MARKET #1	2269 NORD Ave CHICO, CA 95926 CA	WSW	0.01 / 65.41	2

Non Standard

Federal

FINDS/FRS - Facility Registry Service/Facility Index

A search of the FINDS/FRS database, dated Aug 18, 2022 has found that there are 1 FINDS/FRS site(s) within approximately 0.02 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
QUICK STOP MARKET #1	2269 NORD AVE CHICO CA 95926	WSW	0.01 / 65.41	2

Registry ID: 110065030923

ALT FUELS - Alternative Fueling Stations

A search of the ALT FUELS database, dated Jan 3, 2023 has found that there are 1 ALT FUELS site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
Chevron Power Mart	1255 W East Ave Chico CA 95926	WNW	0.20 / 1,047.42	5
<i>ID: 145412</i>				

State

SCH - School Property Evaluation Program Sites

A search of the SCH database, dated Feb 6, 2023 has found that there are 1 SCH site(s) within approximately 1.00 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
CHICO USD-HENSHAW & GUYNN SCHOOL	N. OF INTERSECTION OF GUYNN & HENSHAW AVENUES CHICO CA 95973	NNW	0.50 / 2,655.48	11
<i>Estor/EPA ID Cleanup Status: 60002577 NO FURTHER ACTION AS OF 1/7/2019</i>				

HAZNET - Handlers from Hazardous Waste Manifest Data

A search of the HAZNET database, dated Oct 24, 2016 has found that there are 3 HAZNET site(s) within approximately 0.02 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
VRISIMO ORCHARDS	2240 NORD AVE CHICO CA 959263022	WSW	0.00 / 0.00	1
NEW URBAN BUILDERS	2240 NORD AVE CHICO CA 95926	WSW	0.00 / 0.00	1
QUICK STOP MARKET #1	2269 NORD AVE CHICO CA 95926	WSW	0.01 / 65.41	2

HAZ GEN - Generators from Hazardous Waste Manifest Data

A search of the HAZ GEN database, dated Dec 31, 2017 has found that there are 2 HAZ GEN site(s) within approximately 0.02 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
HAFEEZ REHMAN	2269 NORD AVE CHICO CA 959260000	WSW	0.01 / 65.41	2
SPIRITS OF AMERICA	2269 NORD AVE CHICO CA 959263036	WSW	0.01 / 65.41	2

DELISTED HAZ - Delisted Environmental Reporting System (CERS) Hazardous Waste Sites

A search of the DELISTED HAZ database, dated Nov 29, 2018 has found that there are 2 DELISTED HAZ site(s) within approximately 0.50 miles of the project property.

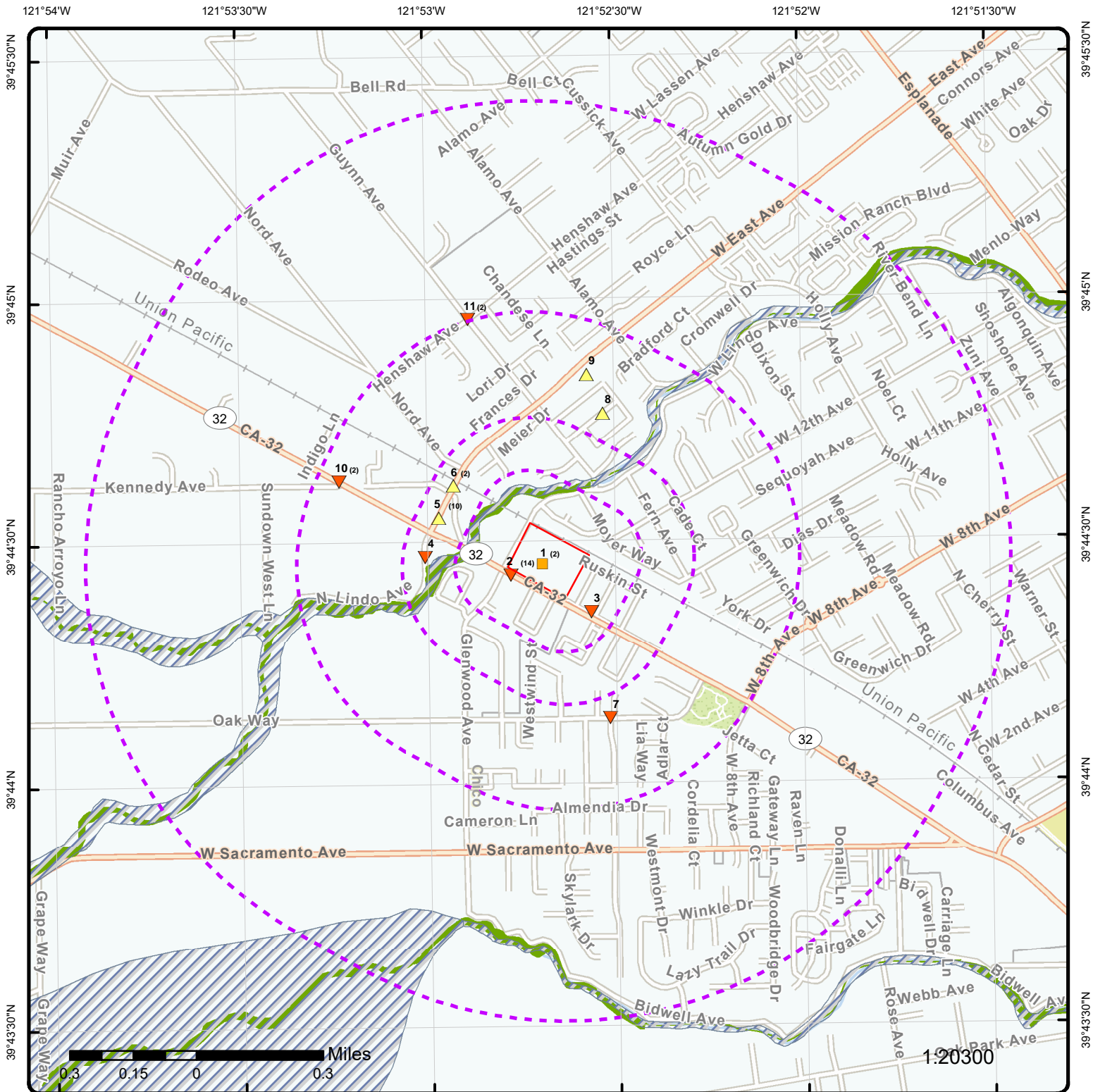
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
IRMER'S AUTO REPAIR	2610 HWY 32 # C CHICO CA 95973	WNW	0.45 / 2,362.07	<u>10</u>
STRIP SHOP THE	2610 # F HWY 32 CHICO CA 95973	WNW	0.45 / 2,362.07	<u>10</u>

EMISSIONS - Toxic Pollutant Emissions Facilities

A search of the EMISSIONS database, dated Dec 31, 2020 has found that there are 4 EMISSIONS site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
COLONIAL ENERGY CE 20115	1255 WEST EAST AVENUE CHICO CA 95926	WNW	0.20 / 1,047.42	<u>5</u>
TOWER MART #157	1255 WEST EAST AVENUE CHICO CA 95926	WNW	0.20 / 1,047.42	<u>5</u>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
SPIRITS OF AMERICA	2269 NORD AVENUE CHICO CA 95926	WSW	0.01 / 65.41	<u>2</u>
QUICK STOP MARKET #1	2269 NORD AVENUE CHICO CA 95926	WSW	0.01 / 65.41	<u>2</u>



Map: 1.0 Mile Radius

Order Number: 23031500671

Address: 2240 Nord Ave, Chico, CA



- | | | | | |
|--|---|---|--|---|
| Project Property | Buffer Outline | Freeways; Highways | State | FWS Special Designation Areas |
| ▲ Sites with Higher Elevation | ▲ Sites with Same Elevation | Traffic Circle; Ramp | Country | National Priorities List (Active, Delisted, Proposed, Institutional Control) |
| ▼ Sites with Lower Elevation | ○ Sites with Unknown Elevation | Major & Minor Arterial | National Wetland | |
| Areas with Higher Elevation | Areas with Same Elevation | Traffic Circle; Ramp | Indian Reserve Land | |
| Areas with Lower Elevation | Areas with Unknown Elevation | Local Road | Plume | |
| | | Rail | 100 Year Flood Zone | |
| | | | 500 Year Flood Zone | |

121°53'W

121°52'30"W

121°52'W

39°45'N

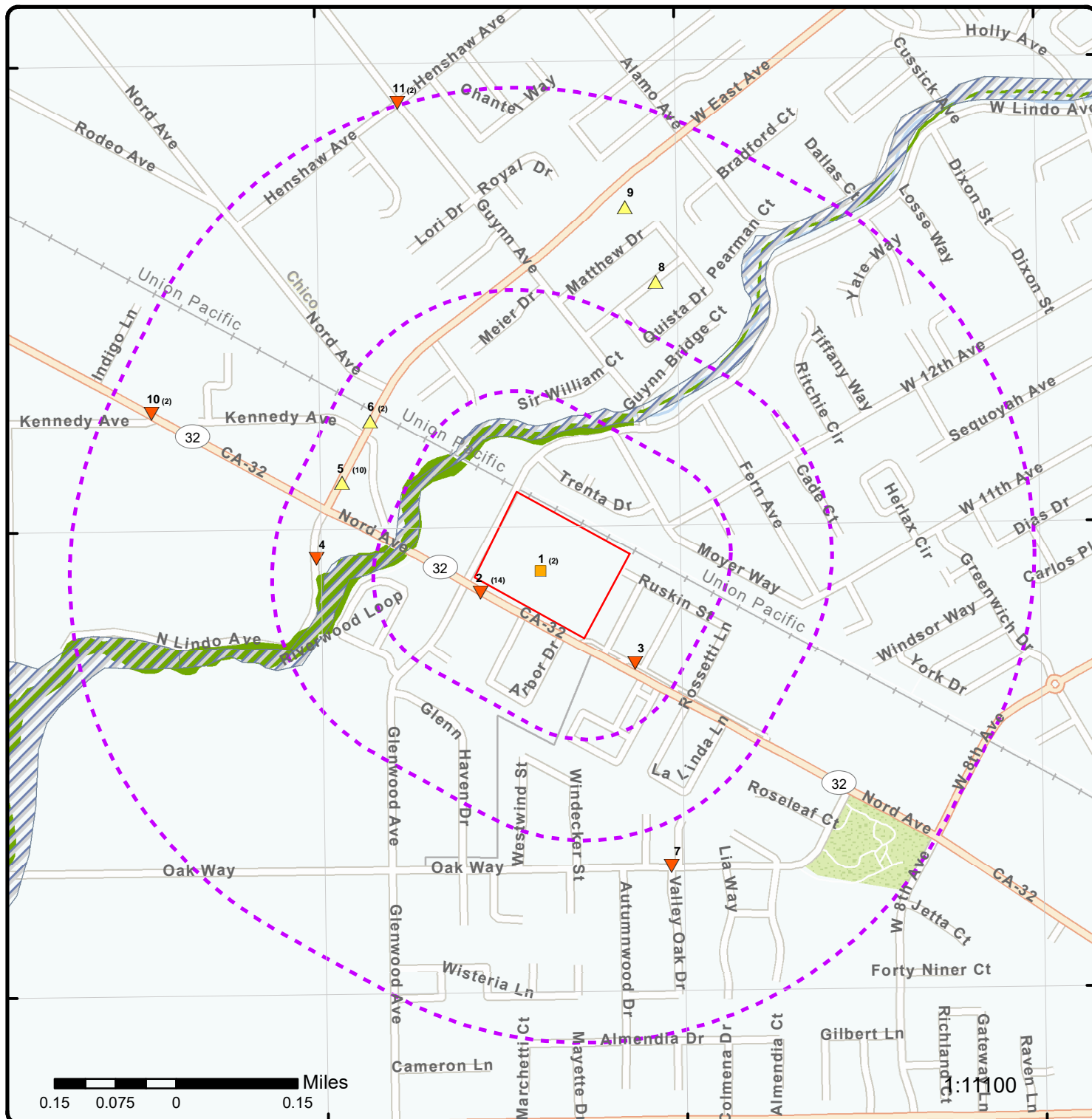
39°45'N

39°44'30"N

39°44'30"N

39°44'N

39°44'N



Map: 0.5 Mile Radius

Order Number: 23031500671

Address: 2240 Nord Ave, Chico, CA



Project Property Buffer Outline

Sites with Higher Elevation

Sites with Same Elevation

Sites with Lower Elevation

Sites with Unknown Elevation

Areas with Higher Elevation

Areas with Same Elevation

Areas with Lower Elevation

Areas with Unknown Elevation

Freeways; Highways

Traffic Circle; Ramp

Major & Minor Arterial

Traffic Circle; Ramp

Local Road

Rail

State

Country

National Wetland

Indian Reserve Land

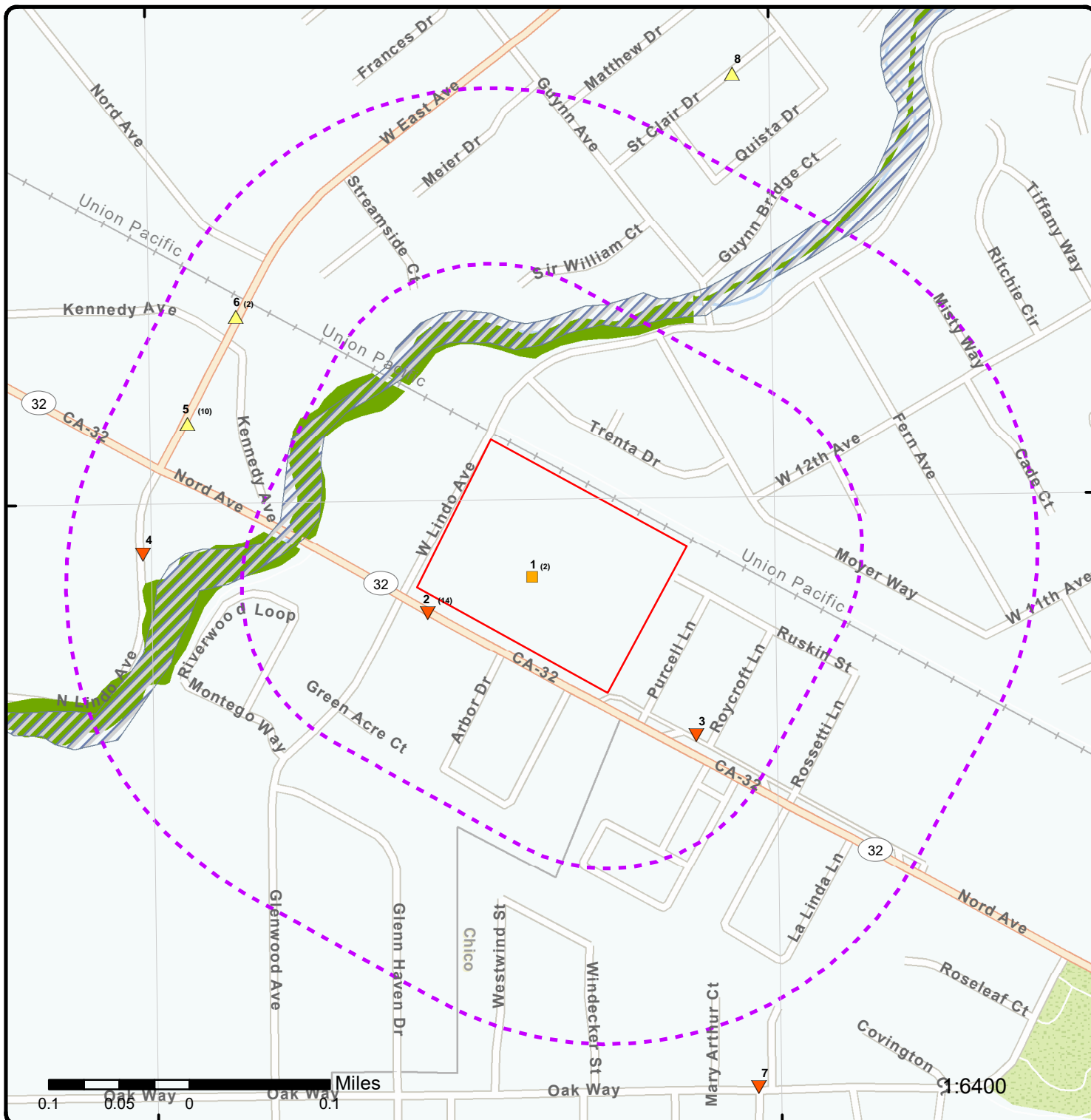
Plume

100 Year Flood Zone

500 Year Flood Zone

FWS Special Designation Areas

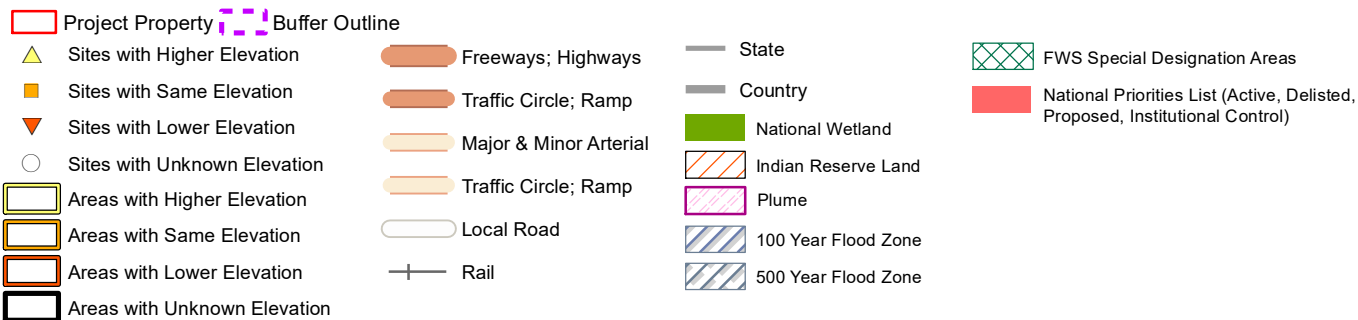
National Priorities List (Active, Delisted, Proposed, Institutional Control)



Map: 0.25 Mile Radius

Order Number: 23031500671

Address: 2240 Nord Ave, Chico, CA



121°53'W

121°52'30"W

121°52'W

39°45'N

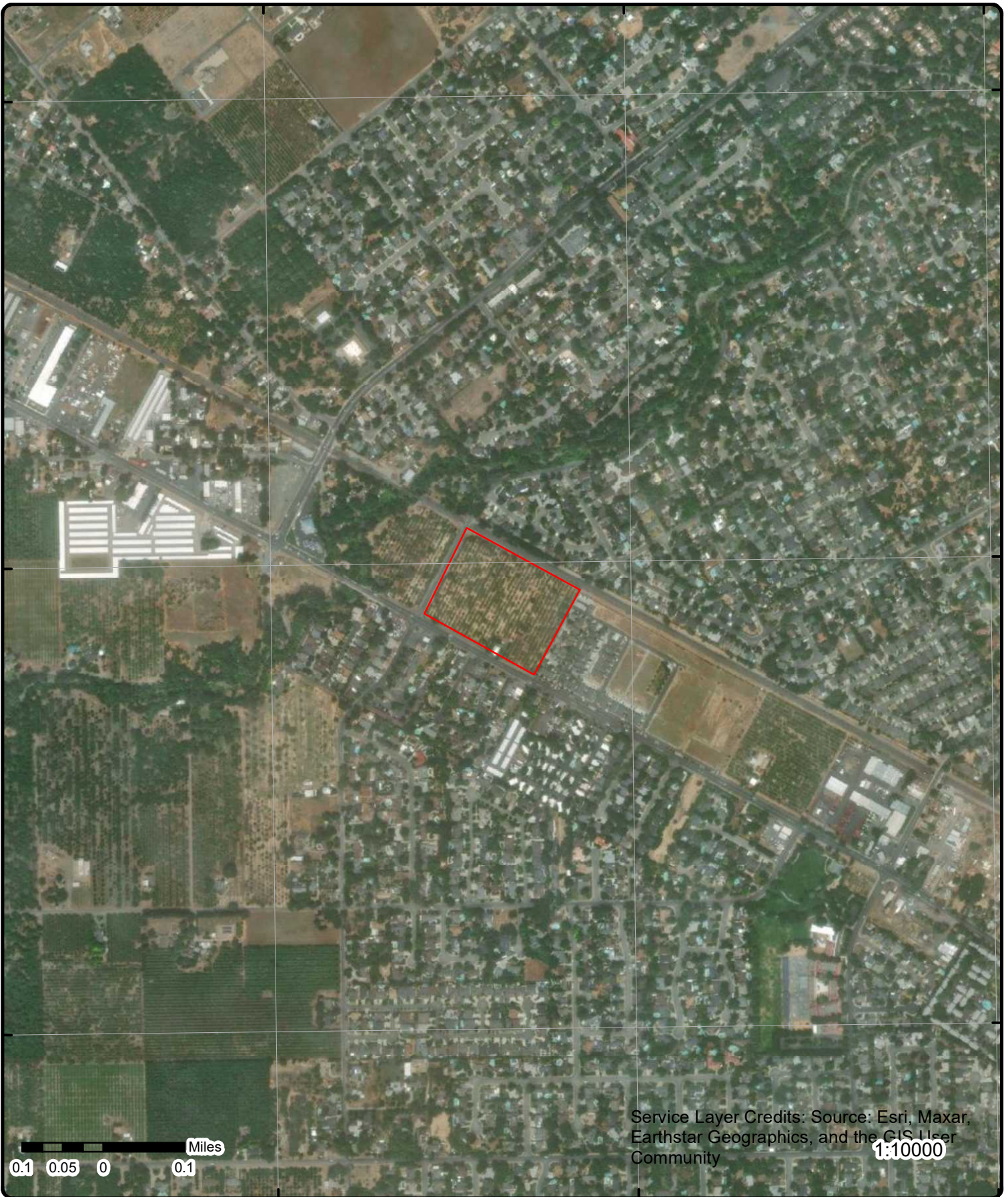
39°45'N

39°44'30"N

39°44'30"N

39°44'N

39°44'N



Aerial Year: 2022

Address: 2240 Nord Ave, Chico, CA

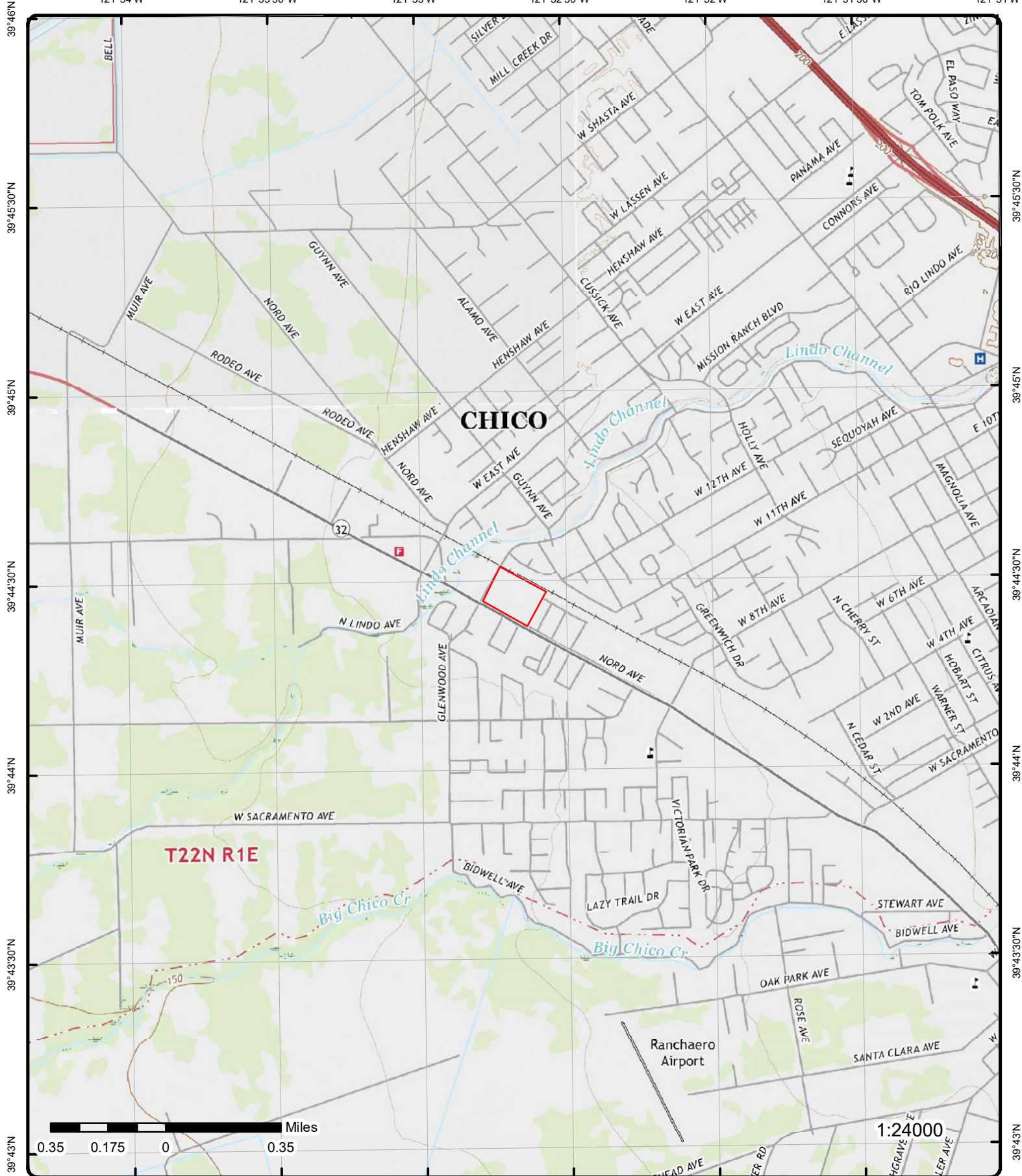
Source: ESRI World Imagery

Order Number: 23031500671



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121°54'W 121°53'30"W 121°53'W 121°52'30"W 121°52'W 121°51'30"W 121°51'W



Topographic Map

Year: 2018

Order Number: 23031500671

Address: 2240 Nord Ave, CA

Quadrangle(s): Richardson Springs, CA; Nord, CA; Ord Ferry, CA; Chico, CA

Source: USGS Topographic Map



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Detail Report

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	1 of 2	WSW	0.00 / 0.00	174.35 / 0	VRISIMO ORCHARDS 2240 NORD AVE CHICO CA 959263022	HAZNET

SIC Code:
NAICS Code:
EPA ID: CAC002643341
Create Date: 6/15/2009
Fac Act Ind: No
Inact Date: 12/13/2009
County Code: 04
County Name: Butte
Mail Name:
Mailing Addr 1: 2280 NORD AVE
Mailing Addr 2:
Owner Fax:

Mailing City: CHICO
Mailing State: CA
Mailing Zip: 959263000
Region Code: 1
Owner Name: HELENA VRISIMO
Owner Addr 1: 2280 NORD AVE
Owner Addr 2:
Owner City: CHICO
Owner State: CA
Owner Zip: 959263000
Owner Phone: 5303420625

Details DTSC HWTS: The Department of Toxic Substances Control (DTSC) makes available a Waste Code Matrix showing each Waste Code, its description, and annual amounts in its Hazardous Waste Tracking System:
<https://hwts.dtsc.ca.gov/search>
DTSC Handler Profile url: <https://hwts.dtsc.ca.gov/facility/CAC002643341>

1	2 of 2	WSW	0.00 / 0.00	174.35 / 0	NEW URBAN BUILDERS 2240 NORD AVE CHICO CA 95926	HAZNET
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SIC Code:
NAICS Code:
EPA ID: CAC002594490
Create Date: 8/23/2005
Fac Act Ind: No
Inact Date: 2/20/2006
County Code: 04
County Name: Butte
Mail Name:
Mailing Addr 1: 260 BROADWAY STE 204
Mailing Addr 2:
Owner Fax:

Mailing City: CHICO
Mailing State: CA
Mailing Zip: 95928
Region Code: 1
Owner Name: NEW URBAN BUILDERS
Owner Addr 1: 260 BROADWAY STE 204
Owner Addr 2:
Owner City: CHICO
Owner State: CA
Owner Zip: 95928
Owner Phone: 5308921181

Details DTSC HWTS: The Department of Toxic Substances Control (DTSC) makes available a Waste Code Matrix showing each Waste Code, its description, and annual amounts in its Hazardous Waste Tracking System:
<https://hwts.dtsc.ca.gov/search>
DTSC Handler Profile url: <https://hwts.dtsc.ca.gov/facility/CAC002594490>

2	1 of 14	WSW	0.01 / 65.41	173.36 / -1	SPIRITS OF AMERICA 2269 NORD AVE CHICO CA 95926	DELISTED TNK
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Delisted Storage Tanks

Facility ID: 52300
Latitude: 39.741631
Longitude: -121.878502
Permitting Agency: BUTTE COUNTY

County: Butte
Original Source: UST
Record Date: 30-JAN-2017

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
2	2 of 14	WSW	0.01 / 65.41	173.36 / -1	TEXACO-SPIRITS OF AMERICA 2269 NORD AVE CHICO CA 95926	LUST
<hr/>						
Global ID:		T0600793581		Census Tract:		6007000501
Status Date:		7/14/2003		Match Key:		T0600793581
Case Type:		LUST CLEANUP SITE		County:		BUTTE
Oil Field:				Latitude:		39.741043
Oil Field Operator:				Longitude:		-121.881237
Status:		COMPLETED - CASE CLOSED				

LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Facilities Detail

CUF Case: YES
Lead Agency: CENTRAL VALLEY RWQCB (REGION 5R)
Case Worker:
Local Agency: BUTTE COUNTY
RB Case No: 040248
Local Case No:
File Location: Archived
Potential COC: Gasoline
Potential Media of Concern: Other Groundwater (uses other than drinking water)
Begin Date: 3/5/1998
How Discovered: Tank Closure
How Discovered Description:
Stop Method: Other Means
Stop Description:
Calwater Watershed Name: Tehama - Red Bluff (504.20)
DWR GW Subbasin Name: Sacramento Valley - Vina (5-021.57)
Disadvantaged Community:
CalEnvScreen Score:
Coordinate Source: Manual Entry on Screens
Discharge Cause: Other
Discharge Source: Piping
EPA Region: 9
Leak Reported Dt: 2000-06-13 00:00:00
Military DoD Site: No
No Further Action Dt: 2003-07-14 00:00:00
Qty Rlsd Gallons:
Facility Project Sub Type:
Calenviroscreen 3 Score: 26-30%
Calenviroscreen 4 Score: 20-25%
Site History:

LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Regulatory Contacts

Contact Type: Local Agency Caseworker
Contact Name: LESLIE ROBERTS
Organization Name: BUTTE COUNTY
Address: 411 MAIN STREET
City: CHICO
Email: lroberts@buttecounty.net
Phone No: 5308912727

LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Status History

Status: Open - Site Assessment
Status Date: 1/15/2001

Status: Open - Case Begin Date
Status Date: 3/5/1998

Status: Open - Site Assessment
Status Date: 6/13/2000

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Status: Open - Verification Monitoring
Status Date: 5/7/2001

Status: Completed - Case Closed
Status Date: 7/14/2003

LUST Sites from GeoTracker Search - Regulatory Profile

Site Facility Name: TEXACO-SPIRITS OF AMERICA
Site Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Address: 2269 NORD AVE
City: CHICO
Zip: 95926
County: BUTTE
Report Link: https://geotracker.waterboards.ca.gov/profile_report?global_id=T0600793581
Cleanup Status Detail: COMPLETED - CASE CLOSED AS OF 7/14/2003
Project Status:
Cleanup History Link: https://geotracker.waterboards.ca.gov/profile_report_include?global_id=T0600793581&tabname=regulatoryhistory
Potential COC: GASOLINE
Potential Media of Concern: OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)
File Location: ARCHIVED
User Defined Beneficial Use:
Designated Beneficial Use: MUN, AGR, IND, PROC
DWR GW Sub Basin: Sacramento Valley - Vina (5-021.57)
Calwater Watershed Name: Tehama - Red Bluff (504.20)
Post Closure Site Management:
Future Land Use:
Cleanup Oversight Agencies: CENTRAL VALLEY RWQCB (REGION 5R) (LEAD) - CASE #: 040248
BUTTE COUNTY
CASEWORKER: LESLIE ROBERTS
CUF Claim: 15849
CUF Priority Assig: B
CUF Amount Paid: \$34,460
WDR Place Type:
WDR File:
WDR Order:
Project Oversight Agencies:
Facility Type:
Composting Method:
Gndwater Monitoring Freque:
Designated Beneficial Use Desc: Municipal and Domestic Supply, Agricultural Supply, Industrial Service Supply, Industrial Process Supply
Site History:

No site history available

LUST Sites from GeoTracker Search - Cleanup Status History

Status: Completed - Case Closed
Date : 7/14/2003

Status: Open - Site Assessment
Date : 1/15/2001

Status: Open - Site Assessment
Date : 6/13/2000

Status: Open - Verification Monitoring
Date : 5/7/2001

Status: Open - Case Begin Date
Date : 3/5/1998

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Sites from GeoTracker Search - Regulatory Activities (as of Oct 17, 2022)

Action Type: Other Regulatory Actions
Action: Closure/No Further Action Letter
Action Date: 7/14/2003
Received Issue Date: 7/14/2003
Doc Link:
Title Description Comments:

No Further Action Required, Memorandum-Review for No Further Action, and Checklist of Required Data

Action Type: Response Requested - Reports
Action: Well Destruction Report
Action Date: 11/20/2002
Received Issue Date: 7/11/2004
Doc Link:
Title Description Comments:

Well Destruction Report

Action Type: Other Regulatory Actions
Action: Staff Letter
Action Date: 11/1/2002
Received Issue Date: 11/1/2002
Doc Link:
Title Description Comments:

Well abandonment

Action Type: Response Requested - Reports
Action: Monitoring Report - Quarterly
Action Date: 10/31/2002
Received Issue Date: 9/27/2002
Doc Link:
Title Description Comments:

Monitoring Report - Quarterly - 3rd 02

Action Type: Response Requested - Reports
Action: Monitoring Report - Quarterly
Action Date: 7/31/2002
Received Issue Date: 7/17/2002
Doc Link:
Title Description Comments:

Monitoring Report - Quarterly - 2nd 02

Action Type: Other Regulatory Actions
Action: Staff Letter
Action Date: 3/6/2001
Received Issue Date: 3/6/2001
Doc Link:
Title Description Comments:

QMR

Action Type: Leak Action
Action: Leak Reported
Action Date: 6/13/2000
Received Issue Date:
Doc Link:
Title Description Comments:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Action Type: Action: Action Date: Received Issue Date: Doc Link: Title Description Comments:		Leak Action Leak Discovery 3/5/1998				
Action Type: Action: Action Date: Received Issue Date: Doc Link: Title Description Comments:		Leak Action Leak Stopped 3/5/1998				
<u>Sites from GeoTracker Search - Documents (as of Oct 17, 2022)</u>						
Document Type: Type: Submitted By: Title: Title Link:		Site Documents (REGULATOR) CLOSURE MEMORANDUM **Note: Many records provided by the department have a truncated [Title] field. https://geotracker.waterboards.ca.gov/site_documents/3389218986/spiritsmemo%2Epdf		Document Date: Submitted:	12/1/2003	
Document Type: Type: Submitted By: Title: Title Link:		Site Documents (REGULATOR) CLOSURE LETTER **Note: Many records provided by the department have a truncated [Title] field. https://geotracker.waterboards.ca.gov/site_documents/6335614860/spiritsltr%2Epdf		Document Date: Submitted:	12/1/2003	
Document Type: Type: Submitted By: Title: Title Link:		Site Documents (REGULATOR) CLOSURE CHECKLIST **Note: Many records provided by the department have a truncated [Title] field. https://geotracker.waterboards.ca.gov/site_documents/1301267325/spiritschklist%2Epdf		Document Date: Submitted:	12/1/2003	
<u>2</u>	3 of 14	WSW	0.01 / 65.41	173.36 / -1	SPIRITS OF AMERICA 2269 NORD Ave CHICO, CA 95926 CA	DELISTED COUNTY

Delisted County Records

Original Source Facility ID: 912
Original Source Name: Butte County CUPA List
Record Date: 28-MAY-2015

<u>2</u>	4 of 14	WSW	0.01 / 65.41	173.36 / -1	QUICK STOP MARKET #1 2269 NORD Ave CHICO, CA 95926 CA	CUPA BUTTE
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Facility ID: FA0002226
CERS ID: 10276489
Address:

--Details--

Program Element Code: 4401
Program Element: GENERAL HAZ WASTE
Program Identifier:
Billing Status: ACTIVE, EXEMPT FROM BILLING

Program Element Code: 4101
Program Element: GENERAL UST
Program Identifier:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Billing Status:		ACTIVE, EXEMPT FROM BILLING				
Program Element Code:		4205				
Program Element:		PERMITTED UST FACILITY WITH 1-5 MATERIALS				
Program Identifier:						
Billing Status:		ACTIVE, BILLABLE				
2	5 of 14	WSW	0.01 / 65.41	173.36 / -1	QUICK STOP MARKET #1 2269 NORD AVE CHICO CA 95926	HAZNET
SIC Code:		5541	Mailing City:		CHICO	
NAICS Code:		44719	Mailing State:		CA	
EPA ID:		CAL000379109	Mailing Zip:		959260000	
Create Date:		10/19/2012	Region Code:		1	
Fac Act Ind:		Yes	Owner Name:		JASVIR SINGH	
Inact Date:			Owner Addr 1:		2269 NORD AVE	
County Code:		04	Owner Addr 2:			
County Name:		Butte	Owner City:		CHICO	
Mail Name:			Owner State:		CA	
Mailing Addr 1:		2269 NORD AVE	Owner Zip:		959260000	
Mailing Addr 2:			Owner Phone:		5308913574	
Owner Fax:		5308913574				
Details DTSC HWTS:		The Department of Toxic Substances Control (DTSC) makes available a Waste Code Matrix showing each Waste Code, its description, and annual amounts in its Hazardous Waste Tracking System: https://hwts.dtsc.ca.gov/search https://hwts.dtsc.ca.gov/facility/CAL000379109				
DTSC Handler Profile url:						
2	6 of 14	WSW	0.01 / 65.41	173.36 / -1	QUICK STOP MARKET #1 2269 NORD AVE CHICO CA 95926	FINDS/FRS
Registry ID:		110065030923				
FIPS Code:		06007				
HUC Code:		18020103				
Site Type Name:		STATIONARY				
Location Description:						
Supplemental Location:						
Create Date:		10-OCT-15				
Update Date:		14-JUN-19				
Interest Types:		AIR EMISSIONS CLASSIFICATION UNKNOWN, OTHER HAZARDOUS WASTE ACTIVITIES, STATE MASTER				
SIC Codes:		5541				
SIC Code Descriptions:		GASOLINE SERVICE STATIONS				
NAICS Codes:		447110, 447190				
NAICS Code Descriptions:		GASOLINE STATIONS WITH CONVENIENCE STORES., OTHER GASOLINE STATIONS.				
Conveyor:		FRS-GEocode				
Federal Facility Code:						
Federal Agency Name:						
Tribal Land Code:						
Tribal Land Name:						
Congressional Dist No:		02				
Census Block Code:		060070005012003				
EPA Region Code:		09				
County Name:		BUTTE				
US/Mexico Border Ind:						
Latitude:		39.74028				
Longitude:		-121.87985				
Reference Point:		CENTER OF A FACILITY OR STATION				
Coord Collection Method:		ADDRESS MATCHING-HOUSE NUMBER				
Accuracy Value:		30				
Datum:		NAD83				
Source:						
Facility Detail Rprt URL:		https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110065030923				
Data Source:		Facility Registry Service - Single File				
Program Acronyms:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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CA-ENVIROVIEW:145710, CA-ENVIROVIEW:238113, EIS:14371711, RCRAINFO:CAL000379109

2	7 of 14	WSW	0.01 / 65.41	173.36 / -1	Quick Stop Market #1 2269 NORD AVE CHICO CA 95926	CERS TANK
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Site ID:	145710	Latitude:	39.740280
Longitude:	-121.879850		

Regulated Programs

EI ID: EI Description:	10276489 Hazardous Waste Generator
EI ID: EI Description:	10276489 Chemical Storage Facilities
EI ID: EI Description:	10276489 Underground Storage Tank

Violations

Violation Date:	01/29/2014	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	23 CCR 16 2715 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715		
Violation Notes:			

Returned to compliance on 12/03/2014.

Violation Description:

The owner/operator has failed to comply with one or more of the following: to maintain a copy of the designated operator monthly inspections for the last 12 months

and/or

maintain a list of trained employees on-site or off-site at a readily available location, if approved by the CUPA.

Violations

Violation Date:	01/18/2023	Violation Source:	CERS
Violation Program:	HW	Violation Division:	Butte County Environmental Health
Citation:	22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)		
Violation Notes:			

Returned to compliance on 01/18/2023. Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste. Facility is missing a signed copy of Manifest #023553767JJK with a signature from the disposal facility. Corrective action: Obtain a copy of the above manifest with signatures from the generator, transporter(s) and disposal facility. Corrected on site.

Violation Description:

Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste.

Violations

Violation Date:	02/06/2018	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Citation: HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34

Violation Notes:

Returned to compliance on 02/06/2018. OBSERVATIONS: Most recent Letter from Chief Financial Officer was signed on 10/16/2012. CORRECTIVE ACTION: Letter from Chief Financial Officer must be re-signed and adjusted for inflation on an annual basis. Complete and update the letter and re-submit electronically. Corrected on site.

Violation Description:

Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.

Violations

Violation Date:	06/26/2020	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)		
Violation Notes:			

Returned to compliance on 06/29/2020. The facility's annual testing of the UST monitoring system is overdue. The last monitoring system certification testing was conducted 2/12/2019 and so is now four months overdue. Return to compliance: Within the next 30 days arrange for testing of your UST monitoring system. When completed forward a copy of the test results to dholochwost@buttecounty.net. Note: The testing done to address this violation does not reset when annual testing is to be done. You will be expected to have next year's testing conducted in February to maintain compliance with the annual testing requirement.

Violation Description:

Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).

Violations

Violation Date:	02/06/2018	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(2)		
Violation Notes:			

Returned to compliance on 02/06/2018. OBSERVATIONS: Line leak detectors for 91 product line and 87 product line failed when tested initially. Technician replaced 91 line leak detector and adjusted 87 line leak detector. CORRECTIVE ACTION: Ensure line leak detectors are functioning properly. Technician replaced 91 line leak detector and adjusted 87 line leak detector. Retested both for a passing result. Corrected on site.

Violation Description:

Failure of the functional line leak detector (LLD) monitoring pressurized piping to meet one or more of the following requirements: Monitored at least hourly with the capability of detecting a release of 3.0 gallons per hour leak at 10 p.s.i.g. and restrict or shut off the flow of product through the piping when a leak is detected.

Violations

Violation Date:	03/09/2018	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	23 CCR 16 2638(d) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(d)		
Violation Notes:			

Returned to compliance on 04/13/2018. OBSERVATIONS: Operator failed to provide the Annual Monitoring System Certification Form to this office within 30 days of completion of the test; test was completed on 2/6/2018. This violation was documented on 3/9/2018. CORRECTIVE ACTION: Provide a copy of the Annual Monitoring System Certification Form to this office.

Violation Description:

Failure to submit the Annual Monitoring System Certification Form to the UPA within 30 days of completion of the test.

Violations

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Violation Date: 01/29/2014
Violation Program: UST
Citation: HSC 6.7 25286(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25286(a)
Violation Notes:

Returned to compliance on 01/29/2014.

Violation Description:

Failure to prepare, maintain, and submit accurate CUPA UST Operating Permit Application for Facility information and/or Tank information.

Violations

Violation Date: 02/16/2022
Violation Program: UST
Citation: 23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)
Violation Notes:

Returned to compliance on 02/16/2022. Facility is late for Annual Monitoring system certification, line leak detector and spill bucket testing (due each year by January). This was cited on a previous inspection report dated 2/23/2021. Corrective action: Annual Monitoring system certification, line leak detector and spill bucket testing should be conducted in January every year in accordance with the UST Facility Operating Permit. Degree lowered since there is no immediate danger - corrected at the time of inspection.

Violation Description:

Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).

Violations

Violation Date: 02/23/2021
Violation Program: UST
Citation: 23 CCR 16 2715(a)(1)(B) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(a)(1)(B)
Violation Notes:

Returned to compliance on 02/11/2022. Designated Operator Identification (DO) form is incomplete: no names and ICC certification numbers. Corrective action: Designated Operator Identification form should be filled out correctly, uploaded in CERS; a copy should be provided to CUPA.

Violation Description:

Failure to submit the "Designated Underground Storage Tank Operator Identification Form" within 30 days of installing a UST system or within 30 days of a change in DO.

Violations

Violation Date: 02/23/2021
Violation Program: UST
Citation: 23 CCR 16 2641(j) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(j)
Violation Notes:

Returned to compliance on 03/23/2021. Line leak detector on Regular Unleaded product line failed - adjusted; passed - corrected at the time of inspection.

Violation Description:

Failure of the leak detection equipment to be installed, calibrated, operated, and/or maintained properly.

Violations

Violation Date: 02/12/2019
Violation Program: UST
Violation Source: CERS
Violation Division: Butte County Environmental Health

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Citation: 23 CCR 16 2712(b)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(2)

Violation Notes:

Returned to compliance on 06/29/2020. Failure to maintain daily alarm logs. Records not being kept Return to compliance: Start keeping daily alarm records. When you have a week's worth, send me a copy or scan of the alarm log to dholochwest@buttecounty.net. Continue to keep and maintain your daily alarm logs.

Violation Description:

Failure to maintain monitoring records for release detection and/or maintain records of appropriate follow-up actions.

Violations

Violation Date:	02/08/2017	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health

Citation: 23 CCR 16 2715(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(i)

Violation Notes:

Returned to compliance on 02/08/2017. UST Monitoring Certification and Line Leak Detector Testing last conducted on 2/3/16, which is greater than 365 days between testing. Conduct annual UST Monitoring Certification and Line Leak Detector Testing annually, within 365 days from the previous test. UST Monitoring Certification and Line Leak Detector Testing was conducted on this date, therefore the violation has been corrected.

Violation Description:

Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).

Violations

Violation Date:	02/16/2022	Violation Source:	CERS
Violation Program:	HW	Violation Division:	Butte County Environmental Health

Citation: 22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)

Violation Notes:

Returned to compliance on 03/09/2022. A manifest with tracking number 021513508JJK was issued for a shipment from this facility on 6/23/2020 but not available for review in the facility's binders. CORRECTIVE ACTION: Locate the missing manifest, contact the transporter if needed to request a copy and send a copy to Butte County Environmental Health.

Violation Description:

Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste.

Violations

Violation Date:	02/06/2018	Violation Source:	CERS
Violation Program:	HMRP	Violation Division:	Butte County Environmental Health

Citation: HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)

Violation Notes:

Returned to compliance on 06/28/2018. OBSERVATIONS: Prior training documented in 2016. CORRECTIVE ACTION: Complete training for facility staff and provide documentation to this office. Elevated to Class II per Notice of Violation Letter dated 4/25/2018.

Violation Description:

Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.

Violations

Violation Date:	02/16/2022	Violation Source:	CERS
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Violation Program:	HMRRP	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3)		
Violation Notes:			

Returned to compliance on 02/16/2022. Facility submitted an outdated, incomplete, emergency response plan to CERS on 10/1/2020 but failed to respond when notified the submittal was not accepted. A current emergency response plan template was completed and submitted during the inspection, therefore the violation has been corrected.

Violation Description:

Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.

Violations

Violation Date:	12/21/2017	Violation Source:	CERS
Violation Program:	HMRRP	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)		
Violation Notes:			

Returned to compliance on 02/06/2018. OBSERVATIONS: Notice of Violation for Failure to Perform Annual Hazardous Material Release Response Plan (HMRRP) Reporting sent on 12/21/2017. Prior submittal was dated 12/5/14. CORRECTIVE ACTION: Operator resubmitted all forms electronically on 1/3/18. Compliance documented on 2/6/2018.

Violation Description:

Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.

Violations

Violation Date:	02/23/2015	Violation Source:	CERS
Violation Program:	HW	Violation Division:	Butte County Environmental Health
Citation:	22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)		
Violation Notes:			

Returned to compliance on 06/28/2018. OBSERVATIONS: Inspected facility on 2/6/2018 for the following outstanding violation: #H260 (Minor) "Generator properly labeled all containers or tanks containing hazardous waste as required." Compliance not verified. Observed a 55 gallon with a worn hazardous waste label. Operator to re-label the hazardous waste container with all required information including "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date. CORRECTIVE ACTION: Provide documentation to this office that all containers of hazardous waste have been properly labeled. Elevated to Class II per Notice of Violation Letter dated 4/25/2018.

Violation Description:

Failure to properly label hazardous waste accumulation containers with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.

Violations

Violation Date:	02/12/2019	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)		
Violation Notes:			

Returned to compliance on 12/07/2020. Failure to have overfill equipment testing conducted by October 13, 2018. Return to compliance: Within the next 30 days schedule an overfill equipment test. Once completed forward a copy of the test results to our office.

Violation Description:

Failure to comply with one or more of the following overfill prevention equipment requirements:
Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or
Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or
Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or
Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018.

For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter.

For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter.

Inspected within 30 days after a repair to the overfill prevention equipment.

Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer.

Inspected by a certified UST service technician.

Maintain records of overfill prevention equipment inspection for 36 months.

Violations

Violation Date:	02/23/2021	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34		
Violation Notes:			

Returned to compliance on 02/11/2022. Financial Responsibility Mechanism (Letter from Chief Financial Officer) is missing on the Certification of Financial Responsibility (CFR) form on file and in CERS. Certification of Financial Responsibility forms in CERS were uploaded in the wrong location. Corrective action: CFR form should include Letter from Chief Financial Officer as the mechanism of financial responsibility; forms should be uploaded in CERS under appropriate link.

Violation Description:

Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.

Violations

Violation Date:	02/16/2022	Violation Source:	CERS
Violation Program:	HMRRP	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)		
Violation Notes:			

Returned to compliance on 02/16/2022. The last Hazardous Materials Business Plan (HMBP) submittal to the California Environmental Reporting System (CERS) was on 10/1/2020 which is greater than 365 days. A revised HMBP was submitted during the inspection, therefore the violation has been corrected.

Violation Description:

Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.

Violations

Violation Date:	01/29/2014	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.7 25284 - California Health and Safety Code, Chapter 6.7, Section(s) 25284		
Violation Notes:			

Returned to compliance on 12/05/2014.

Violation Description:

Failure to obtain and maintain a valid operation permit from the CUPA.

Violations

Violation Date:	02/16/2022	Violation Source:	CERS
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Violation Program: HW
Citation: 40 CFR 1 262.34(d)(5)(iii) - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 262.34(d)(5)(iii)
Violation Notes:

Returned to compliance on 03/09/2022. Employees were unaware of labeling requirements for hazardous waste containers, inspecting the hazardous waste container and storage area and manifest record keeping. CORRECTIVE ACTION: Train employees so they are familiar with the topics listed above. Send a copy of the completed training record to Butte County Environmental Health.

Violation Description:

Failure to ensure that all employees are thoroughly familiar with proper waste handling and emergency procedures, relevant to their responsibilities during normal facility operations and emergencies.

Violations

Violation Date: 02/16/2022
Violation Program: UST
Citation: 23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)
Violation Notes:

Returned to compliance on 07/13/2022. ----- Overfill Prevention Equipment Inspection (OPEI) was required to be performed by October 31, 2021 and every three years thereafter. This facility has not completed OPI testing as required. Corrective Action: Complete OPI testing, complete any repairs (if necessary) and submit test results to this department.

Violation Description:

Failure to comply with one or more of the following overfill prevention equipment requirements:
Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or
Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or
Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or
Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling.

Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018.

For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter.

For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter.

Inspected within 30 days after a repair to the overfill prevention equipment.

Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer.

Inspected by a certified UST service technician.

Maintain records of overfill prevention equipment inspection for 36 months.

Violations

Violation Date: 02/23/2015
Violation Program: HW
Citation: 22 CCR 12 66262.34(b)(1) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(b)(1)
Violation Notes:

Returned to compliance on 06/28/2018. OBSERVATIONS: Inspected facility on 2/6/2018 for the following outstanding violation: #H259 (Minor) "CESQG disposed of hazardous waste after 100 kg threshold amount was accumulated..." Compliance not verified. Accumulation start dated on the container was labeled February 2017. Operator could not provide disposal records for the previous three years to document compliance from 2/23/2015. Hazardous waste has been stored on site for longer than the allowed 180 day limit. CORRECTIVE ACTION: Operator to dispose of hazardous waste and provide a disposal record to this office. Elevated to Class II per Notice of Violation Letter dated 4/25/2018.

Violation Description:

Failure to dispose of hazardous waste after the first 100-kilogram threshold amount was accumulated within a 90 day period.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Violations

Violation Date: 01/29/2014
Violation Program: UST
Citation: 23 CCR 16 2638 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638
Violation Source: CERS
Violation Division: Butte County Environmental Health
Violation Notes:

Returned to compliance on 12/03/2014.

Violation Description:

Failure to test leak detection equipment as required every 12 months (VPH, sensor, LLD, ATG, etc.) and/or submit monitoring system certification to the CUPA within 30 days of completion of the test

Violations

Violation Date: 02/06/2018
Violation Program: UST
Citation: 23 CCR 16 2712(b) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)
Violation Source: CERS
Violation Division: Butte County Environmental Health
Violation Notes:

Returned to compliance on 02/06/2018. OBSERVATIONS: Operator is not maintaining alarm logs at this facility. CORRECTIVE ACTION: Ensure to document every alarm log on the alarm log/maintenance record. Copies of blank alarm logs are on site. Operator to begin utilizing these logs. Corrected on site.

Violation Description:

Failure to maintain monitoring and maintenance records and/or maintain records of appropriate follow-up actions.

Violations

Violation Date: 01/18/2023
Violation Program: UST
Citation: 23 CCR 16 2712(b)(1)(F) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(F)
Violation Source: CERS
Violation Division: Butte County Environmental Health
Violation Notes:

Returned to compliance on 01/18/2023. Failure to conduct secondary containment testing, or one or more of the following requirements: 1. Within six months of installation and every 36 months thereafter. 2. Within 30 days of a repair or discontinuing vacuum, pressure or hydrostatic monitoring. 3. Using a procedure that demonstrates the system works as well as it did upon installation. 4. Using applicable manufacturer guidelines, industry codes, engineering standards, or professional engineer approval. 5. By a certified service technician. 6. Maintaining records of secondary containment testing for 36 months. Facility was missing results of SB989 testing done in 2021. Corrective action: Obtain test results from testing company and keep on premises at all times. Corrected on site.

Violation Description:

"Failure to conduct secondary containment testing, or one or more of the following requirements:

Perform the test of the secondary containment system upon installation, within six months of installation and every 36 months thereafter.

Perform the test of a secondary containment component within 30 days of a repair or discontinuing vacuum, pressure or hydrostatic monitoring.

Use a procedure that demonstrates the system works as well as at installation.

Use applicable manufacturer guidelines, industry codes, engineering standard, or professional engineer approval.

Performed by a certified service technician.

Maintain records of secondary containment testing for 36 months."

Violations

Violation Date: 01/29/2014
Violation Program: UST
Citation: HSC 6.7 25286(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25286(a)
Violation Source: CERS
Violation Division: Butte County Environmental Health
Violation Notes:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Violation Notes:

Returned to compliance on 12/05/2014.

Violation Description:

Failure to prepare, maintain, and submit accurate CUPA UST Operating Permit Application for Facility information and/or Tank information.

Violations

Violation Date: 02/08/2017
Violation Program: UST
Citation: HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7, Section(s) 25284.2
Violation Notes:

Violation Source: CERS
Violation Division: Butte County Environmental Health

Returned to compliance on 02/08/2017. Spill Bucket Testing last conducted on 2/3/16, which is greater than 365 days between testing. Conduct annual Spill Bucket Testing annually, within 365 days from the previous test. Spill Bucket Testing was conducted on this date, therefore the violation has been corrected.

Violation Description:

Failure to test the spill bucket annually.

Violations

Violation Date: 01/30/2015
Violation Program: UST
Citation: HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7, Section(s) 25284.2
Violation Notes:

Violation Source: CERS
Violation Division: Butte County Environmental Health

Returned to compliance on 02/23/2015.

Violation Description:

Failure to test the spill bucket annually.

Violations

Violation Date: 02/06/2018
Violation Program: HW
Citation: 40 CFR 1 265.33 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.33
Violation Notes:

Violation Source: CERS
Violation Division: Butte County Environmental Health

Returned to compliance on 06/21/2018. OBSERVATIONS: On site fire extinguishers have not been serviced since 2002. CORRECTIVE ACTION: Operator to ensure all fire protection equipment, including fire extinguishers, has been properly serviced and in good working order. Violation Elevated to Class II per Notice of Violation Letter dated 4/25/2018. Operator will provide documentation that all on site fire extinguishers have been properly serviced and are functional. Elevated to Class II per Notice of Violation Letter dated 4/25/2018.

Violation Description:

Failure to test and maintain as necessary all facility communications or alarm systems, fire protection equipment, spill control equipment, and decontamination equipment to assure its proper operation in time of emergency.

Violations

Violation Date: 01/18/2023
Violation Program: HW
Citation: HSC 6.5 25123.3(h)(1) - California Health and Safety Code, Chapter 6.5, Section(s) 25123.3(h)(1)
Violation Notes:

Violation Source: CERS
Violation Division: Butte County Environmental Health

Failure to send hazardous waste offsite for treatment, storage, or disposal within 180 days (or 270 days if waste is transported over 200 miles) for a generator who generates less than 1000 kilogram per month if all of the following conditions are met: (1) The quantity of hazardous waste accumulated

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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onsite never exceeds 6,000 kilograms. (2) The generator complies with the requirements of 40 Code of Federal Regulations section 262.34(d), (e) and (f). (3) The generator does not hold acutely hazardous waste or extremely hazardous waste in an amount greater than one kilogram for more than 90 days. (1) 55-gallon drum full of liquid with a very strong petroleum smell has an accumulation date 2/16/2022 and is past the 180 days of when it needs to be disposed of. Corrective action: Have the waste drum picked up and its contents disposed of by a transporter. Have a copy of the manifest sent to sviglietti@buttecounty.net

Violation Description:

Failure to send hazardous waste offsite for treatment, storage, or disposal within 180 days (or 270 days if waste is transported over 200 miles) for a generator who generates less than 1000 kilogram per month if all of the following conditions are met:

- (1) The quantity of hazardous waste accumulated onsite never exceeds 6,000 kilograms.
- (2) The generator complies with the requirements of 40 Code of Federal Regulations section 262.34(d), (e) and (f).
- (3) The generator does not hold acutely hazardous waste or extremely hazardous waste in an amount greater than one kilogram for more than 90 days.

Violations

Violation Date: 01/29/2014
Violation Program: UST
Citation: HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7, Section(s) 25284.2
Violation Source: CERS
Violation Division: Butte County Environmental Health
Violation Notes:

Returned to compliance on 01/29/2014.

Violation Description:

Failure to test the spill bucket annually.

Violations

Violation Date: 02/22/2021
Violation Program: UST
Citation: 23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)
Violation Source: CERS
Violation Division: Butte County Environmental Health
Violation Notes:

Returned to compliance on 03/22/2021. Facility is late for Annual Monitoring system certification, line leak detector and spill bucket testing (due each year in January). Corrective action: Annual Monitoring system certification, line leak detector and spill bucket testing should be conducted in January every year in accordance with UST Facility Operating Permit - corrected at the time of inspection.

Violation Description:

Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).

Violations

Violation Date: 07/13/2022
Violation Program: UST
Citation: 23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)
Violation Source: CERS
Violation Division: Butte County Environmental Health
Violation Notes:

Returned to compliance on 07/27/2022. The Overfill Prevention Equipment Inspection (OPEI) failed for the 91 Premium because the UST service was unable to get the drop tube and the spill bucket apart. Corrective Action: Complete OPEI testing, complete repairs on the 91 drop tube and submit test results to this department.

Violation Description:

Failure to comply with one or more of the following overfill prevention equipment requirements:
Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or
Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or
Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or
Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018.

For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter.

For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter.

Inspected within 30 days after a repair to the overfill prevention equipment.

Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer.

Inspected by a certified UST service technician.

Maintain records of overfill prevention equipment inspection for 36 months.

Violations

Violation Date:	01/18/2023	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)		
Violation Notes:			

Returned to compliance on 01/18/2023. Failure to comply with one or more of the following overfill prevention equipment requirements: 1. Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or 2. Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or 3. Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or 4. Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. 5. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, o

Violation Description:

Failure to comply with one or more of the following overfill prevention equipment requirements:
Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or
Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or
Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or
Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling.

Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018.

For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter.

For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter.

Inspected within 30 days after a repair to the overfill prevention equipment.

Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer.

Inspected by a certified UST service technician.

Maintain records of overfill prevention equipment inspection for 36 months.

Violations

Violation Date:	02/12/2019	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)		
Violation Notes:			

Returned to compliance on 06/29/2020. Failure to have overfill equipment testing conducted by October 13, 2018. Return to compliance: Within the next 30 days schedule an overfill equipment test. Once completed forward a copy of the test results to our office.

Violation Description:

Failure to comply with one or more of the following overfill prevention equipment requirements:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling.

Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018.

For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter.

For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter.

Inspected within 30 days after a repair to the overfill prevention equipment.

Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer.

Inspected by a certified UST service technician.

Maintain records of overfill prevention equipment inspection for 36 months.

Violations

Violation Date:	02/06/2018	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	23 CCR 16 2715(f)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)(2)		
Violation Notes:			

Returned to compliance on 06/29/2018. OBSERVATIONS: Prior training documented in 2016. CORRECTIVE ACTION: Complete D.O. training for facility staff within 30 days and annually thereafter. Elevated to Class II per Notice of Violation Letter dated 4/25/2018.

Violation Description:

Failure to have at least one facility employee present during operating hours that has been trained in the proper operation and maintenance of the UST system by a designated operator (DO).

Violations

Violation Date:	01/29/2014	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	23 CCR 16 2638 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638		
Violation Notes:			

Returned to compliance on 01/29/2014.

Violation Description:

Failure to test leak detection equipment as required every 12 months (VPH, sensor, LLD, ATG, etc.) and/or submit monitoring system certification to the CUPA within 30 days of completion of the test

Violations

Violation Date:	02/16/2022	Violation Source:	CERS
Violation Program:	HW	Violation Division:	Butte County Environmental Health
Citation:	40 CFR 1 265.174 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.174		
Violation Notes:			

Returned to compliance on 03/09/2022. Based on the presence of a 55-gallon drum of test water labeled as hazardous waste with about 45 gallons of liquid and missing accumulation start date the container and area was not being inspected weekly. CORRECTIVE ACTION: Complete at least three weeks of inspections on the log provided (in separate email). Record the inspections, note any corrective actions taken in response to the observations and send the completed inspection log to Butte County Environmental Health.

Violation Description:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Failure to inspect hazardous waste storage areas at least weekly and look for leaking and deteriorating containers.

Violations

Violation Date: 02/16/2022
Violation Program: HW
Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Notes:

Returned to compliance on 02/16/2022. A nearly full, 55-gallon drum was missing the accumulation start date. CORRECTIVE ACTION: Mark the accumulation start date on the drum when it is half full or 27 gallons full. This was corrected during inspection.

Violation Description:

Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.

Violations

Violation Date: 01/30/2015
Violation Program: UST
Citation: 23 CCR 16 2638 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638
Violation Notes:

Returned to compliance on 02/23/2015.

Violation Description:

Failure to test leak detection equipment as required every 12 months (VPH, sensor, LLD, ATG, etc.) and/or submit monitoring system certification to the CUPA within 30 days of completion of the test

Violations

Violation Date: 02/16/2022
Violation Program: UST
Citation: HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7, Section(s) 25284.2
Violation Notes:

Returned to compliance on 05/17/2022. The Regular Unleaded (87) spill bucket drain was found leaking during the monitoring certification. Components that fail testing based on the monitoring certification, spill bucket testing and line leak detector testing shall be repaired/replaced and retested within 30 days of receipt of the testing reports.

Violation Description:

"Failure to meet one or more of the following requirements:

Install or maintain a liquid-tight spill container.

Have a minimum capacity of five gallons.

Have a functional drain valve or other method for the removal of liquid from the spill container.

Be resistant to galvanic corrosion.

Perform a tightness test at installation, every 12 months thereafter, or within 30 days after a repair to the spill container.

Tested using applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer.

Tested by a certified UST service technician.

Maintain records of spill containment testing for 36 months.

"

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<u>Enforcements</u>						
Enf Action Date:	02/12/2019				Enf Action Program:	UST
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	04/25/2018				Enf Action Program:	HMRRP
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
NOV Sent on 4/25/18.						
Enf Action Date:	06/26/2020				Enf Action Program:	UST
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	01/20/2022				Enf Action Program:	UNSPEC
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	01/29/2014				Enf Action Program:	UST
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	02/06/2018				Enf Action Program:	HMRRP
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	02/16/2022				Enf Action Program:	HW
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	02/23/2015				Enf Action Program:	HW
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	02/06/2018				Enf Action Program:	UST
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	02/16/2022				Enf Action Program:	HMRRP
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Enf Action Division:		Butte County Environmental Health				
Enf Action Description:		Notice of Violation Issued by the Inspector at the Time of Inspection				
Enf Action Notes:						
Enf Action Date:		02/23/2021		Enf Action Program:		UST
Enf Action Type:		Notice of Violation (Unified Program)		Enf Action Source:		CERS
Enf Action Division:		Butte County Environmental Health				
Enf Action Description:		Notice of Violation Issued by the Inspector at the Time of Inspection				
Enf Action Notes:						
Enf Action Date:		02/06/2018		Enf Action Program:		HW
Enf Action Type:		Notice of Violation (Unified Program)		Enf Action Source:		CERS
Enf Action Division:		Butte County Environmental Health				
Enf Action Description:		Notice of Violation Issued by the Inspector at the Time of Inspection				
Enf Action Notes:						
Enf Action Date:		02/08/2017		Enf Action Program:		UST
Enf Action Type:		Notice of Violation (Unified Program)		Enf Action Source:		CERS
Enf Action Division:		Butte County Environmental Health				
Enf Action Description:		Notice of Violation Issued by the Inspector at the Time of Inspection				
Enf Action Notes:						
Enf Action Date:		02/16/2022		Enf Action Program:		UST
Enf Action Type:		Notice of Violation (Unified Program)		Enf Action Source:		CERS
Enf Action Division:		Butte County Environmental Health				
Enf Action Description:		Notice of Violation Issued by the Inspector at the Time of Inspection				
Enf Action Notes:						
Enf Action Date:		04/05/2018		Enf Action Program:		UST
Enf Action Type:		Notice of Violation (Unified Program)		Enf Action Source:		CERS
Enf Action Division:		Butte County Environmental Health				
Enf Action Description:		Notice of Violation Issued by the Inspector at the Time of Inspection				
Enf Action Notes:						
Enf Action Date:		04/25/2018		Enf Action Program:		UST
Enf Action Type:		Notice of Violation (Unified Program)		Enf Action Source:		CERS
Enf Action Division:		Butte County Environmental Health				
Enf Action Description:		Notice of Violation Issued by the Inspector at the Time of Inspection				
Enf Action Notes:						
NOV Letter sent on 4/25/2018.						
Enf Action Date:		07/13/2022		Enf Action Program:		UST
Enf Action Type:		Notice of Violation (Unified Program)		Enf Action Source:		CERS
Enf Action Division:		Butte County Environmental Health				
Enf Action Description:		Notice of Violation Issued by the Inspector at the Time of Inspection				
Enf Action Notes:						
Enf Action Date:		02/23/2015		Enf Action Program:		UST
Enf Action Type:		Notice of Violation (Unified Program)		Enf Action Source:		CERS
Enf Action Division:		Butte County Environmental Health				
Enf Action Description:		Notice of Violation Issued by the Inspector at the Time of Inspection				
Enf Action Notes:						
Enf Action Date:		04/25/2018		Enf Action Program:		HW
Enf Action Type:		Notice of Violation (Unified Program)		Enf Action Source:		CERS
Enf Action Division:		Butte County Environmental Health				
Enf Action Description:		Notice of Violation Issued by the Inspector at the Time of Inspection				
Enf Action Notes:						

NOV sent on 4/25/2018.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Evaluations

Eval Date: 01/29/2014
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: UST
Eval Source: CERS
Eval Notes:

null; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date: 02/16/2022
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: HW
Eval Source: CERS
Eval Notes:

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Tisha Cheney at 9:00 a.m, Partner, Mohan Singh also joined the inspection by 10:00 a.m. No photographs, copied documents or samples were obtained during this inspection. Make arrangements to ship the drum of hazardous waste testing water no later than 8/16/2022. Inspection report not signed due to Covid-19 health concerns.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date: 02/23/2015
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: UST
Eval Source: CERS
Eval Notes:

Eval Date: 01/18/2023
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Jasvir Singh at 8:30 a.m. No photographs, copied documents or samples were obtained during this inspection.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date: 02/08/2017
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: UST
Eval Source: CERS
Eval Notes:

Eval Date: 06/26/2020
Violations Found: Yes
Eval General Type: Other/Unknown
Eval Type: Other, not routine, done by local agency
Eval Division: Butte County Environmental Health

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

Continued noncompliance will result in the escalation of the violation degree and further enforcement action that may include Red Tag Authority. If your facility comes under Red Tag Authority you will not be able to receive fuel drops until all of the violations for your UST system are cleared. If you have any question contact Dan Holochwost at dholochwost@buttecounty.net or 530-712-1093.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	02/16/2022
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	HMRP
Eval Source:	CERS
Eval Notes:	

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Tisha Cheney at 8:30 a.m. No photographs, copied documents or samples were obtained during this inspection. The next Hazardous Materials Business Plan submittal will be due to CERS by 2/16/2023. Inspection report not signed due to Covid-19 health concerns.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	02/08/2017
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

null; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	02/16/2022
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Tisha Cheney, Cashier, at 8:30 a.m. No photographs, copied documents or samples were obtained during this inspection. UST testing (annual monitoring system certification, line leak detector and spill bucket testing) performed by SW Maintenance by the following ICC Certified Technician: Lyle Foster Vapor Recovery System Testing and Repair (expires 1/13/2024) California UST Service Technician (expires 11/09/2023) UST Permit to Operate expiration date: December 15, 2023 Last UST Cert: 2/23/2021; next due in January per Permit to Operate Last Secondary/Containment Test: 3/29/2021; next due in April 2024 per Permit to Operate Last OPEI: 12/7/2020 Inspection report not signed due to Covid-19 health concerns.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	01/29/2014
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

Eval Date:	04/05/2018
Violations Found:	Yes
Eval General Type:	Other/Unknown
Eval Type:	Other, not routine, done by local agency
Eval Division:	Butte County Environmental Health

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

Issue violation and work on NOV letters.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	07/13/2022
Violations Found:	Yes
Eval General Type:	Other/Unknown
Eval Type:	Other, not routine, done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

This office is in receipt of the Overfill Prevention Equipment Inspection testing report dated 5/19/2022. Since the 91 Premium test failed due to the drop tube being stuck to the spill bucket a follow up inspection report is necessary. UST Permit to Operate expiration date: December 15 2023 Last UST Cert: 2/16/2022; next due in January per Permit to Operate Last Secondary/Containment Test: 3/29/2021; next due in April 2024 per Permit to Operate Last OPEI: 5/19/2022 next due within 30 days of this report date. Report not signed due to Covid-19 health concerns.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	07/13/2022
Violations Found:	Yes
Eval General Type:	Other/Unknown
Eval Type:	Other, not routine, done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

This office is in receipt of the Overfill Prevention Equipment Inspection testing report dated 5/19/2022. Since the 91 Premium test failed due to the drop tube being stuck to the spill bucket a follow up inspection report is necessary. UST Permit to Operate expiration date: December 15, 2023 Last UST Cert: 2/16/2022; next due in January per Permit to Operate Last Secondary/Containment Test: 3/29/2021; next due in April 2024 per Permit to Operate Last OPEI: 5/19/2022 next due within 30 days of this report date. Report not signed due to Covid-19 health concerns.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	01/18/2023
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	HW
Eval Source:	CERS
Eval Notes:	

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Jasvir Singh at 8:30 a.m. No photographs, copied documents or samples were obtained during this inspection.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	02/23/2021
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

Received consent to conduct inspection, make copies of documents, take pictures, collect samples - no copies made, no pictures, samples taken. SW Maintenance technician Lyle Foster on site for annual monitoring system certification, line leak detector, spill bucket testing, Overfill Prevention Equipment Inspection (OPEI) and secondary containment testing. As a reminder: Secondary Containment testing is due in April, 2021. Please note: since facility was late for the Overfill Prevention Equipment Inspection (OPEI) required by October 13, 2018 (first OPEI was conducted 12/07/2020), - next tri-annual OPEI should be conducted by the end of October, 2021. Inspection report not signed by the operator due to COVID-19 health concerns.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Eval Date:	02/03/2016
Violations Found:	No
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

Eval Date:	02/06/2018
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

On site to conduct the Underground Storage Tank (UST) Program inspection and to witness the Annual Monitoring Certification, Spill Bucket Test, Line Leak Detector Test and Secondary Containment Testing. SW Maintenance is on site to conduct the testing; testing technician is Lyle Foster. BOE number on record is 44049444 and is Valid for Owner Name: Jasvir Singh and Business Name: Quick Stop Market #1 Reviewed system set up and alarm history; overfill limit is set to 95% with a fill tube shut off valve installed for T1 (91), T2 (87). Observed the following components tested: 1. L1 T1 STP 2. L2 T2 STP 3. L3 T3 Annular 4. L4 UDC 1/2 5. L5 UDC 3/4 6. L6 UDC 5/6 7. L7 UDC 7/8 8. T1, T2 Spill Buckets 9. T1, T2 LLDs 10. Power out/sensor out Observed the following components tested for Secondary Containment: 1. Tank Annular - 10mmMg for 1 hour 2. UDC 1/2, 3/4, 5/6, 7/8 - Incon Rapid Tester for 15 min Technician discovered torn testing boots for [Truncated]; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	02/23/2015
Violations Found:	No
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	HMRRP
Eval Source:	CERS
Eval Notes:	

Eval Date:	02/12/2019
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by David Chaney at 8:30 AM on 2/12/2019. No photographs, copied documents or samples were obtained during this inspection. SW Maintenance on site for testing. Lyle Foster UST technician. Reminder that the CFO letter will need to be renewed this month. On site to conduct visual and paperwork inspection.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	02/16/2022
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	HW
Eval Source:	CERS
Eval Notes:	

Consent to perform the inspection review documents copy documents take photos or collect samples provided by Tisha Cheney at 9:00 a.m Partner Mohan Singh also joined the inspection by 10:00 a.m. No photographs copied documents or samples were obtained during this inspection. Make arrangements to ship the drum of hazardous waste testing water no later than 8/16/2022.Inspection report not signed due to Covid-19 health concerns.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	02/23/2015
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

null; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	01/18/2023
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Jasvir Singh at 8:30 a.m. No photographs, copied documents or samples were obtained during this inspection. UST Testing Performed by SW Maintenance by the following ICC Certified Technician: Lyle Foster California UST Service Technician (8150925 expires 11/9/2023) Veeder Root (NUMBER, 1/13/2024) VMI (1653, 6/20/2024) OPW (166530, 11/1/2024); Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	02/12/2019
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

Consent to perform the inspection review documents copy documents take photos or collect samples provided by David Chaney at 8:30 AM on 2/12/2019. No photographs copied documents or samples were obtained during this inspection.SW Maintenance on site for testing. Lyle Foster UST technician.Reminder that the CFO letter will need to be renewed this month.On site to conduct visual and paperwork inspection.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	02/06/2018
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	HMRRP
Eval Source:	CERS
Eval Notes:	

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Danyelle Tracy at 9 AM on 2/06/2018. No photographs, copied documents or samples were obtained during this inspection.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	02/06/2018
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	HW
Eval Source:	CERS
Eval Notes:	

On site to conduct the Hazardous Waste Generator (HWG) Program inspection. Reviewed the DTSC EPA ID profile. Reviewed compliance with violations that occurred on 2/23/2015: 1. #H260 (Minor) "Generator properly labeled all containers or tanks containing hazardous waste as required." Compliance not verified. Observed a 55 gallon with a worn hazardous waste label. Operator to re-label the hazardous waste container with all required information including "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date. Comply by 3/8/2018. 2. #H259 (Minor) "CESQG disposed of hazardous waste after 100 kg threshold amount was accumulated..." Compliance not verified. Accumulation start dated on the container was labeled February 2017. Operator could not provide disposal

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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records for the previous three years to document compliance from 2/23/2015. Hazardous waste has been stored on site for [Truncated]; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date: 02/23/2015
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: HW
Eval Source: CERS
Eval Notes:

Eval Date: 12/03/2014
Violations Found: No
Eval General Type: Other/Unknown
Eval Type: Other, not routine, done by local agency
Eval Division: Butte County Environmental Health
Eval Program: UST
Eval Source: CERS
Eval Notes:

Affiliations

Affil Type Desc: Document Preparer
Entity Name: Jasvir Singh
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: UST Permit Applicant
Entity Name: Jasvir Singh
Entity Title: Owner
Address:
City:
State:
Country:
Zip Code:
Phone: (530) 891-3574

Affil Type Desc: Operator
Entity Name: Mohan Singh and Jasvir Singh
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone: (530) 891-3574

Affil Type Desc: Identification Signer
Entity Name: Jasvir Singh
Entity Title: Owner
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: UST Tank Operator
Entity Name: Mohan Singh and Jasvir Singh

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Entity Title:						
Address:		2269 Nord Ave.				
City:		CHICO				
State:		CA				
Country:		United States				
Zip Code:		95926				
Phone:		(530) 891-3574				
Affil Type Desc:		Environmental Contact				
Entity Name:		Jasvir Singh				
Entity Title:						
Address:		2269 Nord Ave.				
City:		CHICO				
State:		CA				
Country:						
Zip Code:		95926				
Phone:						
Affil Type Desc:		Parent Corporation				
Entity Name:		Quick Stop				
Entity Title:						
Address:						
City:						
State:						
Country:						
Zip Code:						
Phone:						
Affil Type Desc:		CUPA District				
Entity Name:		Butte County Environmental Health				
Entity Title:						
Address:		202 Mira Loma Drive				
City:		Oroville				
State:		CA				
Country:						
Zip Code:		95965				
Phone:		(530) 552-3880				
Affil Type Desc:		UST Property Owner Name				
Entity Name:		Mohan Singh and Jasvir Singh				
Entity Title:						
Address:		2269 Nord Ave.				
City:		CHICO				
State:		CA				
Country:		United States				
Zip Code:		95926				
Phone:		(530) 891-3574				
Affil Type Desc:		Facility Mailing Address				
Entity Name:		Mailing Address				
Entity Title:						
Address:		2269 Nord Ave.				
City:		CHICO				
State:		CA				
Country:						
Zip Code:		95926				
Phone:						
Affil Type Desc:		UST Tank Owner				
Entity Name:		Mohan Singh and Jasvir Singh				
Entity Title:						
Address:		2269 Nord Ave.				
City:		CHICO				
State:		CA				
Country:		United States				
Zip Code:		95926				
Phone:		(530) 891-3574				
Affil Type Desc:		Legal Owner				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Entity Name: Mohan Singh and Jasvir Singh
Entity Title:
Address: 2269 Nord Ave.
City: CHICO
State: CA
Country: United States
Zip Code: 95926
Phone: (530) 891-3574

Coordinates

Env Int Type Code:	HWG	Longitude:	-121.838650
Program ID:	10276489	Coord Name:	
Latitude:	39.755810	Ref Point Type Desc:	Center of a facility or station.

2	8 of 14	WSW	0.01 / 65.41	173.36 / -1	Quick Stop Market #1 2269 NORD Ave CHICO CA 95926	UST
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Facility ID:
CERS ID: 10276489
County: Butte
Permitting Agency: Butte County Environmental Health
Site Facility Type: PERMITTED UNDERGROUND STORAGE TANK (UST)
Note: Information related to facilities can be searched on Geo Tracker Website: <https://geotracker.waterboards.ca.gov/search>

Tank Details

Epa Region:	9	Tank Closure Date:	
No. of Closed UST:	0	Tank Configuration:	One in a Compartmented Unit
No. of Inuse UST:	2	Tank Contents:	Regular Unleaded
No. of Oos UST:	0	Tank Cp Impr Curr:	No
Owner Type:	Non-Government	Tank Cp Shutoff:	Yes
Tank ID No.:	2	Tank Installatn Dt:	3/5/1998 12:00:00 AM
Tank Status:	Confirmed/Updated Information	Tank No of Compart:	2
Tank Type:	Double Wall	Tank Pc Constructn:	Steel
Tank Alarms:	No	Tank Spill Bucket:	Yes
Tank Ball Float:	No	Tribal Lands:	No
Tank Operator Name:	Mohan Singh and Jasvir Singh		
Tank Operator Mail Address:	2269 Nord Ave.		
Tank Operator Mail City:	CHICO		
Tank Operator Mail State:	CA		
Tank Operator Mail Zip:	95926		
Tank Owner Name:	Mohan Singh and Jasvir Singh		
Tank Owner Mailing Address:	2269 Nord Ave.		
Tank Owner Mailing City:	CHICO		
Tank Owner Mailing State:	CA		
Tank Owner Mailing Zip:	95926		
Tank Capacity Gallons:	12000		
Tank Piping Construction:	Double Walled		
Tank Piping Type:	Pressure		
Tank Pw Piping Construction:	Flexible		
Tank Sacrificial Anode:	No		

Tank Details

Epa Region:	9	Tank Closure Date:	
No. of Closed UST:	0	Tank Configuration:	One in a Compartmented Unit
No. of Inuse UST:	2	Tank Contents:	Premium Unleaded
No. of Oos UST:	0	Tank Cp Impr Curr:	No
Owner Type:	Non-Government	Tank Cp Shutoff:	Yes
Tank ID No.:	1	Tank Installatn Dt:	3/5/1998 12:00:00 AM
Tank Status:	Renewal Permit	Tank No of Compart:	2
Tank Type:	Double Wall	Tank Pc Constructn:	Steel

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Tank Alarms:	No				Tank Spill Bucket:	Yes
Tank Ball Float:	No				Tribal Lands:	No
Tank Operator Name:		Mohan Singh and Jasvir Singh				
Tank Operator Mail Address:		2269 Nord Ave.				
Tank Operator Mail City:		CHICO				
Tank Operator Mail State:		CA				
Tank Operator Mail Zip:		95926				
Tank Owner Name:		Mohan Singh and Jasvir Singh				
Tank Owner Mailing Address:		2269 Nord Ave.				
Tank Owner Mailing City:		CHICO				
Tank Owner Mailing State:		CA				
Tank Owner Mailing Zip:		95926				
Tank Capacity Gallons:		8000				
Tank Piping Construction:		Double Walled				
Tank Piping Type:		Pressure				
Tank Pw Piping Construction:		Flexible				
Tank Sacrificial Anode:		No				

2	9 of 14	WSW	0.01 / 65.41	173.36 / -1	SPIRITS OF AMERICA 2269 NORD AVENUE CHICO CA 95926	EMISSIONS
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2002 Toxic Data

Facility ID:	512	COID:	BUT
Facility SIC Code:	5541	DISN:	BUTTE COUNTY AQMD
CO:	4	CHAPIS:	
Air Basin:	SV	CERR Code:	
District:	BUT		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2003 Toxic Data

Facility ID:	512	COID:	BUT
Facility SIC Code:	5541	DISN:	BUTTE COUNTY AQMD
CO:	4	CHAPIS:	
Air Basin:	SV	CERR Code:	
District:	BUT		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2004 Toxic Data

Facility ID:	512	COID:	BUT
Facility SIC Code:	5541	DISN:	BUTTE COUNTY AQMD
CO:	4	CHAPIS:	
Air Basin:	SV	CERR Code:	
District:	BUT		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2005 Toxic Data

Facility ID:	512	COID:	BUT
Facility SIC Code:	5541	DISN:	BUTTE COUNTY AQMD

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
CO:	4				CHAPIS:	
Air Basin:	SV				CERR Code:	
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2006 Toxic Data</u>						
Facility ID:	512				COID:	BUT
Facility SIC Code:	5541				DISN:	BUTTE COUNTY AQMD
CO:	4				CHAPIS:	
Air Basin:	SV				CERR Code:	
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2007 Toxic Data</u>						
Facility ID:	512				COID:	BUT
Facility SIC Code:	5541				DISN:	BUTTE COUNTY AQMD
CO:	4				CHAPIS:	
Air Basin:	SV				CERR Code:	
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2008 Toxic Data</u>						
Facility ID:	512				COID:	BUT
Facility SIC Code:	5541				DISN:	BUTTE COUNTY AQMD
CO:	4				CHAPIS:	
Air Basin:	SV				CERR Code:	
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2009 Toxic Data</u>						
Facility ID:	512				COID:	BUT
Facility SIC Code:	5541				DISN:	BUTTE COUNTY AQMD
CO:	4				CHAPIS:	
Air Basin:	SV				CERR Code:	
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2010 Toxic Data</u>						
Facility ID:	512				COID:	BUT
Facility SIC Code:	5541				DISN:	BUTTE COUNTY AQMD
CO:	4				CHAPIS:	
Air Basin:	SV				CERR Code:	
District:	BUT					

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:

2011 Criteria Data

Facility ID:	512	CERR Code:	
Facility SIC Code:	5541	TOGT:	.019
CO:	4	ROGT:	.0189297
Air Basin:	SV	COT:	
District:	BUT	NOXT:	
COLD:	BUT	SOXT:	
DISN:	BUTTE COUNTY AQMD	PMT:	
CHAPIS:		PM10T:	

2011 Toxic Data

Facility ID:	512	COLD:	BUT
Facility SIC Code:	5541	DISN:	BUTTE COUNTY AQMD
CO:	4	CHAPIS:	
Air Basin:	SV	CERR Code:	
District:	BUT		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2	10 of 14	WSW	0.01 / 65.41	173.36 / -1	QUICK STOP MARKET #1 2269 NORD AVENUE CHICO CA 95926	EMISSIONS
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2012 Criteria Data

Facility ID:	512	CERR Code:	
Facility SIC Code:	5541	TOGT:	.019
CO:	4	ROGT:	.0189297
Air Basin:	SV	COT:	
District:	BUT	NOXT:	
COLD:	BUT	SOXT:	
DISN:	BUTTE COUNTY AQMD	PMT:	
CHAPIS:		PM10T:	

2012 Toxic Data

Facility ID:	512	COLD:	BUT
Facility SIC Code:	5541	DISN:	BUTTE COUNTY AQMD
CO:	4	CHAPIS:	
Air Basin:	SV	CERR Code:	
District:	BUT		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2013 Criteria Data

Facility ID:	512	CERR Code:	
Facility SIC Code:	5541	TOGT:	.019
CO:	4	ROGT:	.0189297
Air Basin:	SV	COT:	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
District:	BUT			NOXT:		
COID:	BUT			SOXT:		
DISN:	BUTTE COUNTY AQMD			PMT:		
CHAPIS:				PM10T:		
<u>2013 Toxic Data</u>						
Facility ID:	512			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2014 Criteria Data</u>						
Facility ID:	512			CERR Code:		
Facility SIC Code:	5541			TOGT:	.019	
CO:	4			ROGT:	.019	
Air Basin:	SV			COT:		
District:	BUT			NOXT:		
COID:	BUT			SOXT:		
DISN:	BUTTE COUNTY AQMD			PMT:		
CHAPIS:				PM10T:		
<u>2014 Toxic Data</u>						
Facility ID:	512			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2015 Criteria Data</u>						
Facility ID:	512			CERR Code:		
Facility SIC Code:	5541			TOGT:	.019	
CO:	4			ROGT:	.019	
Air Basin:	SV			COT:		
District:	BUT			NOXT:		
COID:	BUT			SOXT:		
DISN:	BUTTE COUNTY AQMD			PMT:		
CHAPIS:				PM10T:		
<u>2015 Toxic Data</u>						
Facility ID:	512			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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2016 Criteria Data

Facility ID:	512				CERR CODE:	
Facility SIC Code:	5541				TOGT:	.019
CO:	4				ROGT:	.019
Air Basin:	SV				COT:	
District:	BUT				NOXT:	
COID:	BUT				SOXT:	
DISN:	BUTTE COUNTY AQMD				PMT:	
CHAPIS:					PM10T:	

2016 Toxic Data

Facility ID:	512				TS:	
Facility SIC Code:	5541				HRA:	
CERR CODE:					CH Index:	
COID:	BUT				AH Index:	
CO:	4				Air Basin:	SV
DISN:	BUTTE COUNTY AQMD				District:	BUT
CHAPIS:						

2017 Criteria Data

Facility ID:	512				CERR Code:	
Facility SIC Code:	5541				TOGT:	.317
CO:	4				ROGT:	.317
Air Basin:	SV				COT:	
District:	BUT				NOXT:	
COID:	BUT				SOXT:	
DISN:	BUTTE COUNTY AQMD				PMT:	
CHAPIS:					PM10T:	

2017 Toxic Data

Facility ID:	512				COID:	BUT
Facility SIC Code:	5541				DISN:	BUTTE COUNTY AQMD
CO:	4				CHAPIS:	
Air Basin:	SV				CERR Code:	
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

2018 Criteria Data

Facility ID:	512				CERR Code:	
Facility SIC Code:	5541				TOGT:	.317
CO:	4				ROGT:	.317
Air Basin:	SV				COT:	
District:	BUT				NOXT:	
COID:	BUT				SOXT:	
DISN:	BUTTE COUNTY AQMD				PMT:	
CHAPIS:					PM10T:	

2018 Toxic Data

Facility ID:	512				COID:	BUT
Facility SIC Code:	5541				DISN:	BUTTE COUNTY AQMD
CO:	4				CHAPIS:	
Air Basin:	SV				CERR Code:	
District:	BUT					

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:

2019 Criteria Data

CO:	4				CHAPIS:	
Air Basin:	SV				CERR Code:	
Facility ID:	512				ROGT:	.317
District:	BUT				COT:	
Facility SIC Code:	5541				NOXT:	
CO ID:	BUT				SOXT:	
DISN:	BUTTE COUNTY AQMD					
PM10T:						
TOGT:		.317				
PMT:						

2019 Toxic Data

CO:	4				DISN:	BUTTE COUNTY AQMD
Air Basin:	SV				CHAPIS:	
Facility ID:	512				CERR Code:	
District:	BUT				TS:	
Facility SIC Code:	5541				Health Risk Asmt:	
COID:	BUT					
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

2020 Criteria Data

CO:	4				CHAPIS:	
Air Basin:	SV				CERR Code:	
Facility ID:	512				ROGT:	.317
District:	BUT				COT:	
Facility SIC Code:	5541				NOXT:	
CO ID:	BUT				SOXT:	
DISN:	BUTTE COUNTY AQMD					
TOGT:		.317				
PMT:						
PM10T:						

2020 Toxic Data

CO:	4				DISN:	BUTTE COUNTY AQMD
Air Basin:	SV				CHAPIS:	
Facility ID:	512				CHERR Code:	
District:	BUT				TS:	
Facility SIC Code:	5541				Health Risk Asmt:	
COID:	BUT					
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

2	11 of 14	WSW	0.01 / 65.41	173.36 / -1	QUICK STOP MARKET #1 2269 NORD AVE CHICO CA 95926	RCRA NON GEN
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EPA Handler ID:	CAL000379109
Gen Status Universe:	No Report
Contact Name:	JASVIR SINGH
Contact Address:	2269 NORD AVE , , CHICO , CA, 95926 ,
Contact Phone No and Ext:	530-891-3574
Contact Email:	ROYALBLACK82@HOTMAIL.COM

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Contact Country:
County Name: BUTTE
EPA Region: 09
Land Type:
Receive Date: 20121019
Location Latitude: 39.740211
Location Longitude: -121.879908

Violation/Evaluation Summary

Note: NO RECORDS: As of Jan 2023, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20121019
Handler Name: QUICK STOP MARKET #1
Source Type: Implementer
Federal Waste Generator Code: N
Generator Code Description: Not a Generator, Verified

Owner/Operator Details

Owner/Operator Ind:	Current Owner	Street No:	
Type:	Other	Street 1:	2269 NORD AVE
Name:	JASVIR SINGH	Street 2:	
Date Became Current:		City:	CHICO
Date Ended Current:		State:	CA
Phone:	530-891-3574	Country:	
Source Type:	Implementer	Zip Code:	95926-0000
Owner/Operator Ind:	Current Operator	Street No:	
Type:	Other	Street 1:	2269 NORD AVE
Name:	JASVIR SINGH	Street 2:	
Date Became Current:		City:	CHICO
Date Ended Current:		State:	CA
Phone:	530-891-3574	Country:	
Source Type:	Implementer	Zip Code:	95926

2	12 of 14	WSW	0.01 / 65.41	173.36 / -1	SPIRITS OF AMERICA 2269 NORD AVE CHICO CA	UST SWEEPS
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C C: A04-000-52300
 D Filename: SITE05A

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
BOE: Comp: Status: No of Tanks: Jurisdic: Agency: Phone:	44-001805 52300 ACTIVE 3 BUTTE COUNTY ENVIRONMENTAL HEALTH				Page No: 125 County: BUTTE State : CA Zip: 95926 Latitude: 39.741149 Longitude: -121.881225 Georesult: S5HPNTSCZA	
<u>Tank Details</u>						
Tank ID: O Tank ID: SWRCB No: Removed: Installed: A Date: Capac: Tank Use:	000001 04-000-052300-000001 06-27-91 10000 M.V. FUEL				S Contain: Stg: P Storage : Storag Type: PRODUCT P Contain: Content: REG UNLEADED ONA: D File Name: TANK5B	
<u>Tank Details</u>						
Tank ID: O Tank ID: SWRCB No: Removed: Installed: A Date: Capac: Tank Use:	000002 04-000-052300-000002 06-27-91 7500 M.V. FUEL				S Contain: Stg: P Storage : Storag Type: PRODUCT P Contain: Content: LEADED ONA: D File Name: TANK5B	
<u>Tank Details</u>						
Tank ID: O Tank ID: SWRCB No: Removed: Installed: A Date: Capac: Tank Use:	000003 04-000-052300-000003 06-27-91 2000 M.V. FUEL				S Contain: Stg: P Storage : Storag Type: PRODUCT P Contain: Content: REG UNLEADED ONA: D File Name: TANK5B	
<u>2</u>	13 of 14	WSW	0.01 / 65.41	173.36 / -1	HAFEEZ REHMAN 2269 NORD AVE CHICO CA 959260000	HAZ GEN
Epa ID: Address 2: Details DTSC HWTS: Handler Profile URL:	CAC001351144 The Department of Toxic Substances Control (DTSC) makes available a Waste Code Matrix showing each Waste Code, its description, and annual amounts in its Hazardous Waste Tracking System: https://hwts.dtsc.ca.gov/search https://hwts.dtsc.ca.gov/facility/CAC001351144				Facility County: 04 County: Butte	
<u>2</u>	14 of 14	WSW	0.01 / 65.41	173.36 / -1	SPIRITS OF AMERICA 2269 NORD AVE CHICO CA 959263036	HAZ GEN
Epa ID: Address 2: Details DTSC HWTS: Handler Profile URL:	CAL000310798 The Department of Toxic Substances Control (DTSC) makes available a Waste Code Matrix showing each Waste Code, its description, and annual amounts in its Hazardous Waste Tracking System: https://hwts.dtsc.ca.gov/search https://hwts.dtsc.ca.gov/facility/CAL000310798				Facility County: 04 County: Butte	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
3	1 of 1	SE	0.07 / 370.66	173.46 / -1	BETTENCOURT FARM 2150 NORD AVE. CHICO CA 95926	LUST

Global ID:	T10000000456	Census Tract:	6007000501
Status Date:	10/29/2008	Match Key:	T10000000456
Case Type:	LUST CLEANUP SITE	County:	BUTTE
Oil Field:		Latitude:	39.739745
Oil Field Operator:		Longitude:	-121.875865
Status:	COMPLETED - CASE CLOSED		

LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Facilities Detail

CUF Case: NO
Lead Agency: BUTTE COUNTY
Case Worker:
Local Agency: BUTTE COUNTY
RB Case No: 040289
Local Case No:
File Location: Local Agency
Potential COC: Diesel
Potential Media of Concern: Soil
Begin Date: 12/8/2001
How Discovered: Tank Closure
How Discovered Description:
Stop Method: Close and Remove Tank
Stop Description:
Calwater Watershed Name: Tehama - Red Bluff (504.20)
DWR GW Subbasin Name: Sacramento Valley - Vina (5-021.57)
Disadvantaged Community:
CalEnvScreen Score:
Coordinate Source: Manual Entry on Screens
Discharge Cause: Unknown
Discharge Source: Tank
EPA Region: 9
Leak Reported Dt: 2002-01-10 00:00:00
Military DoD Site: No
No Further Action Dt: 2008-10-29 00:00:00
Qty Risd Gallons:
Facility Project Sub Type:
Calenviroscreen 3 Score: 26-30%
Calenviroscreen 4 Score: 20-25%
Site History:

LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Regulatory Contacts

Contact Type: Regional Board Caseworker
Contact Name: RECEPTIONIST, REGION 5 REDDING
Organization Name: CENTRAL VALLEY RWQCB (REGION 5R)
Address: 364 Knollcrest Drive, Suite 205
City: REDDING
Email:
Phone No:

Contact Type: Local Agency Caseworker
Contact Name: VANCE SEVERIN
Organization Name: BUTTE COUNTY
Address: 1469 HUMBOLDT ROAD
City: CHICO
Email:
Phone No: 5308912727

LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Status History

Status: Completed - Case Closed

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Status Date:	10/29/2008
Status:	Open - Case Begin Date
Status Date:	12/8/2001

LUST Sites from GeoTracker Search - Regulatory Profile

Site Facility Name:	BETTENCOURT FARM
Site Facility Type:	LUST CLEANUP SITE
Cleanup Status:	COMPLETED - CASE CLOSED
Address:	2150 NORD AVE.
City:	CHICO
Zip:	95926
County:	BUTTE
Report Link:	https://geotracker.waterboards.ca.gov/profile_report?global_id=T10000000456
Cleanup Status Detail:	COMPLETED - CASE CLOSED AS OF 10/29/2008
Project Status:	
Cleanup History Link:	https://geotracker.waterboards.ca.gov/profile_report_include?global_id=T10000000456&tabname=regulatoryhistory
Potential COC:	DIESEL
Potential Media of Concern:	SOIL
File Location:	LOCAL AGENCY
User Defined Beneficial Use:	
Designated Beneficial Use:	MUN, AGR, IND, PROC
DWR GW Sub Basin:	Sacramento Valley - Vina (5-021.57)
Calwater Watershed Name:	Tehama - Red Bluff (504.20)
Post Closure Site Management:	
Future Land Use:	
Cleanup Oversight Agencies:	BUTTE COUNTY (LEAD) CASEWORKER: VANCE SEVERIN CENTRAL VALLEY RWQCB (REGION 5R) - CASE #: 040289 CASEWORKER: RECEPTIONIST, REGION 5 REDDING
CUF Claim:	
CUF Priority Assig:	
CUF Amount Paid:	
WDR Place Type:	
WDR File:	
WDR Order:	
Project Oversight Agencies:	
Facility Type:	
Composting Method:	
Gndwater Monitoring Freque:	
Designated Beneficial Use Desc:	Municipal and Domestic Supply, Agricultural Supply, Industrial Service Supply, Industrial Process Supply
Site History:	

No site history available

LUST Sites from GeoTracker Search - Cleanup Status History

Status:	Open - Case Begin Date
Date :	12/8/2001
Status:	Completed - Case Closed
Date :	10/29/2008

Sites from GeoTracker Search - Regulatory Activities (as of Oct 17, 2022)

Action Type:	Other Regulatory Actions
Action:	Closure/No Further Action Letter
Action Date:	7/16/2002
Received Issue Date:	7/16/2002
Doc Link:	https://geotracker.waterboards.ca.gov/view_documents?global_id=T10000000456&enforcement_id=5991900&temptable=ENFORCEMENT
Title Description Comments:	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Closure Letter

Action Type: Other Regulatory Actions
Action: Unauthorized Release Form
Action Date: 1/17/2002
Received Issue Date: 1/17/2002
Doc Link: https://geotracker.waterboards.ca.gov/view_documents?global_id=T10000000456&enforcement_id=6289037&temptable=ENFORCEMENT
Title Description Comments:

Unauthorized Release Report

Action Type: Leak Action
Action: Leak Reported
Action Date: 1/10/2002
Received Issue Date:
Doc Link:
Title Description Comments:

Action Type: Leak Action
Action: Leak Discovery
Action Date: 1/4/2002
Received Issue Date:
Doc Link:
Title Description Comments:

Action Type: Leak Action
Action: Leak Stopped
Action Date: 12/8/2001
Received Issue Date:
Doc Link:
Title Description Comments:

Sites from GeoTracker Search - Documents (as of Oct 17, 2022)

Document Type: Site Documents
Type: UNAUTHORIZED RELEASE FORM
Submitted By: KATE BURGER (REGULATOR)
Title: UNAUTHORIZED RELEASE REPORT **Note: Many records provided by the department have a truncated [Title] field.
Title Link: https://geotracker.waterboards.ca.gov/view_documents?global_id=T10000000456&enforcement_id=6289037
Document Date: 1/17/2002
Submitted:

Document Type: Site Documents
Type: CLOSURE/NO FURTHER ACTION LETTER
Submitted By: KATHERINE TILMAN (REGULATOR)
Title: CLOSURE LETTER **Note: Many records provided by the department have a truncated [Title] field.
Title Link: https://geotracker.waterboards.ca.gov/view_documents?global_id=T10000000456&enforcement_id=5991900
Document Date: 7/16/2002
Submitted:

4	1 of 1	W	0.20 / 1,036.36	173.31 / -2	BEN LIBBY 2101 NORTH LINDO AVE CHICO CA 95973	RCRA NON GEN
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EPA Handler ID: CAC003093547
Gen Status Universe: No Report
Contact Name: BEN LIBBY
Contact Address: 2961 HIGHWAY 32 SUITE 71 , , CHICO , CA, 95973 ,
Contact Phone No and Ext: 530-895-5555
Contact Email: KEVIN@WARRENASBESTOS.COM
Contact Country:
County Name: BUTTE
EPA Region: 09
Land Type:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Receive Date: 20201118
 Location Latitude:
 Location Longitude:

Violation/Evaluation Summary

Note: NO RECORDS: As of Jan 2023, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No
 Mixed Waste Generator: No
 Transporter Activity: No
 Transfer Facility: No
 Onsite Burner Exemption: No
 Furnace Exemption: No
 Underground Injection Activity: No
 Commercial TSD: No
 Used Oil Transporter: No
 Used Oil Transfer Facility: No
 Used Oil Processor: No
 Used Oil Refiner: No
 Used Oil Burner: No
 Used Oil Market Burner: No
 Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
 Receive Date: 20201118
 Handler Name: BEN LIBBY
 Source Type: Implementer
 Federal Waste Generator Code: N
 Generator Code Description: Not a Generator, Verified

Owner/Operator Details

Owner/Operator Ind:	Current Operator	Street No:	
Type:	Other	Street 1:	2961 HIGHWAY 32 SUITE 71
Name:	BEN LIBBY	Street 2:	
Date Became Current:		City:	CHICO
Date Ended Current:		State:	CA
Phone:	530-895-5555	Country:	
Source Type:	Implementer	Zip Code:	95973
Owner/Operator Ind:	Current Owner	Street No:	
Type:	Other	Street 1:	2961 HIGHWAY 32 SUITE 71
Name:	BEN LIBBY	Street 2:	
Date Became Current:		City:	CHICO
Date Ended Current:		State:	CA
Phone:	530-895-5555	Country:	
Source Type:	Implementer	Zip Code:	95973

5	1 of 10	WNW	0.20 / 1,047.42	175.36 / 1	Tower Mart #157 1255 W East Ave Chico, CA 95926 CA	DELISTED COUNTY
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Delisted County Records

Original Source Facility ID:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Original Source Name:		Butte County CUPA List				
Record Date:		28-MAY-2015				

5	2 of 10	WNW	0.20 / 1,047.42	175.36 / 1	TOWER MART #157 1255 W EAST AVE CHICO CA 95926	DELISTED TNK
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Delisted Storage Tanks

Facility ID:	12412	County:	Butte
Latitude:	39.743675	Original Source:	UST
Longitude:	-121.881114	Record Date:	30-JAN-2017
Permitting Agency:	BUTTE COUNTY		

5	3 of 10	WNW	0.20 / 1,047.42	175.36 / 1	COLONIAL ENERGY CE 20115 1255 W East Ave Chico, CA 95926 CA	CUPA BUTTE
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Facility ID:	FA0000277
CERS ID:	10169753
Address:	

--Details--

Program Element Code:	4401
Program Element:	GENERAL HAZ WASTE
Program Identifier:	
Billing Status:	ACTIVE, EXEMPT FROM BILLING

Program Element Code:	4205
Program Element:	PERMITTED UST FACILITY WITH 1-5 MATERIALS
Program Identifier:	
Billing Status:	ACTIVE, BILLABLE

Program Element Code:	4101
Program Element:	GENERAL UST
Program Identifier:	
Billing Status:	ACTIVE, EXEMPT FROM BILLING

5	4 of 10	WNW	0.20 / 1,047.42	175.36 / 1	H&S Energy Products,LLC #3015 1255 W EAST AVE CHICO CA 95926	CERS TANK
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Site ID:	77154	Latitude:	39.742325
Longitude:	-121.882462		

Regulated Programs

EI ID:	10169753
EI Description:	Underground Storage Tank
EI ID:	10169753
EI Description:	Chemical Storage Facilities
EI ID:	10169753
EI Description:	Hazardous Waste Generator

Violations

Violation Date:	01/08/2019	Violation Source:	CERS
Violation Program:	HW	Violation Division:	Butte County Environmental Health

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Citation: 22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)

Violation Notes:

Returned to compliance on 02/05/2019. The following uniform hazardous waste manifests with designated facility signature are missing: 010648848FLE (8/30/2017) and 011744179FLE (8/1/2018). Return to compliance: Obtain the designated facility signed manifests for the above. Once obtained, send a copy or scan of the manifests to dholochwost@buttecounty.net .

Violation Description:

Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste.

Violations

Violation Date: 01/08/2019

Violation Program: HW

Citation: HSC 6.5 25123.3(h)(1) - California Health and Safety Code, Chapter 6.5, Section(s) 25123.3(h)(1)

Violation Notes:

Returned to compliance on 01/09/2019. The liquid hazardous waste drum is over the 180 day limit for disposal. The accumulation start date is 12/8/2017 and the drum is full. Return to compliance: Make arrangements to have the drum picked up. When the drum is picked up, forward a copy or scan of the uniform hazardous waste manifest to dholochwost@buttecounty.net .

Violation Description:

Failure to send hazardous waste offsite for treatment, storage, or disposal within 180 days (or 270 days if waste is transported over 200 miles) for a generator who generates less than 1000 kilogram per month if all of the following conditions are met:

- (1) The quantity of hazardous waste accumulated onsite never exceeds 6,000 kilograms.
- (2) The generator complies with the requirements of 40 Code of Federal Regulations section 262.34(d), (e) and (f).
- (3) The generator does not hold acutely hazardous waste or extremely hazardous waste in an amount greater than one kilogram for more than 90 days.

Violations

Violation Date: 01/06/2015

Violation Program: UST

Citation: 23 CCR 16 2715(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(a)

Violation Notes:

Returned to compliance on 01/08/2015.

Violation Description:

The owner/operator has failed to designate an UST operator or to inform the CUPA or any change in the designated UST operator(s) within 30 days after a change.

Violations

Violation Date: 01/06/2015

Violation Program: UST

Citation: 23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(2)

Violation Notes:

Returned to compliance on 01/08/2015.

Violation Description:

Failure of the pressurized piping to meet one or more of the following requirements: monitored at least hourly with the capability of detecting a release of 3.0 gallons per hour, and will restrict the flow of product through the piping or trigger an alarm when a release occurs.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Violations

Violation Date:	01/19/2023	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34		
Violation Notes:			

Returned to compliance on 01/19/2023. Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance. Letter from Chief Financial Officer (CFO) on file at the facility was dated 01/01/2021. CFO Letter has to be updated every fiscal year; thus, CFO Letter on file at the facility expired 01/01/2022, though facility had current CFO Letter submitted in CERS. Corrective action: maintain current CFO Letter on file at the facility - corrected at the time of inspection.

Violation Description:

Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.

Violations

Violation Date:	01/03/2018	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.7 25284, 25286 - California Health and Safety Code, Chapter 6.7, Section(s) 25284, 25286		
Violation Notes:			

Returned to compliance on 01/04/2018. Secondary containment for your tanks is listed as steel clad with fiberglass, however no corrosion protection is listed. Returned to compliance: Log into CERS and update corrosion protection for your tanks. Corrosion protection should be "isolation". Notify me when information is updated at dhochwost@buttecounty.net.

Violation Description:

Failure to submit a complete and accurate application for a permit to operate a UST, or for renewal of the permit.

Violations

Violation Date:	01/19/2023	Violation Source:	CERS
Violation Program:	HW	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.5 25123.3(h)(1) - California Health and Safety Code, Chapter 6.5, Section(s) 25123.3(h)(1)		
Violation Notes:			

Failure to send hazardous waste offsite for treatment, storage, or disposal within 180 days (or 270 days if waste is transported over 200 miles) of when the accumulation period begins*, for a generator who generates less than 100 kilogram per month if all of the following conditions are met: (1) The quantity of hazardous waste accumulated onsite never exceeds 6,000 kilograms. (2) The generator complies with the requirements of 40 Code of Federal Regulations section 262.34(d), (e) and (f). (3) The generator does not hold acutely hazardous waste or extremely hazardous waste in an amount greater than one kilogram for more than 90 days. *The accumulation period begins when they have accumulated 100 kilograms of hazardous waste or one kilogram of extremely hazardous waste or acutely hazardous waste. Based on a review of facility manifests and consolidated manifests, the facility generated less than 100 kg (27 gallons for liquid) average hazardous waste per month during 2020, 2021 and

Violation Description:

Failure to send hazardous waste offsite for treatment, storage, or disposal of acute/extremely hazardous waste after the first 1-kilogram threshold amount was accumulated within a 90 day period.

Violations

Violation Date:	01/07/2014	Violation Source:	CERS
Violation Program:	HMRRP	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.95 25503.5(a) - California Health and Safety Code, Chapter 6.95, Section(s) 25503.5(a)		
Violation Notes:			

Returned to compliance on 01/10/2014.

Violation Description:

Owner/Operator failed to establish and implement a Hazardous Materials Business Plan when storing hazardous materials at or above the thresholds quantities of 55 gallons/500 lbs/200 cubic feet.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Violations

Violation Date: 01/05/2016
Violation Program: UST
Citation: 23 CCR 16 2666(c) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2666(c)
Violation Notes:

Returned to compliance on 01/05/2016.

Violation Description:

Failure of line leak detector to detect a leak and/or failure of audible and visual alarm.

Violations

Violation Date: 01/08/2019
Violation Program: HW
Citation: HSC 6.5 25123.3(h)(1) - California Health and Safety Code, Chapter 6.5, Section(s) 25123.3(h)(1)
Violation Notes:

Returned to compliance on 02/05/2019. The liquid hazardous waste drum is over the 180 day limit for disposal. The accumulation start date is 12/8/2017 and the drum is full. Return to compliance: Make arrangements to have the drum picked up. When the drum is picked up, forward a copy or scan of the uniform hazardous waste manifest to dholochwost@buttecounty.net .

Violation Description:

Failure to send hazardous waste offsite for treatment, storage, or disposal within 180 days (or 270 days if waste is transported over 200 miles) for a generator who generates less than 1000 kilogram per month if all of the following conditions are met:

- (1) The quantity of hazardous waste accumulated onsite never exceeds 6,000 kilograms.
- (2) The generator complies with the requirements of 40 Code of Federal Regulations section 262.34(d), (e) and (f).
- (3) The generator does not hold acutely hazardous waste or extremely hazardous waste in an amount greater than one kilogram for more than 90 days.

Violations

Violation Date: 01/05/2016
Violation Program: UST
Citation: HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34
Violation Notes:

Returned to compliance on 01/15/2016.

Violation Description:

Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.

Violations

Violation Date: 01/05/2016
Violation Program: UST
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)
Violation Notes:

Returned to compliance on 01/15/2016.

Violation Description:

Failure to submit, obtain approval, or maintain a complete/accurate response plan.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Violations

Violation Date:	01/08/2019	Violation Source:	CERS
Violation Program:	HW	Violation Division:	Butte County Environmental Health
Citation:	22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)		
Violation Notes:			

Returned to compliance on 01/09/2019. The following uniform hazardous waste manifests with designated facility signature are missing: 010648848FLE (8/30/2017) and 011744179FLE (8/1/2018). Return to compliance: Obtain the designated facility signed manifests for the above. Once obtained, send a copy or scan of the manifests to dholochwost@buttecounty.net .

Violation Description:

Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste.

Violations

Violation Date:	01/03/2018	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34		
Violation Notes:			

Returned to compliance on 01/04/2018. The CFO letter in CERS has expired. Last letter dated 12/3/2016. Return to compliance: Log into CERS and upload an updated letter. Please notify me when you've uploaded the updated CFO Letter. Note: CFO letters must be renewed annually.

Violation Description:

Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.

Violations

Violation Date:	01/07/2014	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.7 25286(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25286(a)		
Violation Notes:			

Returned to compliance on 01/10/2014.

Violation Description:

Failure to prepare, maintain, and submit accurate CUPA UST Operating Permit Application for Facility information and/or Tank information.

Violations

Violation Date:	01/19/2023	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7, Section(s) 25284.2		
Violation Notes:			

Failure to meet one or more of the following requirements: 1. Install or maintain a liquid-tight spill container. 2. Have a minimum capacity of five gallons. 3. Have a functional drain valve or other method for the removal of liquid from the spill container. 4. Be resistant to galvanic corrosion. 5. Perform a tightness test at installation, every 12 months thereafter, or within 30 days after a repair to the spill container. 6. Tested using applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. 7. Tested by a certified UST service technician. 8. Maintain records of spill containment testing for 36 months. 1) Spill bucket on 91 grade tank had capacity less than 5 gallons. 2) Spill bucket on Diesel tank failed due to malfunctioning drain valve. Corrective actions: repair/ replace 91 grade tank and diesel tank spill buckets, re-test, submit re-test results to Butte County CUPA.

Violation Description:

"Failure to meet one or more of the following requirements:

Install or maintain a liquid-tight spill container.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Have a minimum capacity of five gallons.

Have a functional drain valve or other method for the removal of liquid from the spill container.

Be resistant to galvanic corrosion.

Perform a tightness test at installation, every 12 months thereafter, or within 30 days after a repair to the spill container.

Tested using applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer.

Tested by a certified UST service technician.

Maintain records of spill containment testing for 36 months.

"

Violations

Violation Date:	01/05/2016	Violation Source:	CERS
Violation Program:	HMRRP	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.95 25507 - California Health and Safety Code, Chapter 6.95, Section(s) 25507		
Violation Notes:			

Returned to compliance on 01/07/2016.

Violation Description:

Failure to adequately establish and implement a business plan when storing/handling a hazardous material at or above reportable quantities.

Violations

Violation Date:	01/07/2014	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)		
Violation Notes:			

Returned to compliance on 01/10/2014.

Violation Description:

Failure to maintain on site an approved monitoring plan.

Violations

Violation Date:	01/05/2016	Violation Source:	CERS
Violation Program:	HMRRP	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)		
Violation Notes:			

Returned to compliance on 01/07/2016.

Violation Description:

Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.

Violations

Violation Date:	01/08/2019	Violation Source:	CERS
Violation Program:	HMRRP	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.95 25508.1(a)-(f) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(f)		
Violation Notes:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Returned to compliance on 01/11/2019. Carbon Dioxide on site is has increased 100% from that reported in CERS. Carbon Dioxide on site is 2430 cubic feet, and is reported at 1215 cubic feet in CERS. Return to compliance: Log into CERS and update the amount of CO2 reported in CERS. Once completed please notify me at dholochwost@buttecounty.net or 530-552-3861.

Violation Description:

Failure to electronically update business plan within 30 days of any one of the following events:
A 100 percent or more increase in the quantity of a previously disclosed material.
Any handling of a previously undisclosed hazardous materials at or above reportable quantities.
A change of business address, business ownership, or business name.
A substantial change in the handler's operations that requires modification to any portion of the business plan.

Violations

Violation Date: 01/07/2014
Violation Program: UST
Citation: HSC 6.7 25286(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25286(a)
Violation Notes:

Returned to compliance on 01/07/2014.

Violation Description:

Failure to prepare, maintain, and submit accurate CUPA UST Operating Permit Application for Facility information and/or Tank information.

Violations

Violation Date: 01/06/2015
Violation Program: UST
Citation: 23 CCR 16 2715(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(a)
Violation Notes:

Returned to compliance on 01/06/2015.

Violation Description:

The owner/operator has failed to designate an UST operator or to inform the CUPA or any change in the designated UST operator(s) within 30 days after a change.

Violations

Violation Date: 01/03/2018
Violation Program: UST
Citation: HSC 6.7 25292.1(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25292.1(a)
Violation Notes:

Returned to compliance on 01/03/2018. Spill bucket for grade 91 failed to test. Technician believes it might be a dirty drain. Return to compliance: Repair/clean and retest grade 91 spill bucket. Corrected at time of inspection. Note: Valve was cleaned of debris.

Violation Description:

Failure to operate the UST system to prevent unauthorized releases including leaks, spills, and/or overfills.

Violations

Violation Date: 01/06/2015
Violation Program: UST
Citation: 23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(2)
Violation Notes:

Returned to compliance on 01/06/2015.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Violation Description:

Failure of the pressurized piping to meet one or more of the following requirements: monitored at least hourly with the capability of detecting a release of 3.0 gallons per hour, and will restrict the flow of product through the piping or trigger an alarm when a release occurs.

Violations

Violation Date: 01/05/2016
Violation Program: HMRRP
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Notes:

Returned to compliance on 01/07/2016.

Violation Description:

Failure to complete and electronically submit a site map with all required content.

Violations

Violation Date: 01/05/2016
Violation Program: HMRRP
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Notes:

Returned to compliance on 01/15/2016.

Violation Description:

Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.

Violations

Violation Date: 01/07/2014
Violation Program: UST
Citation: 23 CCR 16 2666(c) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2666(c)
Violation Notes:

Returned to compliance on 01/07/2014.

Violation Description:

Failure of line leak detector to detect a leak and/or failure of audible and visual alarm.

Violations

Violation Date: 01/08/2019
Violation Program: UST
Citation: HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7, Section(s) 25284.2
Violation Notes:

Returned to compliance on 01/08/2019. Spill buckets for diesel and 87 west had liquid present. Return to compliance: Have liquid removed from the above spill buckets. Corrected at time of inspection.

Violation Description:

"Failure to meet one or more of the following requirements:

Install or maintain a liquid-tight spill container.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Have a minimum capacity of five gallons.

Have a functional drain valve or other method for the removal of liquid from the spill container.

Be resistant to galvanic corrosion.

Perform a tightness test at installation, every 12 months thereafter, or within 30 days after a repair to the spill container.

Tested using applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer.

Tested by a certified UST service technician.

Maintain records of spill containment testing for 36 months.

"

Violations

Violation Date:	01/04/2017	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.7 25290.1(c)(3), 25290.2(c)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c)(3), 25290.2(c)(3)		

Violation Notes:

Returned to compliance on 01/04/2017. Regular unleaded east and diesel fill sumps between two to four inches of liquid in them during the inspection. While reviewing alarm history logs, these sumps contained enough liquid to set off the alarm several times throughout the year and had been cleaned out by a service technician. The sumps were cleaned out during the inspection, therefore the violation has been corrected. It is recommended that the source of the liquid (most likely rainwater) is investigated and corrective actions implemented to prevent future liquid in the sumps and subsequent alarms.

Violation Description:

Failure to keep water out of the secondary containment of UST systems installed on or after July 1, 2003 and before July 1, 2004, or on or after July 1, 2004.

Violations

Violation Date:	01/05/2016	Violation Source:	CERS
Violation Program:	UST	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.7 25286(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25286(a)		

Violation Notes:

Returned to compliance on 01/15/2016.

Violation Description:

Failure to submit an complete and accurate application for a permit to operate an underground storage tank, or for renewal of the permit.

Violations

Violation Date:	01/05/2016	Violation Source:	CERS
Violation Program:	HMRRP	Violation Division:	Butte County Environmental Health
Citation:	HSC 6.95 25507 - California Health and Safety Code, Chapter 6.95, Section(s) 25507		

Violation Notes:

Returned to compliance on 01/15/2016.

Violation Description:

Failure to adequately establish and implement a business plan when storing/handling a hazardous material at or above reportable quantities.

Enforcements

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Enf Action Date:	01/05/2016				Enf Action Program:	UST
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	01/04/2017				Enf Action Program:	UST
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	01/08/2019				Enf Action Program:	HMRRP
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	01/03/2018				Enf Action Program:	UST
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	01/07/2014				Enf Action Program:	HMRRP
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	01/07/2014				Enf Action Program:	UST
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	01/08/2019				Enf Action Program:	UST
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	01/05/2016				Enf Action Program:	HMRRP
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	01/06/2015				Enf Action Program:	UST
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						
Enf Action Date:	01/08/2019				Enf Action Program:	HW
Enf Action Type:	Notice of Violation (Unified Program)				Enf Action Source:	CERS
Enf Action Division:	Butte County Environmental Health					
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection					
Enf Action Notes:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Evaluations

Eval Date: 01/08/2019
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: UST
Eval Source: CERS
Eval Notes:

Consent to perform the inspection review documents copy documents take photos or collect samples provided by Waquita Allen at 10 AM on 1/8/2019. No photographs copied documents or samples were obtained during this inspection. Permit expires 12/1/2020 Secondary containment testing performed 8/21/2018 On site to conduct the Underground Storage Tank (UST) Program inspection and witness the annual monitoring certification spill bucket test and line leak detection test. Testing company on site is Walton Engineering . Verified that testing technician Tony Reyes possesses up to date certifications. ICC# 8293772. Overfill testing to be performed before spill bucket testing. The rest of testing conducted prior to overfill testing. At the time of writing the report Overfill testing and spill bucket testing in progress. Depending on results violations may be cited and an amended report sent with the additional violations if any.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date: 01/14/2020
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Received consent to conduct inspection, review and make copies of documents, collect samples, take pictures, if needed - no copies made, no pictures, samples taken at the time of inspection. In August, 2019 East RU tank was converted into E-85 fuel tank - CERS has been updated accordingly.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date: 01/14/2020
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: UST
Eval Source: CERS
Eval Notes:

Received consent to conduct inspection, review and make copies of documents, collect samples, take pictures, if needed - no copies made, no pictures, samples taken at the time of inspection. Compliance Solutions technicians on site for annual monitoring certification, spill bucket and line leak detector testing. SB 989 conducted 08/21/2018 - passed. Overfill Prevention Equipment Inspection conducted 01/08/2019 - passed. In August, 2019 East RU tank was converted into E-85 fuel tank; system went through cold start.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date: 01/07/2014
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Eval Date: 01/06/2015
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: UST
Eval Source: CERS
Eval Notes:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Eval Date:		01/05/2016				
Violations Found:		Yes				
Eval General Type:		Compliance Evaluation Inspection				
Eval Type:		Routine done by local agency				
Eval Division:		Butte County Environmental Health				
Eval Program:		HMRRP				
Eval Source:		CERS				
Eval Notes:						
Eval Date:		01/05/2016				
Violations Found:		Yes				
Eval General Type:		Compliance Evaluation Inspection				
Eval Type:		Routine done by local agency				
Eval Division:		Butte County Environmental Health				
Eval Program:		UST				
Eval Source:		CERS				
Eval Notes:						
Eval Date:		01/07/2014				
Violations Found:		Yes				
Eval General Type:		Compliance Evaluation Inspection				
Eval Type:		Routine done by local agency				
Eval Division:		Butte County Environmental Health				
Eval Program:		HMRRP				
Eval Source:		CERS				
Eval Notes:						
null; Note: data in [EVAL Notes] field for some records is truncated from the source.						
Eval Date:		01/06/2015				
Violations Found:		Yes				
Eval General Type:		Compliance Evaluation Inspection				
Eval Type:		Routine done by local agency				
Eval Division:		Butte County Environmental Health				
Eval Program:		UST				
Eval Source:		CERS				
Eval Notes:						
null; Note: data in [EVAL Notes] field for some records is truncated from the source.						
Eval Date:		01/19/2023				
Violations Found:		Yes				
Eval General Type:		Compliance Evaluation Inspection				
Eval Type:		Routine done by local agency				
Eval Division:		Butte County Environmental Health				
Eval Program:		UST				
Eval Source:		CERS				
Eval Notes:						
Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Maria Zamora, Store Manager, at 10:00 a.m. No photographs, copied documents or samples were obtained during this inspection. UST Testing Performed by Walton Engineering Company by the following ICC Certified Technician: Nicholas Janoe California UST Service Technician 8712764 expires 1/28/2024 Veeder Root B49017, 11/12/23 VMI 5096, 12/30/23 FFS EVR Phase 1 Systems-VR-101, 1006353709, 12/27/23; Note: data in [EVAL Notes] field for some records is truncated from the source.						
Eval Date:		02/19/2021				
Violations Found:		No				
Eval General Type:		Compliance Evaluation Inspection				
Eval Type:		Routine done by local agency				
Eval Division:		Butte County Environmental Health				
Eval Program:		UST				
Eval Source:		CERS				
Eval Notes:						

Received consent to conduct inspection, review and make copies of documents, collect samples, take pictures - no copies made, no pictures, samples

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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taken. Designated Operator Carolynn O' Neal on site for monthly Designated Operator inspection. UST monitoring system certification, spill bucket and line leak detector testing was conducted 01/20/2021 - no issues identified. CUPA inspector conducted visual inspection of turbine sumps, spill buckets, Under Dispenser Containments, and file review. Inspection report not signed by the operator due to COVID-19 health concerns.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date: 01/07/2014
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: UST
Eval Source: CERS
Eval Notes:

null; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date: 01/19/2023
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Maria Zamora, Store Manager, at 10:00 a.m. No photographs, copied documents or samples were obtained during this inspection.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date: 01/03/2018
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: UST
Eval Source: CERS
Eval Notes:

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Maria Zamora at 10:30 AM on 1/3/2018. No photographs, copied documents or samples were obtained during this inspection. Secondary Containment testing due by 8/24/2018 Walton Engineering performed monitoring system certification testing. Technician Anthony R Reyes ICC 8293772 At the time of inspection I investigated a complaint received 12/29/2017 concerning a spill of diesel of approximately 5-8 gallons when the pump failed to shutoff (refer CO0001155). The incident reportedly occurred on 12/28/2017 around 5:30pm. The reporting party's husband was pumping diesel when the pump failed to shutoff right away spilling fuel onto the pavement. Reporting party's husband went into the store to report the spill. The reporting party's husband said that neither of the two employees present knew how to deal with the spill. I spoke with the manager, Maria Zamora, [Truncated]; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date: 01/08/2019
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Consent to perform the inspection review documents copy documents take photos or collect samples provided by Waquita Allen at 10 AM on 1/8/2019. No photographs copied documents or samples were obtained during this inspection.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date: 01/08/2019
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Butte County Environmental Health

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Eval Program:	HMRRP
Eval Source:	CERS
Eval Notes:	

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Waquita Allen at 10 AM on 1/8/2019. No photographs, copied documents or samples were obtained during this inspection.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	01/04/2017
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

Eval Date:	01/08/2019
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	HW
Eval Source:	CERS
Eval Notes:	

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Waquita Allen at 10 AM on 1/8/2019. No photographs, copied documents or samples were obtained during this inspection.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	01/18/2022
Violations Found:	No
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Desiz Burns, H&S Energy Products Compliance Specialist, at 10:00 a.m. No photographs, copied documents or samples were obtained during this inspection. Madelyn Spurlock, Environmental Health Specialist, Associate, present at the inspection. UST Testing Performed by Walton Engineering by the following ICC Certified Technician: Maxwell Hines California UST Service Technician 8750053 expires 10/12/2023 Veeder Root B49018 expires 03/03/22 VMI 4306 expires 07/28/22 OPW 0176579 expires 07/02/23 UST Permit to Operate expiration date: 12/01/2025 Last UST Cert: 01/20/2021; Next due January 2022, per Permit to Operate Last Secondary Containment: 08/31/2021; Next due August 2024, per Permit to Operate Last OPEI: 01/20/21; Next due January 2024, per Permit to Operate. Inspection report not signed by operator due to COVID-19 health concerns.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	01/05/2016
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	HMRRP
Eval Source:	CERS
Eval Notes:	

null; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	01/05/2016
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Eval Source:		CERS				
Eval Notes:						
null; Note: data in [EVAL Notes] field for some records is truncated from the source.						
Eval Date:		01/04/2017				
Violations Found:		Yes				
Eval General Type:		Compliance Evaluation Inspection				
Eval Type:		Routine done by local agency				
Eval Division:		Butte County Environmental Health				
Eval Program:		UST				
Eval Source:		CERS				
Eval Notes:						
null; Note: data in [EVAL Notes] field for some records is truncated from the source.						
Eval Date:		01/05/2016				
Violations Found:		No				
Eval General Type:		Compliance Evaluation Inspection				
Eval Type:		Routine done by local agency				
Eval Division:		Butte County Environmental Health				
Eval Program:		HW				
Eval Source:		CERS				
Eval Notes:						
Eval Date:		01/19/2023				
Violations Found:		Yes				
Eval General Type:		Compliance Evaluation Inspection				
Eval Type:		Routine done by local agency				
Eval Division:		Butte County Environmental Health				
Eval Program:		HW				
Eval Source:		CERS				
Eval Notes:						
Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Maria Zamora, Store Manager, at 10:00 a.m. No photographs, copied documents or samples were obtained during this inspection.; Note: data in [EVAL Notes] field for some records is truncated from the source.						
Eval Date:		01/08/2019				
Violations Found:		Yes				
Eval General Type:		Compliance Evaluation Inspection				
Eval Type:		Routine done by local agency				
Eval Division:		Butte County Environmental Health				
Eval Program:		HW				
Eval Source:		CERS				
Eval Notes:						
Consent to perform the inspection review documents copy documents take photos or collect samples provided by Waquita Allen at 10 AM on 1/8/2019. No photographs copied documents or samples were obtained during this inspection.; Note: data in [EVAL Notes] field for some records is truncated from the source.						
Eval Date:		01/07/2014				
Violations Found:		Yes				
Eval General Type:		Compliance Evaluation Inspection				
Eval Type:		Routine done by local agency				
Eval Division:		Butte County Environmental Health				
Eval Program:		UST				
Eval Source:		CERS				
Eval Notes:						
Eval Date:		01/09/2013				
Violations Found:		No				
Eval General Type:		Compliance Evaluation Inspection				
Eval Type:		Routine done by local agency				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

Eval Date:	01/14/2020
Violations Found:	No
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	HW
Eval Source:	CERS
Eval Notes:	

Received consent to conduct inspection, review and make copies of documents, collect samples, take pictures, if needed - no copies made, no pictures, samples taken at the time of inspection.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Eval Date:	01/08/2019
Violations Found:	Yes
Eval General Type:	Compliance Evaluation Inspection
Eval Type:	Routine done by local agency
Eval Division:	Butte County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval Notes:	

Consent to perform the inspection, review documents, copy documents, take photos or collect samples provided by Waquita Allen at 10 AM on 1/8/2019. No photographs, copied documents or samples were obtained during this inspection. Permit expires 12/1/2020 Secondary containment testing performed 8/21/2018 On site to conduct the Underground Storage Tank (UST) Program inspection and witness the annual monitoring certification, spill bucket test and line leak detection test. Testing company on site is Walton Engineering . Verified that testing technician, Tony Reyes , possesses up to date certifications. ICC# 8293772. Overfill testing to be performed before spill bucket testing. The rest of testing conducted prior to overfill testing. At the time of writing the report Overfill testing and spill bucket testing in progress. Depending on results violations may be cited and an amended report sent with the additional violations if any.; Note: data in [EVAL Notes] field for some records is truncated from the source.

Affiliations

Affil Type Desc:	Legal Owner
Entity Name:	H&S Energy Products, LLC
Entity Title:	
Address:	2860 N. Santiago Blvd. - Suite 200
City:	Orange
State:	CA
Country:	United States
Zip Code:	92867
Phone:	(714) 761-5426

Affil Type Desc:	Operator
Entity Name:	H&S Energy Products, LLC
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(714) 761-5426

Affil Type Desc:	UST Tank Owner
Entity Name:	H&S Energy,LLC
Entity Title:	
Address:	2860 N. Santiago Blvd.
City:	Orange
State:	Ca
Country:	United States
Zip Code:	92867
Phone:	(714) 761-5426

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Affil Type Desc:		Document Preparer				
Entity Name:		Desiz Burns				
Entity Title:						
Address:						
City:						
State:						
Country:						
Zip Code:						
Phone:						
Affil Type Desc:		Facility Mailing Address				
Entity Name:		Mailing Address				
Entity Title:						
Address:		2860 N. Santiago Blvd. - Suite 200				
City:		Orange				
State:		CA				
Country:						
Zip Code:		92867				
Phone:						
Affil Type Desc:		Property Owner				
Entity Name:		H&S Energy, LLC				
Entity Title:						
Address:		2860 N. Santiago Blvd. - 2nd Floor				
City:		Orange				
State:		CA				
Country:		United States				
Zip Code:		92867				
Phone:		(714) 761-5426				
Affil Type Desc:		Identification Signer				
Entity Name:		Desiz Burns				
Entity Title:		Compliance Specialist				
Address:						
City:						
State:						
Country:						
Zip Code:						
Phone:						
Affil Type Desc:		CUPA District				
Entity Name:		Butte County Environmental Health				
Entity Title:						
Address:		202 Mira Loma Drive				
City:		Oroville				
State:		CA				
Country:						
Zip Code:		95965				
Phone:		(530) 552-3880				
Affil Type Desc:		UST Property Owner Name				
Entity Name:		H&S Energy, LLC				
Entity Title:						
Address:		2860 N. Santiago Blvd.				
City:		Orange				
State:		CA				
Country:		United States				
Zip Code:		92867				
Phone:		(714) 761-5426				
Affil Type Desc:		Parent Corporation				
Entity Name:		H&S Energy, LLC				
Entity Title:						
Address:						
City:						
State:						
Country:						
Zip Code:						
Phone:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Affil Type Desc: UST Permit Applicant
Entity Name: Desiz Burns
Entity Title: Compliance Specialist
Address:
City:
State:
Country:
Zip Code:
Phone: (916) 285-7402

Affil Type Desc: UST Tank Operator
Entity Name: H&S Energy Products,LLC
Entity Title:
Address: 2860 N. Santiago Blvd.
City: Orange
State: CA
Country: United States
Zip Code: 92867
Phone: (714) 761-5426

Affil Type Desc: Environmental Contact
Entity Name: Christian Torres
Entity Title:
Address: 2860 N. Santiago Blvd. - Suite 200
City: Orange
State: CA
Country:
Zip Code: 92867
Phone:

Coordinates

Env Int Type Code:	HWG	Longitude:	-121.882460
Program ID:	10169753	Coord Name:	
Latitude:	39.742320	Ref Point Type Desc:	Center of a facility or station.

5	5 of 10	WNW	0.20 / 1,047.42	175.36 / 1	H&S Energy Products,LLC #3015 1255 W East Ave Chico CA 95926	UST
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Facility ID:
CERS ID: 10169753
County: Butte
Permitting Agency: Butte County Environmental Health
Site Facility Type: PERMITTED UNDERGROUND STORAGE TANK (UST)
Note: Information related to facilities can be searched on Geo Tracker Website: <https://geotracker.waterboards.ca.gov/search>

Tank Details

Epa Region:	9	Tank Closure Date:	
No. of Closed UST:	0	Tank Configuration:	One in a Compartmented Unit
No. of Inuse UST:		Tank Contents:	Diesel
No. of Oos UST:	0	Tank Cp Impr Curr:	No
Owner Type:	Non-Government	Tank Cp Shutoff:	Yes
Tank ID No.:	Diesel	Tank Installatn Dt:	11/1/1995 12:00:00 AM
Tank Status:	Confirmed/Updated Information	Tank No of Compart:	2
Tank Type:	Double Wall	Tank Pc Constructn:	Steel
Tank Alarms:	No	Tank Spill Bucket:	Yes
Tank Ball Float:	No	Tribal Lands:	No
Tank Operator Name:	H&S Energy Products,LLC		
Tank Operator Mail Address:	2860 N. Santiago Blvd.		
Tank Operator Mail City:	Orange		
Tank Operator Mail State:	CA		
Tank Operator Mail Zip:	92867		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Tank Owner Name:		H&S Energy,LLC				
Tank Owner Mailing Address:		2860 N. Santiago Blvd.				
Tank Owner Mailing City:		Orange				
Tank Owner Mailing State:		Ca				
Tank Owner Mailing Zip:		92867				
Tank Capacity Gallons:		10000				
Tank Piping Construction:		Double Walled				
Tank Piping Type:		Pressure				
Tank Pw Piping Construction:		Fiberglass				
Tank Sacrificial Anode:		No				

Tank Details

Epa Region:	9	Tank Closure Date:	
No. of Closed UST:	0	Tank Configuration:	One in a Compartmented Unit
No. of Inuse UST:		Tank Contents:	12
No. of Oos UST:	0	Tank Cp Impr Curr:	No
Owner Type:	Non-Government	Tank Cp Shutoff:	Yes
Tank ID No.:	E85	Tank Installatn Dt:	11/1/1995 12:00:00 AM
Tank Status:	Confirmed/Updated Information	Tank No of Compart:	2
Tank Type:	Double Wall	Tank Pc Constructn:	Steel
Tank Alarms:	No	Tank Spill Bucket:	Yes
Tank Ball Float:	No	Tribal Lands:	No
Tank Operator Name:	H&S Energy Products,LLC		
Tank Operator Mail Address:	2860 N. Santiago Blvd.		
Tank Operator Mail City:	Orange		
Tank Operator Mail State:	CA		
Tank Operator Mail Zip:	92867		
Tank Owner Name:	H&S Energy,LLC		
Tank Owner Mailing Address:	2860 N. Santiago Blvd.		
Tank Owner Mailing City:	Orange		
Tank Owner Mailing State:	Ca		
Tank Owner Mailing Zip:	92867		
Tank Capacity Gallons:	10000		
Tank Piping Construction:	Double Walled		
Tank Piping Type:	Pressure		
Tank Pw Piping Construction:	Fiberglass		
Tank Sacrificial Anode:	No		

Tank Details

Epa Region:	9	Tank Closure Date:	
No. of Closed UST:	0	Tank Configuration:	One in a Compartmented Unit
No. of Inuse UST:		Tank Contents:	Regular Unleaded
No. of Oos UST:	0	Tank Cp Impr Curr:	No
Owner Type:	Non-Government	Tank Cp Shutoff:	Yes
Tank ID No.:	Reg	Tank Installatn Dt:	11/1/1995 12:00:00 AM
Tank Status:	Confirmed/Updated Information	Tank No of Compart:	2
Tank Type:	Double Wall	Tank Pc Constructn:	Steel
Tank Alarms:	No	Tank Spill Bucket:	Yes
Tank Ball Float:	No	Tribal Lands:	No
Tank Operator Name:	H&S Energy Products,LLC		
Tank Operator Mail Address:	2860 N. Santiago Blvd.		
Tank Operator Mail City:	Orange		
Tank Operator Mail State:	CA		
Tank Operator Mail Zip:	92867		
Tank Owner Name:	H&S Energy,LLC		
Tank Owner Mailing Address:	2860 N. Santiago Blvd.		
Tank Owner Mailing City:	Orange		
Tank Owner Mailing State:	Ca		
Tank Owner Mailing Zip:	92867		
Tank Capacity Gallons:	10000		
Tank Piping Construction:	Double Walled		
Tank Piping Type:	Pressure		
Tank Pw Piping Construction:	Fiberglass		
Tank Sacrificial Anode:	No		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Tank Details

Epa Region:	9	Tank Closure Date:	
No. of Closed UST:	0	Tank Configuration:	One in a Compartmented Unit
No. of Inuse UST:		Tank Contents:	Premium Unleaded
No. of Oos UST:	0	Tank Cp Impr Curr:	No
Owner Type:	Non-Government	Tank Cp Shutoff:	Yes
Tank ID No.:	Prem	Tank Installtn Dt:	11/1/1995 12:00:00 AM
Tank Status:	Confirmed/Updated Information	Tank No of Compart:	2
Tank Type:	Double Wall	Tank Pc Constructn:	Steel
Tank Alarms:	No	Tank Spill Bucket:	Yes
Tank Ball Float:	No	Tribal Lands:	No
Tank Operator Name:	H&S Energy Products,LLC		
Tank Operator Mail Address:	2860 N. Santiago Blvd.		
Tank Operator Mail City:	Orange		
Tank Operator Mail State:	CA		
Tank Operator Mail Zip:	92867		
Tank Owner Name:	H&S Energy,LLC		
Tank Owner Mailing Address:	2860 N. Santiago Blvd.		
Tank Owner Mailing City:	Orange		
Tank Owner Mailing State:	Ca		
Tank Owner Mailing Zip:	92867		
Tank Capacity Gallons:	10000		
Tank Piping Construction:	Double Walled		
Tank Piping Type:	Pressure		
Tank Pw Piping Construction:	Fiberglass		
Tank Sacrificial Anode:	No		

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2015 Criteria Data

Facility ID:	520	CERR Code:	
Facility SIC Code:	5541	TOGT:	.736
CO:	4	ROGT:	.736
Air Basin:	SV	COT:	
District:	BUT	NOXT:	
COID:	BUT	SOXT:	
DISN:	BUTTE COUNTY AQMD	PMT:	
CHAPIS:		PM10T:	

2015 Toxic Data

Facility ID:	520	COID:	BUT
Facility SIC Code:	5541	DISN:	BUTTE COUNTY AQMD
CO:	4	CHAPIS:	
Air Basin:	SV	CERR Code:	
District:	BUT		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2016 Criteria Data

Facility ID:	520	CERR CODE:	
Facility SIC Code:	5541	TOGT:	.736
CO:	4	ROGT:	.736
Air Basin:	SV	COT:	
District:	BUT	NOXT:	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
COID:	BUT			SOXT:		
DISN:	BUTTE COUNTY AQMD			PMT:		
CHAPIS:				PM10T:		
<u>2016 Toxic Data</u>						
Facility ID:	520			TS:		
Facility SIC Code:	5541			HRA:		
CERR CODE:				CH Index:		
COID:	BUT			AH Index:		
CO:	4			Air Basin:	SV	
DISN:	BUTTE COUNTY AQMD			District:	BUT	
CHAPIS:						
<u>2017 Criteria Data</u>						
Facility ID:	520			CERR Code:		
Facility SIC Code:	5541			TOGT:	.366	
CO:	4			ROGT:	.366	
Air Basin:	SV			COT:		
District:	BUT			NOXT:		
COID:	BUT			SOXT:		
DISN:	BUTTE COUNTY AQMD			PMT:		
CHAPIS:				PM10T:		
<u>2017 Toxic Data</u>						
Facility ID:	520			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2018 Criteria Data</u>						
Facility ID:	520			CERR Code:		
Facility SIC Code:	5541			TOGT:	.366	
CO:	4			ROGT:	.366	
Air Basin:	SV			COT:		
District:	BUT			NOXT:		
COID:	BUT			SOXT:		
DISN:	BUTTE COUNTY AQMD			PMT:		
CHAPIS:				PM10T:		
<u>2018 Toxic Data</u>						
Facility ID:	520			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2019 Criteria Data</u>						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
CO:	4				CHAPIS:	
Air Basin:	SV				CERR Code:	
Facility ID:	520				ROGT:	.366
District:	BUT				COT:	
Facility SIC Code:	5541				NOXT:	
CO ID:	BUT				SOXT:	
DISN:	BUTTE COUNTY AQMD					
PM10T:						
TOGT:		.366				
PMT:						

2019 Toxic Data

CO:	4				DISN:	BUTTE COUNTY AQMD
Air Basin:	SV				CHAPIS:	
Facility ID:	520				CERR Code:	
District:	BUT				TS:	
Facility SIC Code:	5541				Health Risk Asmt:	
COID:	BUT					
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

2020 Criteria Data

CO:	4				CHAPIS:	
Air Basin:	SV				CERR Code:	
Facility ID:	520				ROGT:	.366
District:	BUT				COT:	
Facility SIC Code:	5541				NOXT:	
CO ID:	BUT				SOXT:	
DISN:	BUTTE COUNTY AQMD					
TOGT:		.366				
PMT:						
PM10T:						

2020 Toxic Data

CO:	4				DISN:	BUTTE COUNTY AQMD
Air Basin:	SV				CHAPIS:	
Facility ID:	520				CHERR Code:	
District:	BUT				TS:	
Facility SIC Code:	5541				Health Risk Asmt:	
COID:	BUT					
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

<u>5</u>	7 of 10	WNW	0.20 / 1,047.42	175.36 / 1	TOWER MART #157 1255 WEST EAST AVENUE CHICO CA 95926	EMISSIONS
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2002 Toxic Data

Facility ID:	520				COID:	BUT
Facility SIC Code:	5541				DISN:	BUTTE COUNTY AQMD
CO:	4				CHAPIS:	
Air Basin:	SV				CERR Code:	
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<u>2003 Toxic Data</u>						
Facility ID:	520			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2004 Toxic Data</u>						
Facility ID:	520			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2005 Toxic Data</u>						
Facility ID:	520			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2006 Toxic Data</u>						
Facility ID:	520			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2007 Toxic Data</u>						
Facility ID:	520			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2008 Toxic Data</u>						
Facility ID:	520			COID:	BUT	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<hr/>						
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
 <u>2009 Toxic Data</u>						
Facility ID:	520			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
 <u>2010 Toxic Data</u>						
Facility ID:	520			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
 <u>2011 Criteria Data</u>						
Facility ID:	520			CERR Code:		
Facility SIC Code:	5541			TOGT:	.736	
CO:	4			ROGT:	.7332768	
Air Basin:	SV			COT:		
District:	BUT			NOXT:		
COID:	BUT			SOXT:		
DISN:	BUTTE COUNTY AQMD			PMT:		
CHAPIS:				PM10T:		
 <u>2011 Toxic Data</u>						
Facility ID:	520			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
 <u>2012 Criteria Data</u>						
Facility ID:	520			CERR Code:		
Facility SIC Code:	5541			TOGT:	.736	
CO:	4			ROGT:	.7332768	
Air Basin:	SV			COT:		
District:	BUT			NOXT:		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
COID:	BUT			SOXT:		
DISN:	BUTTE COUNTY AQMD			PMT:		
CHAPIS:				PM10T:		
<u>2012 Toxic Data</u>						
Facility ID:	520			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2013 Criteria Data</u>						
Facility ID:	520			CERR Code:		
Facility SIC Code:	5541			TOGT:	.736	
CO:	4			ROGT:	.7332768	
Air Basin:	SV			COT:		
District:	BUT			NOXT:		
COID:	BUT			SOXT:		
DISN:	BUTTE COUNTY AQMD			PMT:		
CHAPIS:				PM10T:		
<u>2013 Toxic Data</u>						
Facility ID:	520			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2014 Criteria Data</u>						
Facility ID:	520			CERR Code:		
Facility SIC Code:	5541			TOGT:	.736	
CO:	4			ROGT:	.736	
Air Basin:	SV			COT:		
District:	BUT			NOXT:		
COID:	BUT			SOXT:		
DISN:	BUTTE COUNTY AQMD			PMT:		
CHAPIS:				PM10T:		
<u>2014 Toxic Data</u>						
Facility ID:	520			COID:	BUT	
Facility SIC Code:	5541			DISN:	BUTTE COUNTY AQMD	
CO:	4			CHAPIS:		
Air Basin:	SV			CERR Code:		
District:	BUT					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
5	8 of 10	WNW	0.20 / 1,047.42	175.36 / 1	COLONIAL ENERGY LLC DBA CE 20115 1255 W EAST AVE CHICO CA 95926	RCRA NON GEN

EPA Handler ID: CAL000412539
Gen Status Universe: No Report
Contact Name: ALAEDDIN HASSAN
Contact Address: 2860 N SANTIAGO BLVD , , ORANGE , CA, 92867-0000 , US
Contact Phone No and Ext: 714-448-5000
Contact Email: A.HASSAN@HASOIL.COM
Contact Country: US
County Name: BUTTE
EPA Region: 09
Land Type:
Receive Date: 20200910
Location Latitude:
Location Longitude:

Violation/Evaluation Summary

Note: NO RECORDS: As of Jan 2023, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20200910
Handler Name: COLONIAL ENERGY LLC DBA CE 20115
Source Type: Deactivation
Federal Waste Generator Code: N
Generator Code Description: Not a Generator, Verified

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20151119
Handler Name: COLONIAL ENERGY LLC DBA CE 20115
Source Type: Implementer
Federal Waste Generator Code: N
Generator Code Description: Not a Generator, Verified

Owner/Operator Details

Owner/Operator Ind: Current Operator **Street No:**

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<div><div><div>Type: Other</div><div>Name: ALAEDDIN HASSAN</div><div>Date Became Current:</div><div>Date Ended Current:</div><div>Phone: 714-448-5000</div><div>Source Type: Deactivation</div></div><div><div>Owner/Operator Ind: Current Owner</div><div>Type: Other</div><div>Name: COLONIAL ENERGY LLC</div><div>Date Became Current:</div><div>Date Ended Current:</div><div>Phone: 714-761-5426</div><div>Source Type: Deactivation</div></div><div><div>Owner/Operator Ind: Current Operator</div><div>Type: Other</div><div>Name: ALAEDDIN HASSAN</div><div>Date Became Current:</div><div>Date Ended Current:</div><div>Phone: 714-448-5000</div><div>Source Type: Implementer</div></div><div><div>Owner/Operator Ind: Current Owner</div><div>Type: Other</div><div>Name: COLONIAL ENERGY LLC</div><div>Date Became Current:</div><div>Date Ended Current:</div><div>Phone: 714-761-5426</div><div>Source Type: Implementer</div></div></div> <div><div>Street 1:</div><div>Street 2:</div><div>City:</div><div>State:</div><div>Country:</div><div>Zip Code:</div></div> <div><div>2860 N SANTIAGO BLVD</div><div></div><div>ORANGE</div><div>CA</div><div>US</div><div>92867-0000</div></div>						
<div>Historical Handler Details</div> <div><div>Receive Dt: 20151119</div><div>Generator Code Description: Not a Generator, Verified</div><div>Handler Name: COLONIAL ENERGY LLC DBA CE 20115</div></div>						
5	9 of 10	WNW	0.20 / 1,047.42	175.36 / 1	Chevron Power Mart 1255 W East Ave Chico CA 95926	ALT FUELS
<div><div><div>Fuel Type Code: E85: E85 Ethanol</div><div>Station Phone: 530-892-2793</div><div>Expected Date:</div><div>BD Blends:</div><div>NG Fill Type Code:</div><div>NG PSI:</div><div>Federal Agency ID:</div><div>Open Date: 2019-08-24</div><div>NG Vehicle Class:</div><div>LPG Primary:</div><div>E85 Blender Pump: false</div><div>NG Fill Type Desc:</div><div>Hydrogen is Retail:</div><div>Federal Agency:</div><div>Facility Type: CONVENIENCE_STORE</div><div>Dt Last Confirmed: 2022-07-12</div><div>Restricted Access: false</div><div>Fed Agency Name:</div><div>Hydrogen Status Link:</div><div>Status: Open: The station is open.</div><div>Owner Type Desc: Privately owned</div><div>E85 Blender Pump Desc: The station does not have a blender pump.</div><div>NG Vehicle Class Desc:</div><div>Geocode Status Desc: Premise (building name, property name, shopping center, etc.) level accuracy.</div><div>LPG Primary Desc:</div><div>E85 Other Ethanol Blends:</div></div><div><div>ID: 145412</div><div>Updated at: 2022-07-12 20:31:42 UTC</div><div>CNG Dispenser No:</div><div>CNG Site Renew Src:</div><div>CNG Tot Compr Cap:</div><div>CNG Storage Cap:</div><div>CNG Fill Type Code:</div><div>CNG PSI:</div><div>CNG Vehicle Class:</div><div>LNG Site Renew Src:</div><div>LNG Vehicle Class:</div><div>LPG Nozzle Types:</div><div>Hydrogen Pressures:</div><div>Hydrogen Standards:</div><div>Latitude: 39.742427</div><div>Longitude: -121.882485</div></div></div>						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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EV Pricing:
EV Pricing French:
EV on Site Renewable Source:
Intersection Directions:

5	10 of 10	WNW	0.20 / 1,047.42	175.36 / 1	H&S ENERGY PRODUCTS LLC #3015 1255 W EAST AVE CHICO CA 95926	RCRA NON GEN
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EPA Handler ID: CAL000457154
Gen Status Universe: No Report
Contact Name: VICTOR HASSAN
Contact Address: 2860 N SANTIAGO BLVD , , ORANGE , CA, 92867-0000 ,
Contact Phone No and Ext: 714-761-5426
Contact Email: A.HASSAN@HASOIL.COM
Contact Country:
County Name: BUTTE
EPA Region: 09
Land Type:
Receive Date: 20200929
Location Latitude:
Location Longitude:

Violation/Evaluation Summary

Note: NO RECORDS: As of Jan 2023, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20200929
Handler Name: H&S ENERGY PRODUCTS LLC #3015
Source Type: Implementer
Federal Waste Generator Code: N
Generator Code Description: Not a Generator, Verified

Owner/Operator Details

Owner/Operator Ind:	Current Operator	Street No:	
Type:	Other	Street 1:	2860 N SANTIAGO BLVD
Name:	VICTOR HASSAN	Street 2:	
Date Became Current:		City:	ORANGE

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<hr/>						
Date Ended Current:					State:	CA
Phone:	714-761-5426				Country:	
Source Type:	Implementer				Zip Code:	92867-0000
Owner/Operator Ind:	Current Owner				Street No:	
Type:	Other				Street 1:	2860 N SANTIAGO BLVD
Name:	H&S ENERGY PRODUCTS LLC				Street 2:	
Date Became Current:					City:	ORANGE
Date Ended Current:					State:	CA
Phone:	714-761-5426				Country:	
Source Type:	Implementer				Zip Code:	92867

<u>6</u>	1 of 2	WNW	0.20 / 1,062.47	176.35 / 2	CLEANRITE BUILDRITE 1200 W EAST Ave CHICO, CA 95926 CA	CUPA BUTTE
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Facility ID: FA0003515
CERS ID: 10277671
Address:

--Details--

Program Element Code: 4211
Program Element: B1 - RANGE 0 - 55 - 550 GALLONS
Program Identifier:
Billing Status: ACTIVE, BILLABLE

<u>6</u>	2 of 2	WNW	0.20 / 1,062.47	176.35 / 2	CLEANRITE - BUILDRITE 1200 W EAST AVE CHICO CA 95926	RCRA NON GEN
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EPA Handler ID: CAL000286496
Gen Status Universe: No Report
Contact Name: CHRISTINA DECKER
Contact Address: 1200 W. EAST AVENUE , , CHICO , CA, 95926 ,
Contact Phone No and Ext: 530-891-0333
Contact Email: CHRISTINADECKER@CRBR.COM
Contact Country:
County Name: BUTTE
EPA Region: 09
Land Type:
Receive Date: 20040917
Location Latitude: 39.743703
Location Longitude: -121.882482

Violation/Evaluation Summary

Note: NO RECORDS: As of Jan 2023, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Used Oil Burner:	No
Used Oil Market Burner:	No
Used Oil Spec Marketer:	No

Hazardous Waste Handler Details

Sequence No:	1
Receive Date:	20040917
Handler Name:	CLEANRITE - BUILDRITE
Source Type:	Implementer
Federal Waste Generator Code:	N
Generator Code Description:	Not a Generator, Verified

Owner/Operator Details

Owner/Operator Ind:	Current Owner	Street No:	
Type:	Other	Street 1:	1200 W EAST AVE
Name:	DANNY J. ANDREASEN, SR.	Street 2:	
Date Became Current:		City:	CHICO
Date Ended Current:		State:	CA
Phone:	530-891-0333	Country:	
Source Type:	Implementer	Zip Code:	95926-0000
Owner/Operator Ind:	Current Operator	Street No:	
Type:	Other	Street 1:	1200 W. EAST AVENUE
Name:	CHRISTINA DECKER	Street 2:	
Date Became Current:		City:	CHICO
Date Ended Current:		State:	CA
Phone:	530-891-0333	Country:	
Source Type:	Implementer	Zip Code:	95926

7	1 of 1	SSE	0.30 / 1,587.97	170.36 / -4	STELZRIEDE, KIMBERLEY 1704 OAK WAY CHICO CA 95926	RCRA TSD
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EPA Handler ID:	CAC003017680
Gen Status Universe:	No Report
Contact Name:	KIMBERLEY STELZRIEDE
Contact Address:	1704 OAK WAY , , CHICO , CA, 95926 ,
Contact Phone No and Ext:	530-592-6567
Contact Email:	JULIE@8884ABATEMENT.COM
Contact Country:	
Land Type:	
County Name:	BUTTE
EPA Region:	09
Receive Date:	20190603
Location Latitude:	39.735756
Location Longitude:	-121.875314

Violation/Evaluation Summary

Note:	NO RECORDS: As of Jan 2023, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).
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Handler Summary

Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility:	No
Onsite Burner Exemption:	No
Smelting, Melting and Refining:	No
Underground Injection Control:	No

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<hr/>						
Commercial TSD:	No					
Used Oil Transporter:	No					
Used Oil Transfer Facility:	No					
Used Oil Processor:	No					
Used Oil Refiner:	No					
Used Oil Burner:	No					
Used Oil Market Burner:	No					
Used Oil Spec Marketer:	No					
<hr/>						
<u>Hazardous Waste Handler Details</u>						
Sequence No:	1					
Receive Date:	20190603					
Handler Name:	STELZRIEDE, KIMBERLEY					
Federal Waste Generator Code:	N					
Generator Code Description:	Not a Generator, Verified					
Source Type:	Implementer					
<hr/>						
<u>Owner/Operator Details</u>						
Owner/Operator Ind:	Current Owner			Street No:		
Type:	Other			Street 1:	1704 OAK WAY	
Name:	KIMBERLEY STEIZRIEDE			Street 2:		
Date Became Current:				City:	CHICO	
Date Ended Current:				State:	CA	
Phone:	530-592-6567			Country:		
Source Type:	Implementer			Zip Code:	95926	
Owner/Operator Ind:	Current Operator			Street No:		
Type:	Other			Street 1:	1704 OAK WAY	
Name:	KIMBERLEY STELZRIEDE			Street 2:		
Date Became Current:				City:	CHICO	
Date Ended Current:				State:	CA	
Phone:	530-592-6567			Country:		
Source Type:	Implementer			Zip Code:	95926	
<hr/>						
8	1 of 1	NNE	0.31 / 1,641.15	179.54 / 5	HAYS, JANOS 909 SAINT CLAIR DRIVE CHICO CA 95926	RCRA TSD
EPA Handler ID:	CAC003017421					
Gen Status Universe:	No Report					
Contact Name:	JANOS HAYS					
Contact Address:	909 SAINT CLAIR DRIVE , , CHICO , CA, 95926 ,					
Contact Phone No and Ext:	530-514-6122					
Contact Email:	JULIE@8884ABATEMENT.COM					
Contact Country:						
Land Type:						
County Name:	BUTTE					
EPA Region:	09					
Receive Date:	20190531					
Location Latitude:	39.745854					
Location Longitude:	-121.875431					
<hr/>						
<u>Violation/Evaluation Summary</u>						
Note:	NO RECORDS: As of Jan 2023, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).					
<hr/>						
<u>Handler Summary</u>						
Importer Activity:	No					
Mixed Waste Generator:	No					

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Transporter Activity: No Transfer Facility: No Onsite Burner Exemption: No Smelting, Melting and Refining: No Underground Injection Control: No Commercial TSD: No Used Oil Transporter: No Used Oil Transfer Facility: No Used Oil Processor: No Used Oil Refiner: No Used Oil Burner: No Used Oil Market Burner: No Used Oil Spec Marketer: No						
<u>Hazardous Waste Handler Details</u>						
Sequence No: 1 Receive Date: 20190531 Handler Name: HAYS, JANOS Federal Waste Generator Code: N Generator Code Description: Not a Generator, Verified Source Type: Implementer						
<u>Owner/Operator Details</u>						
Owner/Operator Ind: Current Owner Type: Other Name: JANOS HAYS Date Became Current: Date Ended Current: Phone: 530-514-6122 Source Type: Implementer						
Street No: Street 1: 909 SAINT CLAIR DRIVE Street 2: City: CHICO State: CA Country: Zip Code: 95926						
Owner/Operator Ind: Current Operator Type: Other Name: JANOS HAYS Date Became Current: Date Ended Current: Phone: 530-514-6122 Source Type: Implementer						
Street No: Street 1: 909 SAINT CLAIR DRIVE Street 2: City: CHICO State: CA Country: Zip Code: 95926						
9	1 of 1	NNE	0.38 / 1,989.78	177.48 / 3	NORTH VALLEY INDIAN HEALTH CLINIC 845 EAST AVE CHICO CA 95926	C&D DEBRIS RECY
County: BUTTE Activity Type: SHARPS COLLECTION Phone No:						
10	1 of 2	WNW	0.45 / 2,362.07	171.36 / -3	STRIP SHOP THE 2610 # F HWY 32 CHICO CA 95973	DELISTED HAZ
Siteid: 71829 Latitude: 39.744300 Longitude: -121.887200 Original Source: CHAZ Record Date: 09-JUL-2018						
10	2 of 2	WNW	0.45 / 2,362.07	171.36 / -3	IRMER'S AUTO REPAIR 2610 HWY 32 # C	DELISTED HAZ

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
CHICO CA 95973						
Siteid:	381363					
Latitude:	39.743800					
Longitude:	-121.887280					
Original Source:	CHAZ					
Record Date:	30-MAY-2017					
<u>11</u>	1 of 2	NNW	0.50 / 2,655.48	173.37 / -1	CHICO USD-HENSHAW & GUYNN SCHOOL N. OF INTERSECTION OF GUYNN & HENSHAW AVENUES CHICO CA 95973	ENVIROSTOR
Estor/EPA ID:	60002577			Assembly District:	, 03	
Site Code:	104770			Senate District:	, 04	
Nat Priority List:	NO			Permit Renewal Lead:		
APN:	042020102000			Public Partici Spclst:		
Census Tract:	6007000402			Project Manager:	ELIZABETH TISDALE	
Site Type:	SCHOOL			County:	BUTTE	
Address Description:	N. OF INTERSECTION OF GUYNN & HENSHAW AVENUES			Latitude:	39.7507355131504	
Office:	NORTHERN CALIFORNIA SCHOOLS & SANTA SUSANA			Longitude:	-121.880935728836	
Special Program:				Acres:	13.02 ACRES	
Funding:	SCHOOL DISTRICT			Supervisor:	JOSE SALCEDO	
Cleanup Status:	NO FURTHER ACTION AS OF 1/7/2019					
Cleanup Oversight Agencies:	DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY					
School District:	CHICO UNIFIED SCHOOL DISTRICT					
Past Use that Caused Contam:	NONE SPECIFIED					
Potential Media Affected:	NONE SPECIFIED					
Site History:						
District submitted Phase I Application and Phase I ESA for this 13.02-acre Site, which is undeveloped land that is currently being used for agricultural purposes. The District is proposing developing the land as an elementary school campus.						
On November 14, 2017, DTSC received the Phase I Report for review. The PEA is being conducted to investigate Site soil for the following potential recognized environmental conditions:						
<ul style="list-style-type: none"> • Arsenic (EPA Method 6010B) and organochlorine pesticides (OCPs) (EPA Method 8081) from historical agricultural activities; and • Polychlorinated biphenyls (PCBs) associated with electrical transformers (EPA Method 8082). 						
On November 28, 2017, DTSC issued a PEA Required Determination Letter for the Site. The District entered into and EOA with DTSC on March 5, 2018. The PEA scoping meeting was held on March 15, 2018. DTSC received the draft PEA Workplan on March 23, 2018 and approved the PEA Workplan on May 11, 2018. Fieldwork was conducted on May 24, 2018. Twenty four soil samples were collected to be analyzed for the presence of OCPs and arsenic associated with former agricultural use at the Site as well as four soil samples for PCBs from pole-mounted transformers located on the Site.						
On 3 December 2018, the District notified DTSC it had complied with all public participation requirements and received no public comments on the draft PEA Report. DTSC received the final PEA Report on 31 December 2018. The PEA Report states that based on the analytical data, arsenic was detected in seven of the samples analyzed. The OCPs detected include 4,4'-dichlorodiphenyldichloroethane (DDD), 4,4'-p,p'-Dichloro-diphenyl-dichloro-ethylene (DDE), and 4,4'-p,p'-dichloro-diphenyl-trichloro-ethane (DDT). Arsenic concentrations range from 4.9 milligrams per kilogram (mg/kg) to 6.3 mg/kg. All arsenic samples are within the variability of the background data set. DDD was detected in one (two with J qualifier samples) sample at a concentration of 27 micrograms per kilogram (ug/kg). DDE was detected in six samples at concentrations ranging from 19 ug/kg to 32 ug/kg. DDT was detected in five samples at concentrations ranging from 5.1 ug/kg to 7.3 ug/kg. All OCPs detected are below their residential screening levels. DTSC approved the PEA Report with a No Further Action Determination on 7 January 2019.						
Revised as of 7 January 2019 by ET.						
Potential Contamin of Concern:						
NONE SPECIFIED						
Status:	NO FURTHER ACTION					
Program Type:	SCHOOL EVALUATION					
CalEnviroScreen Score:	10-15%					

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Summary Link: https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60002577

Completed Activities

Title: Phase I ESA
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60002577&doc_id=60437857
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Phase 1
Date Completed: 11/28/2017
Comments:

Title: PEA Report
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60002577&doc_id=60446502
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Preliminary Endangerment Assessment Report
Date Completed: 1/7/2019
Comments: On 7 January 2019, DTSC issued a No Further Action determination for the Site.

Title: PEA Workplan
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60002577&doc_id=60441161
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Preliminary Endangerment Assessment Workplan
Date Completed: 5/11/2018
Comments:

Title: EOP Application
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60002577&doc_id=60440797
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Environmental Oversight Agreement Application
Date Completed: 1/29/2018
Comments: District submitted application for EOA via email on 1/29/18.

Title: EOA
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60002577&enforcement_id=60440799
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Environmental Oversight Agreement
Date Completed: 3/5/2018
Comments: EOA fully executed on 3/5/18; an original EOA sent to District.

11	2 of 2	NNW	0.50 / 2,655.48	173.37 / -1	CHICO USD-HENSHAW & GUYNN SCHOOL N. OF INTERSECTION OF GUYNN & HENSHAW AVENUES CHICO CA 95973	SCH
Estor/EPA ID:	60002577	Permit Renewal Lead:				
Site Code:	104770	Project Manager:				ELIZABETH TISDALE
Nat Priority List:	NO	Supervisor:				JOSE SALCEDO
Acres:	13.02 ACRES	Public Partici Spclst:				
Special Program:		Census Tract:				6007000402
Funding:	SCHOOL DISTRICT	County:				BUTTE
Assembly District:	, 03	Latitude:				39.7507355131504

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Senate District:	, 04			Longitude:	-121.880935728836	
School District:		CHICO UNIFIED SCHOOL DISTRICT				
APN:		042020102000				
Cleanup Status:		NO FURTHER ACTION AS OF 1/7/2019				
Cleanup Oversight Agencies:		DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY				
Site Type:		SCHOOL				
Office:		NORTHERN CALIFORNIA SCHOOLS & SANTA SUSANA				
Past Use that Caused Contam:		NONE SPECIFIED				
Potential Media Affected:		NONE SPECIFIED				
Potential Contamin of Concern:						

NONE SPECIFIED

SITE HISTORY:

District submitted Phase I Application and Phase I ESA for this 13.02-acre Site, which is undeveloped land that is currently being used for agricultural purposes. The District is proposing developing the land as an elementary school campus.

On November 14, 2017, DTSC received the Phase I Report for review. The PEA is being conducted to investigate Site soil for the following potential recognized environmental conditions:

- Arsenic (EPA Method 6010B) and organochlorine pesticides (OCPs) (EPA Method 8081) from historical agricultural activities; and
- Polychlorinated biphenyls (PCBs) associated with electrical transformers (EPA Method 8082).

On November 28, 2017, DTSC issued a PEA Required Determination Letter for the Site. The District entered into and EOA with DTSC on March 5, 2018. The PEA scoping meeting was held on March 15, 2018. DTSC received the draft PEA Workplan on March 23, 2018 and approved the PEA Workplan on May 11, 2018. Fieldwork was conducted on May 24, 2018. Twenty four soil samples were collected to be analyzed for the presence of OCPs and arsenic associated with former agricultural use at the Site as well as four soil samples for PCBs from pole-mounted transformers located on the Site.

On 3 December 2018, the District notified DTSC it had complied with all public participation requirements and received no public comments on the draft PEA Report. DTSC received the final PEA Report on 31 December 2018. The PEA Report states that based on the analytical data, arsenic was detected in seven of the samples analyzed. The OCPs detected include 4,4'-dichlorodiphenyldichloroethane (DDD), 4,4'-p,p'-Dichloro-diphenyl-dichloro-ethylene (DDE), and 4,4'-p,p'-dichloro-diphenyl-trichloro-ethane (DDT). Arsenic concentrations range from 4.9 milligrams per kilogram (mg/kg) to 6.3 mg/kg. All arsenic samples are within the variability of the background data set. DDD was detected in one (two with J qualifier samples) sample at a concentration of 27 micrograms per kilogram (ug/kg). DDE was detected in six samples at concentrations ranging from 19 ug/kg to 32 ug/kg. DDT was detected in five samples at concentrations ranging from 5.1 ug/kg to 7.3 ug/kg. All OCPs detected are below their residential screening levels. DTSC approved the PEA Report with a No Further Action Determination on 7 January 2019.

Revised as of 7 January 2019 by ET.

Status: NO FURTHER ACTION
Program Type: SCHOOL EVALUATION
CalEnviroScreen Score: 10-15%
Summary Link: https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60002577

Completed Activities

Title: PEA Report
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60002577&doc_id=60446502
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Preliminary Endangerment Assessment Report
Date Completed: 1/7/2019
Comments: On 7 January 2019, DTSC issued a No Further Action determination for the Site.

Title: EOP Application
Title Link: https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60002577&doc_id=60440797
Area Name:
Area Link:
Sub Area:
Sub Area Link:
Document Type: Environmental Oversight Agreement Application
Date Completed: 1/29/2018
Comments: District submitted application for EOA via email on 1/29/18.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Title: Title Link: Area Name: Area Link: Sub Area: Sub Area Link: Document Type: Date Completed: Comments:					PEA Workplan https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60002577&doc_id=60441161 Preliminary Endangerment Assessment Workplan 5/11/2018 Phase I ESA https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60002577&doc_id=60437857 Phase 1 11/28/2017 EOA https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60002577&enforcement_id=60440799 Environmental Oversight Agreement 3/5/2018 EOA fully executed on 3/5/18; an original EOA sent to District.	

Unplottable Summary

Total: 18 Unplottable sites

DB	Company Name/Site Name	Address	City	Zip	ERIS ID
CUPA BUTTE	ELMER J. SILVERA	498 Guynn Ave	CHICO, CA 95926 CA		848615283
FINDS/FRS	SOUTHER PACIFIC RR BIKE PATH	LINDO CHANNEL <i>Registry ID: 110065690826</i>	CHICO CA	95927	840219132
FINDS/FRS	WESTSIDE PLACE STORM DRAIN	LINDO CHANNEL <i>Registry ID: 110066448810</i>	CHICO CA	95926	840181316
FINDS/FRS	NORD HIGHWAY BRIDGE REPAIR 2010	NORD HIGHWAY <i>Registry ID: 110065807951</i>	CHICO CA	95973	840160841
FINDS/FRS	MJ SHELTON GENERAL ENGINEERING INC	STATE HWY 32 <i>Registry ID: 110071051196</i>	CHICO CA	95973	916998503
HAZ GEN	HELENA CHEMICAL CO	HWY 32 WEST TRANSIT 68	CHICO CA	959730000	900541553
HAZ GEN	1X HELENA CHEMICAL CO	HWY 32 WEST FRT LANE 6	CHICO CA	959270000	899958465
HAZ GEN	CALTRANS D- 3/CONSTR/EA03- 3M1004	RTE 32 EB/WB PM R15.5-R19.0	CHICO CA	95926	899874623
HHSS	ROY MEAD	RT 2 BOX 343 KENNEDY & HWY 32	CHICO CA	95926	822987732
HHSS	CHARLES W LOHSE	HWY 32	CHICO CA	95926	822939783
HHSS	ELMER J SILVERA	498 GUYNN AVENUE MERIDIAN	CHICO CA	95926	822979707

HIST MANIFEST		HWY 32 WEST FRT LANE 6	CHICO CA	959270000	827565774
HIST TANK	ELMER J. SILVERA	498 GUYNN AVENUE	CHICO CA		865033151
HIST TANK	CHARLES W. LOHSE	HWY 32	CHICO CA		865044079
RCRA NON GEN	MJ SHELTON GENERAL ENGINEERING INC	STATE HWY 32 <i>EPA Handler ID:</i> CAL000459858	CHICO CA	95973	892150179
UST SWEEPS	OZ RANCH	KENNEDY AVE BETWEEN <i>C C / Status:</i> A04-000-44466 ACTIVE <i>Tank ID:</i> 000001	CHICO CA		888157686
UST SWEEPS	ELMER J. SILVERA	498 GUYNN AVE <i>C C / Status:</i> A04-000-52474 ACTIVE <i>Tank ID:</i> 000001, 000002	CHICO CA		888143053
UST SWEEPS	CHARLES W. LOHSE	HIGHWAY 32 <i>C C / Status:</i> A04-000-37311 ACTIVE <i>Tank ID:</i> 000001	CHICO CA		888183867

Unplottable Report

Site: **ELMER J. SILVERA**
498 Guyann Ave CHICO, CA 95926 CA

CUPA BUTTE

Facility ID: FA0002231
CERS ID:
Address:

--Details--

Program Element Code: 4101
Program Element: GENERAL UST
Program Identifier:
Billing Status: INACTIVE, NON-BILLABLE

Site: **SOUTHER PACIFIC RR BIKE PATH**
LINDO CHANNEL CHICO CA 95927

FINDS/FRS

Registry ID: 110065690826
FIPS Code:
HUC Code:
Site Type Name: STATIONARY
Location Description:
Supplemental Location:
Create Date: 13-OCT-15
Update Date:
Interest Types: STATE MASTER
SIC Codes: 1611
SIC Code Descriptions: HIGHWAY AND STREET CONSTRUCTION, EXCEPT ELEVATED HIGHWAYS
NAICS Codes:
NAICS Code Descriptions:
Conveyor:
Federal Facility Code:
Federal Agency Name:
Tribal Land Code:
Tribal Land Name:
Congressional Dist No:
Census Block Code:
EPA Region Code: 09
County Name: BUTTE COUNTY
US/Mexico Border Ind:
Latitude:
Longitude:
Reference Point:
Coord Collection Method:
Accuracy Value:
Datum: NAD83
Source:
Facility Detail Rprt URL: https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110065690826
Data Source: Facility Registry Service - Single File
Program Acronyms:

CA-ENVIROVIEW:327503

Site: **WESTSIDE PLACE STORM DRAIN**
LINDO CHANNEL CHICO CA 95926

FINDS/FRS

Registry ID: 110066448810

FIPS Code:
HUC Code:
Site Type Name: STATIONARY
Location Description:
Supplemental Location:
Create Date: 14-OCT-15
Update Date:
Interest Types: STATE MASTER
SIC Codes: 1629
SIC Code Descriptions: HEAVY CONSTRUCTION, NOT ELSEWHERE CLASSIFIED
NAICS Codes:
NAICS Code Descriptions:
Conveyor:
Federal Facility Code:
Federal Agency Name:
Tribal Land Code:
Tribal Land Name:
Congressional Dist No:
Census Block Code:
EPA Region Code: 09
County Name: BUTTE COUNTY
US/Mexico Border Ind:
Latitude:
Longitude:
Reference Point:
Coord Collection Method:
Accuracy Value:
Datum: NAD83
Source:
Facility Detail Rprt URL: https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110066448810
Data Source: Facility Registry Service - Single File
Program Acronyms:

CA-ENVIROVIEW:333113

Site: **NORD HIGHWAY BRIDGE REPAIR 2010**
NORD HIGHWAY CHICO CA 95973

[FINDS/FRS](#)

Registry ID: 110065807951
FIPS Code:
HUC Code:
Site Type Name: STATIONARY
Location Description:
Supplemental Location:
Create Date: 13-OCT-15
Update Date:
Interest Types: STATE MASTER
SIC Codes:
SIC Code Descriptions:
NAICS Codes:
NAICS Code Descriptions:
Conveyor:
Federal Facility Code:
Federal Agency Name:
Tribal Land Code:
Tribal Land Name:
Congressional Dist No:
Census Block Code:
EPA Region Code: 09
County Name: BUTTE COUNTY
US/Mexico Border Ind:
Latitude:
Longitude:
Reference Point:
Coord Collection Method:
Accuracy Value:
Datum: NAD83
Source:

Facility Detail Rprt URL: https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110065807951
Data Source: Facility Registry Service - Single File
Program Acronyms:

CA-ENVIROVIEW:322294

Site: **MJ SHELTON GENERAL ENGINEERING INC**
STATE HWY 32 CHICO CA 95973

FINDS/FRS

Registry ID: 110071051196
FIPS Code: 06007
HUC Code:
Site Type Name: STATIONARY
Location Description:
Supplemental Location:
Create Date: 08-JUL-21
Update Date:
Interest Types: UNSPECIFIED UNIVERSE
SIC Codes:
SIC Code Descriptions:
NAICS Codes: 541330
NAICS Code Descriptions: ENGINEERING SERVICES.
Conveyor:
Federal Facility Code:
Federal Agency Name:
Tribal Land Code:
Tribal Land Name:
Congressional Dist No:
Census Block Code:
EPA Region Code: 09
County Name: BUTTE
US/Mexico Border Ind:
Latitude:
Longitude:
Reference Point:
Coord Collection Method:
Accuracy Value:
Datum: NAD83
Source:
Facility Detail Rprt URL: https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110071051196
Data Source: Facility Registry Service - Single File
Program Acronyms:

RCRAINFO:CAL000459858

Site: **HELENA CHEMICAL CO**
HWY 32 WEST TRANSIT 68 CHICO CA 959730000

HAZ GEN

Epa ID: CAC002482471
Address 2:
Details DTSC HWTS: The Department of Toxic Substances Control (DTSC) makes available a Waste Code Matrix showing each Waste Code, its description, and annual amounts in its Hazardous Waste Tracking System:
<https://hwts.dtsc.ca.gov/search>
Handler Profile URL: <https://hwts.dtsc.ca.gov/facility/CAC002482471>

Site: **1X HELENA CHEMICAL CO**
HWY 32 WEST FRT LANE 6 CHICO CA 959270000

HAZ GEN

Epa ID: CAD980819585
Address 2:
Details DTSC HWTS: The Department of Toxic Substances Control (DTSC) makes available a Waste Code Matrix showing each Waste Code, its description, and annual amounts in its Hazardous Waste Tracking System:
<https://hwts.dtsc.ca.gov/search>
Handler Profile URL: <https://hwts.dtsc.ca.gov/facility/CAD980819585>

Site: CALTRANS D-3/CONSTR/EA03-3M1004
RTE 32 EB/WB PM R15.5-R19.0 CHICO CA 95926

HAZ GEN

Epa ID: CAC002641688

Facility County: 04

Address 2:

County:

Details DTSC HWTS: The Department of Toxic Substances Control (DTSC) makes available a Waste Code Matrix showing each Waste Code, its description, and annual amounts in its Hazardous Waste Tracking System:
<https://hwts.dtsc.ca.gov/search>

Handler Profile URL: <https://hwts.dtsc.ca.gov/facility/CAC002641688>

Site: ROY MEAD
RT 2 BOX 343 KENNEDY & HWY 32 CHICO CA 95926

HHSS

County: Butte

Tank Details Microfiche: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00022290.pdf>

Site: CHARLES W LOHSE
HWY 32 CHICO CA 95926

HHSS

County: Butte

Tank Details Microfiche: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00021f26.pdf>

Site: ELMER J SILVERA
498 GUYNN AVENUE MERIDIAN CHICO CA 95926

HHSS

County: Butte

Tank Details Microfiche: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00021fdc.pdf>

Site: HWY 32 WEST FRT LANE 6 CHICO CA 959270000

HIST MANIFEST

Gen EPA ID: CAD980819585
Create Date: 12/01/1986 0:00
Inact Date: 01/01/1991 0:00
Facility Mail Street: P O BOX 1752
Facility Mail City: CHICO
Facility Mail State: CA
Facility Mail Zip: 959270000
Contact Phone(s): 2098467383
File Year(s): 1991
Contact Name(s): BRANDON JOHN

Tanner Information

State Waste Code:	611	Generator County:	
Year:	1991	Tsd Epa ID:	CAT000646117
Tons:	438	Tsd County:	Kings
Method Code:	D80		
State Waste Code Desc:	Contaminated soil from site clean-up		
Method Description:			

Tanner Information

State Waste Code:	232	Generator County:	
Year:	1991	Tsd Epa ID:	CAT000646117
Tons:	0.22	Tsd County:	Kings
Method Code:			
State Waste Code Desc:	Pesticides and other waste associated with pesticide production		
Method Description:			

Site: ELMER J. SILVERA

Owner Name: ELMER J. SILVERA
Owner Street: 3167 SUMMERCREEK DRIVE
Owner City: SAN JOSE
Owner State: CA
Owner Zip: 95136

No of Containers: 2
County: BUTTE
Facility State: CA
Facility Zip: 95926

Site: CHARLES W. LOHSE
HWY 32 CHICO CA

HIST TANK

Owner Name: CHARLES W. LOHSE
Owner Street: RT. 6, BOX 310
Owner City: CHICO
Owner State: CA
Owner Zip: 95926

No of Containers: 1
County: BUTTE
Facility State: CA
Facility Zip: 95926

Site: MJ SHELTON GENERAL ENGINEERING INC
STATE HWY 32 CHICO CA 95973

RCRA NON GEN

EPA Handler ID: CAL000459858
Gen Status Universe: No Report
Contact Name: TIM BEALS
Contact Address: 13 JORDAN'S PL STE 100 , , CHICO , CA, 95973 ,
Contact Phone No and Ext: 530-895-8620
Contact Email: TC@MJSHELTON.COM
Contact Country:
County Name: BUTTE
EPA Region: 09
Land Type:
Receive Date: 20210203
Location Latitude:
Location Longitude:

Violation/Evaluation Summary

Note: NO RECORDS: As of Jan 2023, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20210203
Handler Name: MJ SHELTON GENERAL ENGINEERING INC
Source Type: Implementer
Federal Waste Generator Code: N
Generator Code Description: Not a Generator, Verified

Owner/Operator Details

Owner/Operator Ind:	Current Owner	Street No:	
Type:	Other	Street 1:	13 JORDAN'S PL STE 100
Name:	MJ SHELTON GENERAL ENGINEERING INC	Street 2:	
Date Became Current:		City:	CHICO
Date Ended Current:		State:	CA
Phone:	530-895-8620	Country:	
Source Type:	Implementer	Zip Code:	95973
<hr/>			
Owner/Operator Ind:	Current Operator	Street No:	
Type:	Other	Street 1:	13 JORDAN'S PL STE 100
Name:	TIM BEALS	Street 2:	
Date Became Current:		City:	CHICO
Date Ended Current:		State:	CA
Phone:	530-895-8620	Country:	
Source Type:	Implementer	Zip Code:	95973

Site: OZ RANCH
KENNEDY AVE BETWEEN CHICO CA

UST SWEEPS

C C:	A04-000-44466	D Filename:	SITE05A
BOE:		Page No:	121
Comp:	44466	County:	BUTTE
Status:	ACTIVE	State :	CA
No of Tanks:	1	Zip:	95926
Jurisdict:	BUTTE COUNTY	Latitude:	0
Agency:	ENVIRONMENTAL HEALTH	Longitude:	0
Phone:		Georesult:	N

Tank Details

Tank ID:	000001	S Contain:	
O Tank ID:	1	Stg:	P
SWRCB No:	04-000-044466-000001	Storage :	
Removed:		Storag Type:	PRODUCT
Installed:		P Contain:	
A Date:	07-01-85	Content:	LEADED
Capac:	250	ONA:	
Tank Use:	M.V. FUEL	D File Name:	TANK5B

Site: ELMER J. SILVERA
498 GUYNN AVE CHICO CA

UST SWEEPS

C C:	A04-000-52474	D Filename:	SITE05A
BOE:		Page No:	118
Comp:	52474	County:	BUTTE
Status:	ACTIVE	State :	CA
No of Tanks:	2	Zip:	95926
Jurisdict:	BUTTE COUNTY	Latitude:	0
Agency:	ENVIRONMENTAL HEALTH	Longitude:	0
Phone:		Georesult:	N

Tank Details

Tank ID:	000001	S Contain:	
O Tank ID:	1	Stg:	P
SWRCB No:	04-000-052474-000001	Storage :	
Removed:		Storag Type:	PRODUCT
Installed:		P Contain:	
A Date:	07-01-85	Content:	LEADED
Capac:		ONA:	
Tank Use:	M.V. FUEL	D File Name:	TANK5B

Tank Details

Tank ID: 000002
O Tank ID: 2
SWRCB No: 04-000-052474-000002
Removed:
Installed:
A Date: 07-01-85
Capac:
Tank Use: M.V. FUEL

S Contain:
Stg: P
Storage :
Storage Type: PRODUCT
P Contain:
Content: DIESEL
ONA:
D File Name: TANK5B

Site: CHARLES W. LOHSE
HIGHWAY 32 CHICO CA

UST SWEEPS

C C: A04-000-37311
BOE:
Comp: 37311
Status: ACTIVE
No of Tanks: 1
Jurisdict: BUTTE COUNTY
Agency: ENVIRONMENTAL HEALTH
Phone:

D Filename: SITE05A
Page No: 119
County: BUTTE
State : CA
Zip: 95926
Latitude: 0
Longitude: 0
Georesult: N

Tank Details

Tank ID: 000001
O Tank ID: 1
SWRCB No: 04-000-037311-000001
Removed:
Installed:
A Date: 07-01-85
Capac: 500
Tank Use: M.V. FUEL

S Contain:
Stg: P
Storage :
Storage Type: PRODUCT
P Contain:
Content:
ONA:
D File Name: TANK5B

Appendix: Database Descriptions

Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13 and E1527-21, Section 8.1.8 Sources of Standard Source Information:

"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."

Standard Environmental Record Sources

Federal

Formerly Utilized Sites Remedial Action Program:

DOE FUSRAP

The U.S. Department of Energy (DOE) established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from the Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations. The DOE Office of Legacy Management (LM) established long-term surveillance and maintenance (LTS&M) requirements for remediated FUSRAP sites. DOE evaluates the final site conditions of a remediated site on the basis of risk for different future uses. DOE then confirms that LTS&M requirements will maintain protectiveness.

Government Publication Date: Mar 4, 2017

National Priority List:

NPL

Sites on the United States Environmental Protection Agency (EPA)'s National Priorities List of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. The NPL, which EPA is required to update at least once a year, is based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action. Sites are represented by boundaries where available in the EPA Superfund Site Boundaries maintained by the Shared Enterprise Geodata and Services (SEGS). Site boundaries represent the footprint of a whole site, the sum of all of the Operable Units and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Nov 3, 2022

National Priority List - Proposed:

PROPOSED NPL

Sites proposed by the United States Environmental Protection Agency (EPA), the state agency, or concerned citizens for addition to the National Priorities List (NPL) due to contamination by hazardous waste and identified by the EPA as a candidate for cleanup because it poses a risk to human health and/or the environment. Sites are represented by boundaries where available in the EPA Superfund Site Boundaries maintained by the Shared Enterprise Geodata and Services (SEGS). Site boundaries represent the footprint of a whole site, the sum of all of the Operable Units and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Nov 3, 2022

Deleted NPL:

DELETED NPL

Sites deleted from the United States Environmental Protection Agency (EPA)'s National Priorities List. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425(e), sites may be deleted from the NPL where no further response is appropriate. Sites are represented by boundaries where available in the EPA Superfund Site Boundaries maintained by the Shared Enterprise Geodata and Services (SEGS). Site boundaries represent the footprint of a whole site, the sum of all of the Operable Units and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Nov 3, 2022

SEMS List 8R Active Site Inventory:

SEMS

The U.S. Environmental Protection Agency's (EPA) Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted. This data includes SEMS sites from the List 8R Active file as well as applicable sites from the SEMS GIS/REST file layer obtained from EPA's Facility Registry Service.

Government Publication Date: Jan 25, 2023

Inventory of Open Dumps, June 1985:

ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

Government Publication Date: Jun 1985

SEMS List 8R Archive Sites:

SEMS ARCHIVE

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. This data includes sites from the List 8R Archived site file.

Government Publication Date: Jan 25, 2023

Comprehensive Environmental Response, Compensation and Liability Information System -

CERCLIS

CERCLIS:

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

Government Publication Date: Oct 25, 2013

EPA Report on the Status of Open Dumps on Indian Lands:

IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

Government Publication Date: Dec 31, 1998

CERCLIS - No Further Remedial Action Planned:

CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Government Publication Date: Oct 25, 2013

CERCLIS Liens:

CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA). This database was provided by the United States Environmental Protection Agency (EPA). Refer to SEMS LIEN as the current data source for Superfund Liens.

Government Publication Date: Jan 30, 2014

RCRA CORRACTS-Corrective Action:

RCRA CORRACTS

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

Government Publication Date: Jan 23, 2023

RCRA non-CORRACTS TSD Facilities:[RCRA TSD](#)

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste as defined by RCRA.

Government Publication Date: Jan 23, 2023

RCRA Generator List:[RCRA LQG](#)

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste.

Government Publication Date: Jan 23, 2023

RCRA Small Quantity Generators List:[RCRA SQG](#)

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Government Publication Date: Jan 23, 2023

RCRA Very Small Quantity Generators List:[RCRA VSQG](#)

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Very Small Quantity Generators (VSQG) generate 100 kilograms or less per month of hazardous waste, or one kilogram or less per month of acutely hazardous waste. Additionally, VSQG may not accumulate more than 1,000 kilograms of hazardous waste at any time.

Government Publication Date: Jan 23, 2023

RCRA Non-Generators:[RCRA NON GEN](#)

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

Government Publication Date: Jan 23, 2023

RCRA Sites with Controls:[RCRA CONTROLS](#)

List of Resource Conservation and Recovery Act (RCRA) facilities with institutional controls in place. RCRA gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Government Publication Date: Jan 23, 2023

Federal Engineering Controls-ECs:[FED ENG](#)

This list of Engineering controls (ECs) is provided by the United States Environmental Protection Agency (EPA). ECs encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. The EC listing includes remedy component data from Superfund decision documents issued in fiscal years 1982-2020 for applicable sites on the final or deleted on the National Priorities List (NPL); and sites with a Superfund Alternative Approach (SAA) Agreement in place. The only sites included that are not on the NPL; proposed for NPL; or removed from proposed NPL, are those with an SAA Agreement in place.

Government Publication Date: Dec 22, 2022

Federal Institutional Controls- ICs:

FED INST

This list of Institutional controls (ICs) is provided by the United States Environmental Protection Agency (EPA). ICs are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site. The IC listing includes remedy component data from Superfund decision documents issued in fiscal years 1982-2020 for applicable sites on the final or deleted on the National Priorities List (NPL); and sites with a Superfund Alternative Approach (SAA) Agreement in place. The only sites included that are not on the NPL; proposed for NPL; or removed from proposed NPL, are those with an SAA Agreement in place.

Government Publication Date: Dec 22, 2022**Land Use Control Information System:**

LUCIS

The LUCIS database is maintained by the U.S. Department of the Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

Government Publication Date: Sep 1, 2006**Institutional Control Boundaries at NPL sites:**

NPL IC

Boundaries of Institutional Control areas at sites on the United States Environmental Protection Agency (EPA)'s National Priorities List, or Proposed or Deleted, made available by the EPA's Shared Enterprise Geodata and Services (SEGS). United States Environmental Protection Agency (EPA)'s National Priorities List of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. Institutional controls are non-engineered instruments such as administrative and legal controls that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy.

Government Publication Date: Nov 3, 2022**Emergency Response Notification System:**

ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1982-1986**Emergency Response Notification System:**

ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1987-1989**Emergency Response Notification System:**

ERNS

Database of oil and hazardous substances spill reports made available by the United States Coast Guard National Response Center (NRC). The NRC fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. These data contain initial incident data that has not been validated or investigated by a federal/state response agency.

Government Publication Date: Nov 6, 2022**The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database:**

FED BROWNFIELDS

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This data is provided by the United States Environmental Protection Agency (EPA) and includes Brownfield sites from the Cleanups in My Community (CIMC) web application.

Government Publication Date: Sep 13, 2022**FEMA Underground Storage Tank Listing:**

FEMA UST

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

Government Publication Date: Dec 31, 2017

Facility Response Plan:

FRP

List of facilities that have submitted Facility Response Plans (FRP) to EPA. Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit Facility Response Plans (FRPs). Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments.

Government Publication Date: Dec 31, 2021

Delisted Facility Response Plans:

DELISTED FRP

Facilities that once appeared in - and have since been removed from - the list of facilities that have submitted Facility Response Plans (FRP) to EPA. Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit Facility Response Plans (FRPs). Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments.

Government Publication Date: Dec 31, 2021

Historical Gas Stations:

HIST GAS STATIONS

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

Government Publication Date: Jul 1, 1930

Petroleum Refineries:

REFN

List of petroleum refineries from the U.S. Energy Information Administration (EIA) Refinery Capacity Report. Includes operating and idle petroleum refineries (including new refineries under construction) and refineries shut down during the previous year located in the 50 States, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, and other U.S. possessions. Survey locations adjusted using public data.

Government Publication Date: Aug 30, 2022

Petroleum Product and Crude Oil Rail Terminals:

BULK TERMINAL

List of petroleum product and crude oil rail terminals made available by the U.S. Energy Information Administration (EIA). Includes operable bulk petroleum product terminals located in the 50 States and the District of Columbia with a total bulk shell storage capacity of 50,000 barrels or more, and/or the ability to receive volumes from tanker, barge, or pipeline; also rail terminals handling the loading and unloading of crude oil that were active between 2017 and 2018. Petroleum product terminals comes from the EIA-815 Bulk Terminal and Blender Report, which includes working, shell in operation, and shell idle for several major product groupings. Survey locations adjusted using public data.

Government Publication Date: Jun 29, 2022

LIEN on Property:

SEMS LIEN

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System (SEMS) provides Lien details on applicable properties, such as the Superfund lien on property activity, the lien property information, and the parties associated with the lien.

Government Publication Date: Jan 25, 2023

Superfund Decision Documents:

SUPERFUND ROD

This database contains a list of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include completed Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD) for active and archived sites stored in the Superfund Enterprise Management System (SEMS), along with other associated memos and files. This information is maintained and made available by the U.S. Environmental Protection Agency.

Government Publication Date: Dec 22, 2022

State**State Response Sites:**

RESPONSE

A list of identified confirmed release sites where the Department of Toxic Substances Control (DTSC) is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk. This database is state equivalent NPL.

Government Publication Date: Feb 6, 2023

EnviroStor Database:

ENVIROSTOR

The EnviroStor Data Management System is made available by the Department of Toxic Substances Control (DTSC). Includes Corrective Action sites, Tiered Permit sites, Historical Sites and Evaluation/Investigation sites. This database is state equivalent CERCLIS.

Government Publication Date: Feb 6, 2023

Delisted State Response Sites:

DELISTED ENVS

Sites removed from the list of State Response Sites made available by the EnviroStor Data Management System, Department of Toxic Substances Control (DTSC).

Government Publication Date: Feb 6, 2023

Solid Waste Information System (SWIS):

SWF/LF

The Solid Waste Information System (SWIS) database made available by the Department of Resources Recycling and Recovery (CalRecycle) contains information on solid waste facilities, operations, and disposal sites throughout the State of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites.

Government Publication Date: Feb 9, 2023

Solid Waste Disposal Sites with Waste Constituents Above Hazardous Waste Levels:

SWRCB SWF

This is a list of solid waste disposal sites identified by California State Water Resources Control Board with waste constituents above hazardous waste levels outside the waste management unit.

Government Publication Date: Sep 20, 2006

Waste Management Unit Database:

WMUD

The Waste Management Unit Database System tracks and inventories waste management units. CCR Title 27 contains criteria stating that Waste Management Units are classified according to their ability to contain wastes. Containment shall be determined by geology, hydrology, topography, climatology, and other factors relating to the ability of the Unit to protect water quality. Water Code Section 13273.1 requires that operators submit a water quality solid waste assessment test (SWAT) report to address leak status. The WMUDS was last updated by the State Water Resources control board in 2000.

Government Publication Date: Jan 1, 2000

EnviroStor Hazardous Waste Facilities:

HWP

A list of hazardous waste facilities including permitted, post-closure and historical facilities found in the Department of Toxic Substances Control (DTSC) EnviroStor database.

Government Publication Date: Feb 6, 2023

Sites Listed in the Solid Waste Assessment Test (SWAT) Program Report:

SWAT

In a 1993 Memorandum of Understanding, the State Water Resources Control Board (SWRCB) agreed to submit a comprehensive report on the Solid Waste Assessment Test (SWAT) Program to the California Integrated Waste Management Board (CIWMB). This report summarizes the work completed to date on the SWAT Program, and addresses both the impacts that leakage from solid waste disposal sites (SWDS) may have upon waters of the State and the actions taken to address such leakage.

Government Publication Date: Dec 31, 1995

Construction and Demolition Debris Recyclers:

C&D DEBRIS RECY

This listing of Construction and Demolition Debris Recyclers is maintained by the California Intergrated Waste Management Board-common C&D materials include lumber, drywall, metals, masonry (brick, concrete, etc.), carpet, plastic, pipe, rocks, dirt, paper, cardboard, or green waste related to land development.

Government Publication Date: Jun 20, 2018

Recycling Centers:

RECYCLING

This list of Certified Recycling Centers that are operating under the state of California's Beverage Container Recycling Program is maintained by the California Department of Resources Recycling and Recovery.

Government Publication Date: Jan 12, 2023

Listing of Certified Processors:

PROCESSORS

This list of Certified Processors that are operating under the state of California's Beverage Container Recycling Program is maintained by the California Department of Resources Recycling and Recovery.

Government Publication Date: Jan 12, 2023

Listing of Certified Dropoff, Collection, and Community Service Programs:

CONTAINER RECY

This list of Certified Dropoff, Collection, and Community Service Programs (non-buyback) operating under the state of California's Beverage Container Recycling Program is maintained by the California Department of Resources Recycling and Recovery.

Government Publication Date: Jan 13, 2023

Land Disposal Sites:

LDS

Land Disposal Sites in GeoTracker, the State Water Resources Control Board (SWRCB)'s data management system. The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units. Waste management units include waste piles, surface impoundments, and landfills.

Government Publication Date: Nov 16, 2022

Leaking Underground Fuel Tank Reports:

LUST

List of Leaking Underground Storage Tanks within the Cleanup Sites data in GeoTracker database. GeoTracker is the State Water Resources Control Board's (SWRCB) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Underground Storage Tanks, Department of Defense and Site Cleanup Program) as well as permitted facilities such as operating Underground Storage Tanks. The Leak Prevention Program that overlooks LUST sites is the SWRCB in California's Environmental Protection Agency.

Government Publication Date: Nov 16, 2022

Delisted Leaking Storage Tanks:

DELISTED LST

List of Leaking Underground Storage Tanks (LUST) cleanup sites removed from GeoTracker, the State Water Resources Control Board (SWRCB)'s database system, as well as sites removed from the SWRCB's list of UST Case closures.

Government Publication Date: Nov 16, 2022

Permitted Underground Storage Tank (UST) in GeoTracker:

UST

List of Permitted Underground Storage Tank (UST) sites made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA).

Government Publication Date: Jan 17, 2023

Proposed Closure of Underground Storage Tank Cases:

UST CLOSURE

List of UST cases that are being considered for closure by either the California Environmental Protection Agency, State Water Resources Control Board or the Executive Director that have been posted for a 60-day public comment period.

Government Publication Date: May 5, 2021

Historical Hazardous Substance Storage Information Database:

HHSS

The Historical Hazardous Substance Storage database contains information collected in the 1980s from facilities that stored hazardous substances. The information was originally collected on paper forms, was later transferred to microfiche, and recently indexed as a searchable database. When using this database, please be aware that it is based upon self-reported information submitted by facilities which has not been independently verified. It is unlikely that every facility responded to the survey and the database should not be expected to be a complete inventory of all facilities that were operating at that time. This database is maintained by the California State Water Resources Control Board's (SWRCB) Geotracker.

Government Publication Date: Aug 27, 2015

Statewide Environmental Evaluation and Planning System:

UST SWEEPS

The Statewide Environmental Evaluation and Planning System (SWEEPS) is a historical listing of active and inactive underground storage tanks made available by the California State Water Resources Control Board (SWRCB).

Government Publication Date: Oct 1, 1994

Aboveground Storage Tanks:

AST

A statewide list from 2009 of aboveground storage tanks (ASTs) made available by the Cal FIRE Office of the State Fire Marshal (OSFM). This list is no longer maintained or updated by the Cal FIRE OSFM.

Government Publication Date: Aug 31, 2009

SWRCB Historical Aboveground Storage Tanks:

AST SWRCB

A list of aboveground storage tanks made available by the California State Water Resources Control Board (SWRCB). Effective January 1, 2008, the Certified Unified Program Agencies (CUPAs) are vested with the responsibility and authority to implement the Aboveground Petroleum Storage Act (APSA).

Government Publication Date: Dec 1, 2007

Oil and Gas Facility Tanks:

TANK OIL GAS

Locations of oil and gas tanks that fall under the jurisdiction of the Geologic Energy Management Division of the California Department of Conservation (CalGEM) (CCR 1760). CalGEM was formerly the Division of Oil, Gas, and Geothermal Resources (DOGGR).

Government Publication Date: Jan 9, 2023

Delisted Storage Tanks:

DELISTED TNK

This database contains a list of storage tank sites that were removed by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA) and the Cal FIRE Office of State Fire Marshal (OSFM).

Government Publication Date: Jan 17, 2023

California Environmental Reporting System (CERS) Tanks:

CERS TANK

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

Government Publication Date: Jan 10, 2023

Delisted California Environmental Reporting System (CERS) Tanks:

DELISTED CTNK

This database contains a list of Aboveground Petroleum Storage and Underground Storage Tank sites that were removed from in the California Environmental Protection Agency (CalEPA) Regulated Site Portal.

Government Publication Date: Jan 10, 2023

Historical Hazardous Substance Storage Container Information - Facility Summary:

HIST TANK

The State Water Resources Control Board maintained the Hazardous Substance Storage Containers listing and inventory in the 1980s. This facility summary lists historic tank sites where the following container types were present: farm motor vehicle fuel tanks; waste tanks; sumps; pits, ponds, lagoons, and others; and all other product tanks. This set, published in May 1988, lists facility and owner information, as well as the number of containers. This data is historic and will not be updated.

Government Publication Date: May 27, 1988

Site Mitigation and Brownfields Reuse Program Facility Sites with Land Use Restrictions:

LUR

The Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions.

Government Publication Date: Feb 6, 2023

CALSITES Database:

CALSITES

This historical database was maintained by the Department of Toxic Substance Control (DTSC) for more than a decade. CALSITES contains information on Brownfield properties with confirmed or potential hazardous contamination. In 2006, DTSC introduced EnviroStor as the latest Brownfields site database.

Government Publication Date: May 1, 2004

Hazardous Waste Management Program Facility Sites with Deed / Land Use Restrictions:

HLUR

The Department of Toxic Substances Control (DTSC) Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Government Publication Date: Feb 18, 2021

Deed Restrictions and Land Use Restrictions:

DEED

List of Deed Restrictions, Land Use Restrictions and Covenants in GeoTracker made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency. A deed restriction (land use covenant) may be required to facilitate the remediation of past environmental contamination and to protect human health and the environment by reducing the risk of exposure to residual hazardous materials.

Government Publication Date: Nov 16, 2022

Voluntary Cleanup Program:

VCP

List of sites in the Voluntary Cleanup Program made available by the Department of Toxic Substances and Control (DTSC). The Voluntary Cleanup Program was designed to respond to lower priority sites. Under the Voluntary Cleanup Program, DTSC enters site-specific agreements with project proponents for DTSC oversight of site assessment, investigation, and/or removal or remediation activities, and the project proponents agree to pay DTSC's reasonable costs for those services.

Government Publication Date: Feb 6, 2023

GeoTracker Cleanup Program Sites:

CLEANUP SITES

A list of Cleanup Program sites in the state of California made available by The State Water Resources Control Board (SWRCB) of the California Environmental Protection Agency (EPA). SWRCB tracks leaking underground storage tank cleanups as well as other water board cleanups.

Delisted Cleanup Program Sites:

[DELISTED CLEANUP](#)

A list of Cleanup Program sites which were once included - and have since been removed from - the list of Cleanup Program Sites in GeoTracker. GeoTracker is the State Water Resource Control Boards' data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Government Publication Date: Nov 16, 2022

Delisted County Records:

[DELISTED COUNTY](#)

Records removed from county or CUPA databases. Records may be removed from the county lists made available by the respective county departments because they are inactive, or because they have been deemed to be below reportable thresholds.

Government Publication Date: Feb 28, 2023

Tribal

Leaking Underground Storage Tanks on Tribal/Indian Lands:

[INDIAN LUST](#)

This list of leaking underground storage tanks (LUSTs) on Tribal/Indian Lands in Region 9, which includes California, is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Nov 23, 2022

Underground Storage Tanks on Tribal/Indian Lands:

[INDIAN UST](#)

This list of underground storage tanks (USTs) on Tribal/Indian Lands in Region 9, which includes California, is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Nov 23, 2022

Delisted Tribal Leaking Storage Tanks:

[DELISTED INDIAN LST](#)

Leaking Underground Storage Tank (LUST) facilities which once appeared on - and have since been removed from - the Regional Tribal/Indian LUST lists made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Nov 23, 2022

Delisted Tribal Underground Storage Tanks:

[DELISTED INDIAN UST](#)

Underground Storage Tank (UST) facilities which once appeared on - and have since been removed from - the Regional Tribal/Indian UST lists made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Nov 23, 2022

County

Butte County -CUPA List:

[CUPA BUTTE](#)

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Butte County. This list is made available by Butte County Public Health Department, Environmental Health Division which was certified by the California Environmental Protection Agency as the CUPA for Butte County.

Government Publication Date: Dec 20, 2017

Additional Environmental Record Sources

Federal

Facility Registry Service/Facility Index:

[FINDS/FRS](#)

The Facility Registry Service (FRS) is a centrally managed database that identifies facilities, sites, or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, and data collected from EPA's Central Data Exchange registrations and data management personnel. This list is made available by the Environmental Protection Agency (US EPA).

Government Publication Date: Aug 18, 2022

Toxics Release Inventory (TRI) Program:

TRIS

The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment.

Government Publication Date: Aug 24, 2021

PFOA/PFOS Contaminated Sites:

PFAS NPL

List of National Priorities List (NPL) and related Superfund Alternative Agreement (SAA) sites where PFOA or PFOS contaminants have been found in water and/or soil. The site listing is provided by the Federal Environmental Protection Agency (EPA).

Government Publication Date: Oct 4, 2022

Federal Agency Locations with Known or Suspected PFAS Detections:

PFAS FED SITES

List of Federal agency locations with known or suspected detections of Per- and Polyfluoroalkyl Substances (PFAS), made available by the U.S. Environmental Protection Agency (EPA) in their PFAS Analytic Tools data. EPA outlines that these data are gathered from several federal entities, such as the Federal Superfund program, Department of Defense (DOD), National Aeronautics and Space Administration, Department of Transportation, and Department of Energy. Sites on this list do not necessarily reflect the source/s of contamination and detections do not indicate level of risk or human exposure at the site. Agricultural notifications in this data are limited to DOD sites only. At this time, the EPA is aware that this list is not comprehensive of all Federal agencies.

Government Publication Date: Jun 30, 2022

SSEHRI PFAS Contamination Sites:

PFAS SSEHRI

This PFAS Contamination Site Tracker database is compiled by the Social Science Environmental Health Research Institute (SSEHRI) at Northeastern University. According to the SSEHRI, the database records qualitative and quantitative data from each known site of PFAS contamination, including timeline of discovery, sources, levels, health impacts, community response, and government response. The goal of this database is to compile information and support public understanding of the rapidly unfolding issue of PFAS contamination. All data presented was extracted from government websites, news articles, or publicly available documents, and this is cited in the tracker. Disclaimer: The source conveys this database undergoes regular updates as new information becomes available, some sites may be missing and/or contain information that is incorrect or outdated, as well as their information represents all contamination sites SSEHRI is aware of, not all possible contamination sites. This data is not intended to be used for legal purposes. Limited location details are available with this data. Access the following for the most current informations <https://pfasproject.com/pfas-contamination-site-tracker/>

Government Publication Date: Dec 12, 2019

National Response Center PFAS Spills:

ERNS PFAS

National Response Center (NRC) calls from 1990 to the most recent complete calendar year where there is indication of Aqueous Film Forming Foam (AFFF) usage. NRC calls may reference AFFF usage in the "Material Involved" or "Incident Description" fields. Data made available by the US Environmental Protection Agency (EPA). Disclaimer: dataset may include initial or misidentified incident data not yet validated or investigated by a federal/state response agency.

Government Publication Date: Feb 23, 2022

PFAS NPDES Discharge Monitoring:

PFAS NPDES

This list of National Pollutant Discharge Elimination System (NPDES) permitted facilities with required monitoring for Per- and Polyfluoroalkyl (PFAS) Substances is made available via the U.S. Environmental Protection Agency (EPA)'s PFAS Analytic Tools. Any point-source wastewater discharger to waters of the United States must have a NPDES permit, which defines a set of parameters for pollutants and monitoring to ensure that the discharge does not degrade water quality or impair human health. This list includes NPDES permitted facilities associated with permits that monitor for Per- and Polyfluoroalkyl Substances (PFAS), limited to the years 2007 - present. EPA further advises the following regarding these data: currently, fewer than half of states have required PFAS monitoring for at least one of their permittees, and fewer states have established PFAS effluent limits for permittees. For states that may have required monitoring, some reporting and data transfer issues may exist on a state-by-state basis.

Government Publication Date: Feb 19, 2023

Perfluorinated Alkyl Substances (PFAS) from Toxic Release Inventory:

PFAS TRI

List of Toxics Release Inventory (TRI) facilities at which the reported chemical is a Per- or polyfluorinated alkyl substance (PFAS) included in the Environmental Protection Agency (EPA)'s consolidated PFAS Master List of PFAS Substances. The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment.

Government Publication Date: Aug 24, 2021

Perfluorinated Alkyl Substances (PFAS) Water Quality:

PFAS WATER

The Water Quality Portal (WQP) is a cooperative service sponsored by the United States Geological Survey (USGS), the Environmental Protection Agency (EPA), and the National Water Quality Monitoring Council (NWQMC). This listing includes records from the Water Quality Portal where the characteristic (environmental measurement) is in the Environmental Protection Agency (EPA)'s consolidated PFAS Master List of PFAS Substances.

Government Publication Date: Jul 20, 2020

Hazardous Materials Information Reporting System:

HMIRS

US DOT - Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) Incidents Reports Database taken from Hazmat Intelligence Portal, U.S. Department of Transportation.

Government Publication Date: Sep 1, 2020

National Clandestine Drug Labs:

NCDL

The U.S. Department of Justice ("the Department"), Drug Enforcement Administration (DEA), provides this data as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

Government Publication Date: Aug 30, 2022

Toxic Substances Control Act:

TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI).

Government Publication Date: Apr 11, 2019

Hist TSCA:

HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

Government Publication Date: Dec 31, 2006

FTTS Administrative Case Listing:

FTTS ADMIN

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

FTTS Inspection Case Listing:

FTTS INSP

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

Potentially Responsible Parties List:

PRP

Early in the site cleanup process, the U.S. Environmental Protection Agency (EPA) conducts a search to find the Potentially Responsible Parties (PRPs). The EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site. This listing contains PRPs, Noticed Parties, at sites in the EPA's Superfund Enterprise Management System (SEMS).

Government Publication Date: Jan 25, 2023

State Coalition for Remediation of Drycleaners Listing:

SCRD DRYCLEANER

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin. Since 2017, the SCRD no longer maintains this data, refer to applicable state source data where available.

Integrated Compliance Information System (ICIS):

ICIS

The U.S. Environmental Protection Agency's Enforcement and Compliance History Online system incorporates data from the Integrated Compliance Information System - National Pollutant Discharge Elimination System (ICIS-NPDES). ICIS-NPDES is an information management system maintained by the Office of Compliance to track permit compliance and enforcement status of facilities regulated by the NPDES under the Clean Water Act. This data includes permit, inspection, violation and enforcement action information for applicable ICIS records.

Government Publication Date: Oct 15, 2022

Drycleaner Facilities:

FED DRYCLEANERS

A list of drycleaner facilities from Enforcement and Compliance History Online (ECHO) online search. The Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.

Government Publication Date: Jun 25, 2022

Delisted Drycleaner Facilities:

DELISTED FED DRY

List of sites removed from the list of Drycleaner Facilities (sites in the EPA's Integrated Compliance Information System (ICIS) with NAIC or SIC codes identifying the business as a drycleaner establishment).

Government Publication Date: Jun 25, 2022

Formerly Used Defense Sites:

FUDS

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DOD) is responsible for an environmental restoration. The FUDS Annual Report to Congress (ARC) is published by the U.S. Army Corps of Engineers (USACE). This data is compiled from the USACE's Geospatial FUDS data layers and Homeland Infrastructure Foundation-Level Data (HIFLD) FUDS dataset.

Government Publication Date: Jul 12, 2022

Former Military Nike Missile Sites:

FORMER NIKE

This information was taken from report DRXTH-AS-IA-83A016 (Historical Overview of the Nike Missile System, 12/1984) which was performed by Environmental Science and Engineering, Inc. for the U.S. Army Toxic and Hazardous Materials Agency Assessment Division. The Nike system was deployed between 1954 and the mid-1970's. Among the substances used or stored on Nike sites were liquid missile fuel (JP-4); starter fluids (UDKH, aniline, and furfuryl alcohol); oxidizer (IRFNA); hydrocarbons (motor oil, hydraulic fluid, diesel fuel, gasoline, heating oil); solvents (carbon tetrachloride, trichloroethylene, trichloroethane, stoddard solvent); and battery electrolyte. The quantities of material a disposed of and procedures for disposal are not documented in published reports. Virtually all information concerning the potential for contamination at Nike sites is confined to personnel who were assigned to Nike sites. During deactivation most hardware was shipped to depot-level supply points. There were reportedly instances where excess materials were disposed of on or near the site itself at closure. There was reportedly no routine site decontamination.

Government Publication Date: Dec 2, 1984

PHMSA Pipeline Safety Flagged Incidents:

PIPELINE INCIDENT

A list of flagged pipeline incidents made available by the U.S. Department of Transportation (US DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA). PHMSA regulations require incident and accident reports for five different pipeline system types.

Government Publication Date: Mar 31, 2021

Material Licensing Tracking System (MLTS):

MLTS

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.

Government Publication Date: May 11, 2021

Historic Material Licensing Tracking System (MLTS) sites:

HIST MLTS

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.

Government Publication Date: Jan 31, 2010

Mines Master Index File:

MINES

The Master Index File (MIF) is provided by the United State Department of Labor, Mine Safety and Health Administration (MSHA). This file, which was originally created in the 1970's, contained many Mine-IDs that were invalid. MSHA removes invalid IDs from the MIF upon discovery. MSHA applicable data includes the following: all Coal and Metal/Non-Metal mines under MSHA's jurisdiction since 1/1/1970; mine addresses for all mines in the database except for Abandoned mines prior to 1998 from MSHA's legacy system (addresses may or may not correspond with the physical location of the mine itself); violations that have been assessed penalties as a result of MSHA inspections beginning on 1/1/2000; and violations issued as a result of MSHA inspections conducted beginning on 1/1/2000.

Government Publication Date: Aug 3, 2022

Surface Mining Control and Reclamation Act Sites:

SMCRA

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by the Office of Surface Mining Reclamation and Enforcement (OSMRE) to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of Abandoned Mine Land (AML) impacts, as well as information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Government Publication Date: Aug 18, 2022

Mineral Resource Data System:

MRDS

The Mineral Resource Data System (MRDS) is a collection of reports describing metallic and nonmetallic mineral resources throughout the world. Included are deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. This database contains the records previously provided in the Mineral Resource Data System (MRDS) of USGS and the Mineral Availability System/Mineral Industry Locator System (MAS/MILS) originated in the U.S. Bureau of Mines, which is now part of USGS. The USGS has ceased systematic updates of the MRDS database with their focus more recently on deposits of critical minerals while providing a well-documented baseline of historical mine locations from USGS topographic maps.

Government Publication Date: Mar 15, 2016

DOE Legacy Management Sites:

LM SITES

The U.S. Department of Energy (DOE) Office of Legacy Management (LM) currently manages radioactive and chemical waste, environmental contamination, and hazardous material at over 100 sites across the U.S. The LM manages sites with diverse regulatory drivers (statutes or programs that direct cleanup and management requirements at DOE sites) or as part of internal DOE or congressionally-recognized programs, such as but not limited to: Formerly Utilized Sites Remedial Action Program (FUSRAP), Uranium Mill Tailings Radiation Control Act (UMTRCA Title I, Title II), Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA), Decontamination and Decommissioning (D&D), Nuclear Waste Policy Act (NWPA). This site listing includes data exported from the DOE Office of LM's Geospatial Environmental Mapping System (GEMS). GEMS Data disclaimer: The DOE Office of LM makes no representation or warranty, expressed or implied, regarding the use, accuracy, availability, or completeness of the data presented herein.

Government Publication Date: Dec 1, 2022

Alternative Fueling Stations:

ALT FUELS

This list of alternative fueling stations is sourced from the Alternative Fuels Data Center (AFDC). The U.S. Department of Energy's Office of Energy Efficiency & Renewable Energy launched the AFDC in 1991 as a repository for alternative fuel vehicle performance data, which provides a wealth of information and data on alternative and renewable fuels, advanced vehicles, fuel-saving strategies, and emerging transportation technologies. The data includes Biodiesel (B20 and above), Compressed Natural Gas (CNG), Electric, Ethanol (E85), Hydrogen, Liquefied Natural Gas (LNG), Propane (LPG) fuel type locations.

Government Publication Date: Jan 3, 2023

Superfunds Consent Decrees:

CONSENT DECREES

This list of Superfund consent decrees is provided by the Department of Justice, Environment & Natural Resources Division (ENRD) through a Freedom of Information Act (FOIA) applicable file. This listing includes Consent Decrees for CERCLA or Superfund Sites filed and/or as proposed within the ENRD's Case Management System (CMS) since 2010. CMS may not reflect the latest developments in a case nor can the agency guarantee the accuracy of the data. ENRD Disclaimer: Congress excluded three discrete categories of law enforcement and national security records from the requirements of the FOIA; response is limited to those records that are subject to the requirements of the FOIA; however, this should not be taken as an indication that excluded records do, or do not, exist.

Government Publication Date: Jan 11, 2023

Air Facility System:

AFS

This EPA retired Air Facility System (AFS) dataset contains emissions, compliance, and enforcement data on stationary sources of air pollution. Regulated sources cover a wide spectrum; from large industrial facilities to relatively small operations such as dry cleaners. AFS does not contain data on facilities that are solely asbestos demolition and/or renovation contractors, or landfills. ECHO Clean Air Act data from AFS are frozen and reflect data as of October 17, 2014; the EPA retired this system for Clean Air Act stationary sources and transitioned to ICIS-Air.

Government Publication Date: Oct 17, 2014

Registered Pesticide Establishments:

SSTS

List of active EPA-registered foreign and domestic pesticide-producing and device-producing establishments based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that facilities producing pesticides, active ingredients, or devices be registered. The list of establishments is made available by the EPA.

Government Publication Date: Mar 30, 2022

Polychlorinated Biphenyl (PCB) Transformers:

PCBT

Locations of Transformers Containing Polychlorinated Biphenyls (PCBs) registered with the United States Environmental Protection Agency. PCB transformer owners must register their transformer(s) with EPA. Although not required, PCB transformer owners who have removed and properly disposed of a registered PCB transformer may notify EPA to have their PCB transformer de-registered. Data made available by EPA.

Government Publication Date: Oct 15, 2019

Polychlorinated Biphenyl (PCB) Notifiers:

PCB

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.

Government Publication Date: Nov 3, 2022

State**Dry Cleaning Facilities:**

DRYCLEANERS

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial, linen supply, commercial laundry, dry cleaning and pressing machines - Coin Operated Laundry and Dry Cleaning. This is provided by the Department of Toxic Substance Control.

Government Publication Date: Dec 20, 2021

Delisted Drycleaners:

DELISTED DRYCLEANERS

Sites removed from the list of drycleaner related facilities that have EPA ID numbers, made available by the California Department of Toxic Substance Control.

Government Publication Date: Jan 31, 2022

Non-Toxic Dry Cleaning Incentive Program:

DRYC GRANT

A list of grant recipients of the Non-Toxic Dry Cleaning Incentive Program made available by the California Air Resources Board (CARB). The program provides grants to eligible dry cleaning businesses to assist them in transitioning away from PERC machines to alternative non-toxic and non-smog forming technologies.

Government Publication Date: Jan 31, 2022

Per- and Polyfluoroalkyl Substances (PFAS):

PFAS

List of FAA Part 139 Airports, Selected Landfills, and Chrome Plating Facilities from California Water Boards PFAS Investigations, as well as sites from the State Water Resources Control Board (SWRCB)'s GeoTracker at which one or more of the potential contaminants of concern are in the PFAS Master List of PFAS Substances made available by the Environmental Protection Agency (US EPA).

Government Publication Date: Feb 15, 2022

PFOA/PFOS Groundwater:

PFAS GW

A list of water wells from the Groundwater Ambient Monitoring and Assessment Program (GAMA) Groundwater Information System with the groundwater chemical perfluorooctanoic acid (PFOA) (NL = 0.014 UG/L) or perfluorooctanoic sulfonate (PFOS) (NL = 0.013 UG/L). The GAMA Groundwater Information System search is made available by California Water Boards.

Government Publication Date: Feb 4, 2023

Hazardous Waste and Substances Site List - Site Cleanup:

HWSS CLEANUP

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. This list is published by California Department of Toxic Substance Control.

Government Publication Date: Nov 2, 2022

Toxic Pit Cleanup Act Sites:

TOXIC PITS

The Toxic Pits Cleanup Act (TPCA) list identifies sites suspected of containing hazardous substances where cleanup has not yet been completed. This list was maintained by the State Water Resources Control Board (SWRCB), is no longer maintained, and updates are not planned.

Government Publication Date: Jul 1, 1995

List of Hazardous Waste Facilities Subject to Corrective Action:

[DTSC HWF](#)

This is a list of hazardous waste facilities identified in Health and Safety Code (HSC) § 25187.5. These facilities are those where Department of Toxic Substances Control (DTSC) has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.

Government Publication Date: Jul 18, 2016

EnviroStor Inspection, Compliance, and Enforcement:

[INSP COMP ENF](#)

A list of permitted facilities with inspections and enforcements tracked by the California Department of Toxic Substance Control's (DTSC) EnviroStor data management system.

Government Publication Date: Oct 24, 2022

School Property Evaluation Program Sites:

[SCH](#)

A list of sites registered with The Department of Toxic Substances Control (DTSC) School Property Evaluation and Cleanup (SPEC) Division. SPEC is responsible for assessing, investigating and cleaning up proposed school sites. The Division ensures that selected properties are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy the new school.

Government Publication Date: Feb 6, 2023

California Hazardous Material Incident Report System (CHMIRS):

[CHMIRS](#)

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS). This list has been made available by the California Office of Emergency Services (OES).

Government Publication Date: Aug 15, 2022

Historical California Hazardous Material Incident Report System (CHMIRS):

[HIST CHMIRS](#)

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS) prior to 1993. This list has been made available by the California Office of Emergency Services (OES).

Government Publication Date: Jan 1, 1993

Handlers from Hazardous Waste Manifest Data:

[HAZNET](#)

A list of handlers not otherwise classified as Treatment, Storage, Disposal facilities (TSDF) or generators from the facilities and manifests data made available by the California Department of Toxic Substances Control (DTSC) in their Hazardous Waste Tracking System (HWTS).

Government Publication Date: Oct 24, 2016

Generators from Hazardous Waste Manifest Data:

[HAZ GEN](#)

List of handlers listed as having generated waste from the facilities and manifests data made available by the California Department of Toxic Substances Control (DTSC) in their Hazardous Waste Tracking System (HWTS).

Government Publication Date: Dec 31, 2017

TSDF from Hazardous Waste Manifest Data:

[HAZ TSD](#)

List of Treatment, Storage, and Disposal Facilities (TSDFs) from the facilities and manifests data made available by the California Department of Toxic Substances Control (DTSC) in their Hazardous Waste Tracking System (HWTS).

Government Publication Date: Dec 31, 2017

Historical Hazardous Waste Manifest Data:

[HIST MANIFEST](#)

A list of historic hazardous waste manifests received by the Department of Toxic Substances Control (DTSC) from year the 1980 to 1992. The volume of manifests is typically 900,000 - 1,000,000 annually, representing approximately 450,000 - 500,000 shipments.

Government Publication Date: Dec 31, 1992

DTSC Registered Hazardous Waste Transporters:

[HW TRANSPORT](#)

The California Department of Toxic Substances Control (DTSC) maintains this list of Registered Hazardous Waste Transporters.

Government Publication Date: Dec 9, 2022

Registered Waste Tire Haulers:[WASTE TIRE](#)

This list of registered waste tire haulers is maintained by the California Department of Resources Recycling and Recovery.

Government Publication Date: Oct 11, 2022

California Medical Waste Management Program Facility List:[MEDICAL WASTE](#)

This list of Medical Waste Management Program Facilities is maintained by the California Department of Public Health. The Medical Waste Management Program (MWMP) regulates the generation, handling, storage, treatment, and disposal of medical waste by providing oversight for the implementation of the Medical Waste Management Act (MWMA). The MWMP permits and inspects all medical waste off-site treatment facilities, medical waste transporters, and medical waste transfer stations. This list contains transporters, treatment, and transfer facilities.

Government Publication Date: Oct 31, 2022

Historical Cortese List:[HIST CORTESE](#)

List of sites which were once included on the Cortese list. The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements for providing information about the location of hazardous sites.

Government Publication Date: Nov 13, 2008

Cease and Desist Orders and Cleanup and Abatement Orders:[CDO/CAO](#)

The California Environment Protection Agency "Cortese List" of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO). This list contains many CDOs and CAOs that do NOT concern the discharge of wastes that are hazardous materials. Many of the listed orders concern, as examples, discharges of domestic sewage, food processing wastes, or sediment that do not contain hazardous materials, but the Water Boards' database does not distinguish between these types of orders.

Government Publication Date: Dec 6, 2021

California Environmental Reporting System (CERS) Hazardous Waste Sites:[CERS HAZ](#)

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

Government Publication Date: Feb 8, 2023

Delisted Environmental Reporting System (CERS) Hazardous Waste Sites:[DELISTED HAZ](#)

This database contains a list of sites that were removed from the California Environmental Protection Agency (CalEPA) in the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator.

Government Publication Date: Nov 29, 2018

Sites in GeoTracker:[GEOTRACKER](#)

GeoTracker is the State Water Resource Control Boards' data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. This is a list of sites in GeoTracker that aren't otherwise categorized as LUST, Land Disposal Sites (LDS), Cleanup Sites, or sites having Waste Discharge Requirements (WDR). This listing includes program types such as Underground Injection Control (UIC), Confined Animal Facilities (CAF), Irrigated Lands Regulatory Program, plans, and non-case information.

Government Publication Date: Nov 16, 2022

Mines Listing:[MINE](#)

This list includes mine site locations extracted from the Mines Online database, maintained by the California Department of Conservation. Mines Online (MOL) is an interactive web map designed with GIS features that provide information such as the mine name, mine status, commodity sold, location, and other mine specific data. Please note: Mine location information is provided to assist experts in determining the location of mine operators in accordance with California Civil Code section 1103.4 and reflects information reported by mine operators in annual reports provided under Public Resources Code section 2207. While the Division of Mine Reclamation (DMR) attempts to populate MOL with accurate location information, the DMR cannot guarantee the accuracy of operator reported location information.

Government Publication Date: Dec 19, 2022

Recorded Environmental Cleanup Liens:[LIEN](#)

The California Department of Toxic Substance Control (DTSC) maintains this list of liens placed upon real properties. A lien is utilized by the DTSC to obtain reimbursement from responsible parties for costs associated with the remediation of contaminated properties.

Government Publication Date: Aug 3, 2022

Waste Discharge Requirements:[WASTE DISCHG](#)

List of sites in California State Water Resources Control Board (SWRCB) Waste Discharge Requirements (WDRs) Program in California, made available by the SWRCB via GeoTracker. The WDR program regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Government Publication Date: Nov 16, 2022

Toxic Pollutant Emissions Facilities:[EMISSIONS](#)

A list of criteria and toxic pollutant emissions data for facilities in California made available by the California Environmental Protection Agency - Air Resources Board (ARB). Risk data may be based on previous inventory submittals. The toxics data are submitted to the ARB by the local air districts as requirement of the Air Toxics "Hot Spots" Program. This program requires emission inventory updates every four years.

Government Publication Date: Dec 31, 2020

Clandestine Drug Lab Sites:[CDL](#)

The Department of Toxic Substances Control (DTSC) maintains a listing of drug lab sites. DTSC is responsible for removal and disposal of hazardous substances discovered by law enforcement officials while investigating illegal/ clandestine drug laboratories.

Government Publication Date: Jan 19, 2021

Tribal

No Tribal additional environmental record sources available for this State.

County

Definitions

Database Descriptions: This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

Detail Report: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

Distance: The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

Elevation: The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

Unplottables: These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.



Property Information

Order Number:	23031500671p
Date Completed:	March 16, 2023
Project Number:	EPI-101-B
Project Property:	Epick Homes 2240 Nord Ave Chico CA 95926
Coordinates:	
Latitude:	39.74097314
Longitude:	-121.87804003
UTM Northing:	4399610.19929 Meters
UTM Easting:	596132.186555 Meters
UTM Zone:	UTM Zone 10S
Elevation:	174.84 ft
Slope Direction:	S

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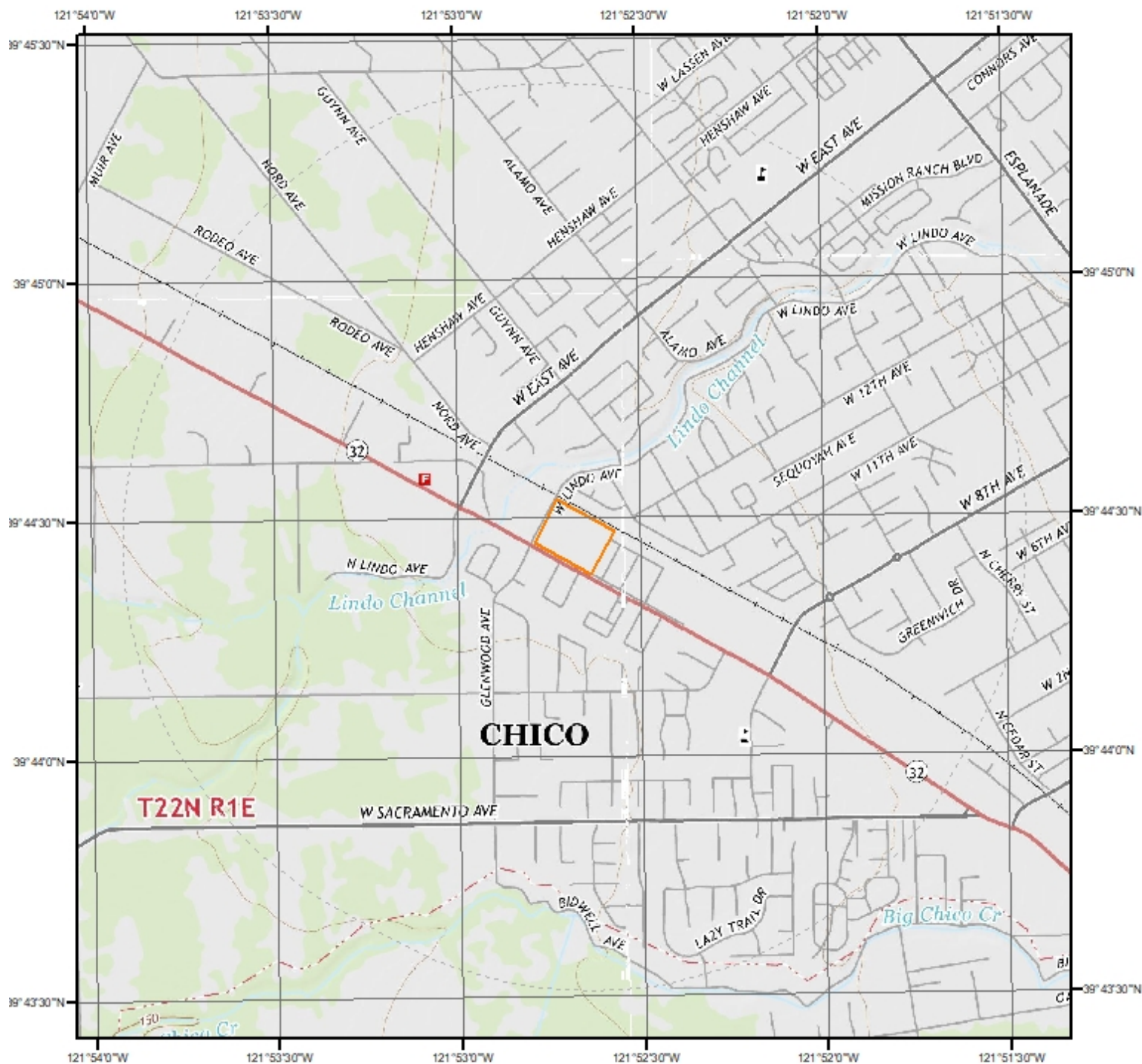
The ERIS **Physical Setting Report - PSR** provides comprehensive information about the physical setting around a site and includes a complete overview of topography and surface topology, in addition to hydrologic, geologic and soil characteristics. The location and detailed attributes of oil and gas wells, water wells, public water systems and radon are also included for review.

The compilation of both physical characteristics of a site and additional attribute data is useful in assessing the impact of migration of contaminants and subsequent impact on soils and groundwater.

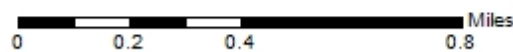
Disclaimer

This Report does not provide a full environmental evaluation for the site or adjacent properties. Please see the terms and disclaimer at the end of the Report for greater detail.

Topographic Information



Current USGS Topo (2015)



Quadrangle(s): Chico, CA; Nord, CA; Ord Ferry, CA; Richardson Springs, CA

Source: USGS 7.5 Minute Topographic Map



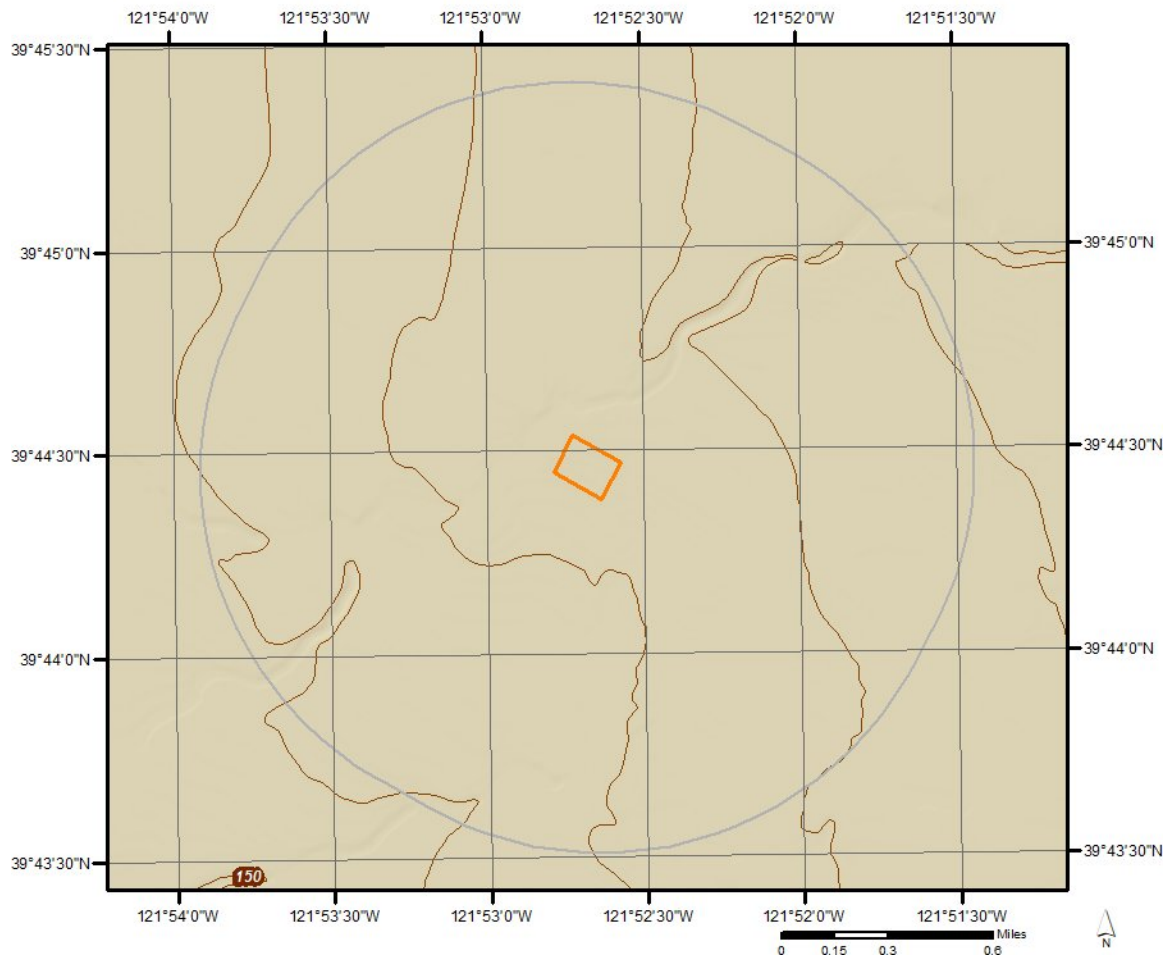
Topographic Information

The previous topographic map(s) are created by seamlessly merging and cutting current USGS topographic data. Below are shaded relief map(s), derived from USGS elevation data to show surrounding topography in further detail.

Topographic information at project property:

Elevation: 174.84 ft

Slope Direction: S



Hydrologic Information



Wetland

0 0.075 0.15 0.3 Miles



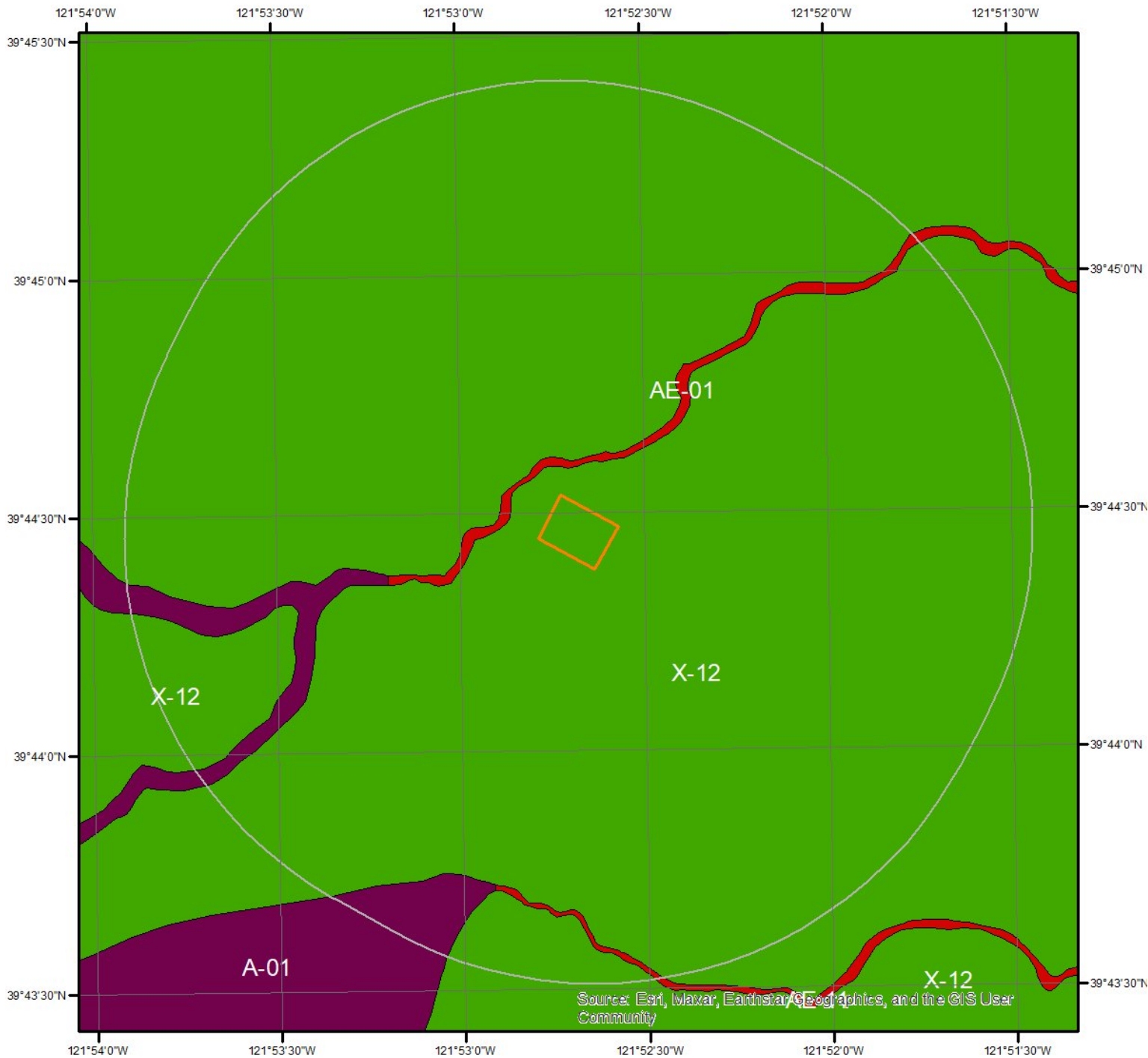
This map shows wetland existence using data from US Fish & Wildlife. Data coverage is shown to the right. Gray indicates no data available in the area.

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland

- Freshwater Pond
- Lake
- Other
- Riverine



Hydrologic Information

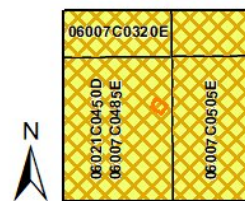


Flood Hazard Zones

This map shows FEMA flood hazard zones. FIRM panels are shown to the right, and blank indicates no data is available.

- | | | |
|-----|----|-------------------|
| A | AO | X |
| A99 | V | OPEN WATER |
| AE | VE | NOT POPULATED |
| AH | D | AREA NOT INCLUDED |

Quadrangle(s): Chico,CA; Nord,CA; Ord Ferry,CA; Richardson Springs,CA



Hydrologic Information

The Wetland Type map shows wetland existence overlaid on an aerial imagery. The Flood Hazard Zones map shows FEMA flood hazard zones overlaid on an aerial imagery. Relevant FIRM panels and detailed zone information is provided below.

For detailed Zone descriptions please click the link: <https://floodadvocate.com/fema-zone-definitions>

Available FIRM Panels in area:

06007C0320E(effective:2011-01-06) 06007C0340E(effective:2011-01-06)
06007C0485E(effective:2011-01-06) 06007C0505E(effective:2011-01-06)
06021C0450D(effective:2010-08-05)

Flood Zone A-01

Zone: A

Zone subtype:

Flood Zone AE-01

Zone: AE

Zone subtype:

Flood Zone AE-11

Zone: AE

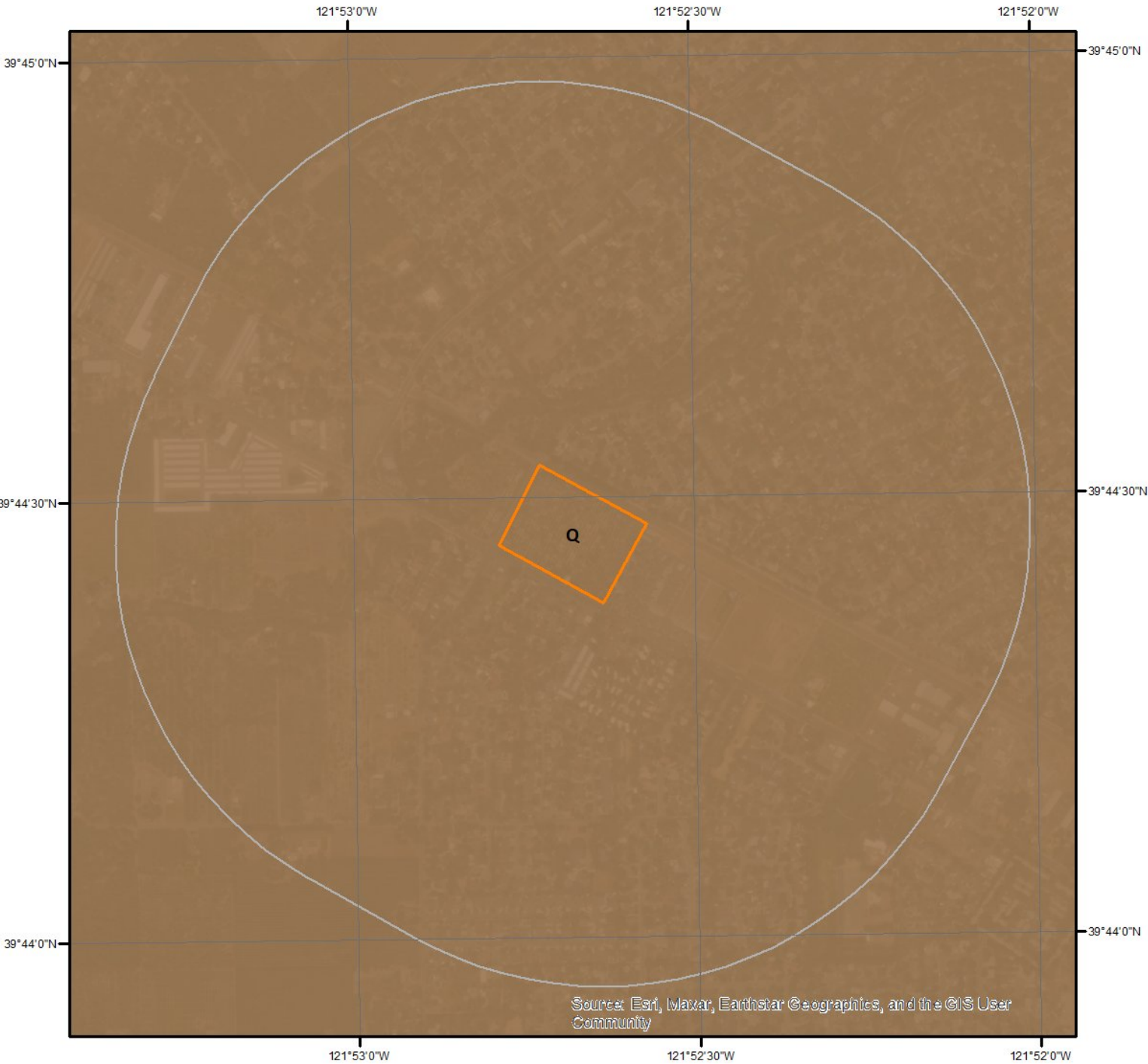
Zone subtype: FLOODWAY

Flood Zone X-12

Zone: X

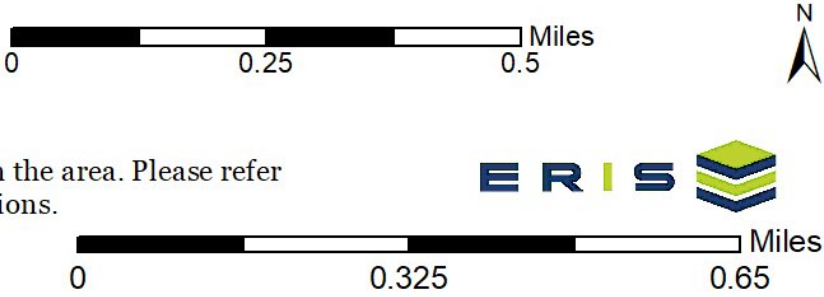
Zone subtype: AREA OF MINIMAL FLOOD HAZARD

Geologic Information



Geologic Units

This maps shows geologic units in the area. Please refer to the report for detailed descriptions.



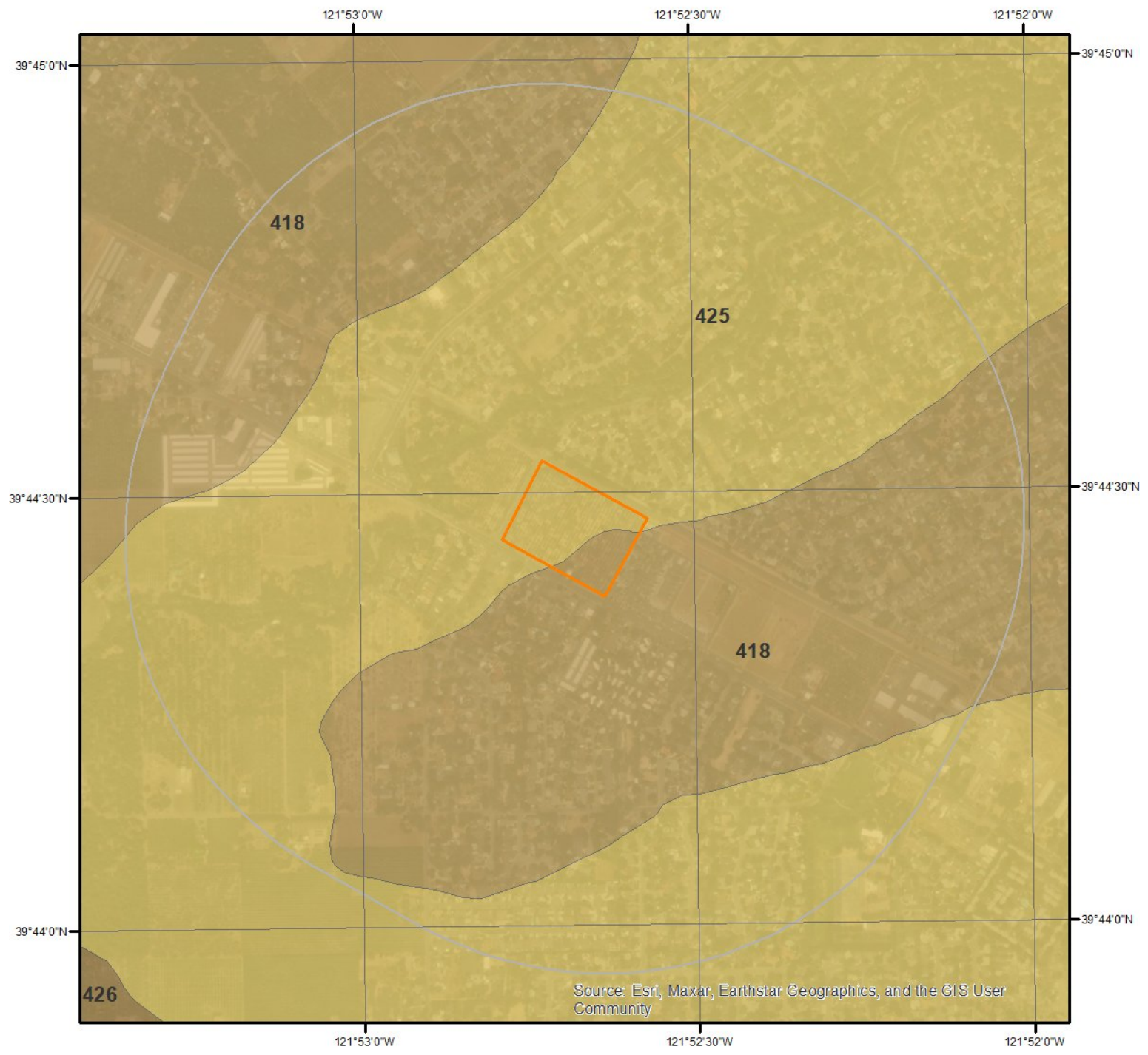
Geologic Information

The previous page shows USGS geology information. Detailed information about each unit is provided below.

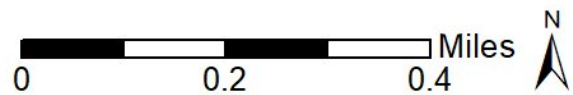
Geologic Unit Q

Unit Name:	Quaternary alluvium and marine deposits
Unit Age:	Pliocene to Holocene
Primary Rock Type:	alluvium
Secondary Rock Type:	terrace
Unit Description:	Alluvium, lake, playa, and terrace deposits; unconsolidated and semi-consolidated. Mostly nonmarine, but includes marine deposits near the coast.

Soil Information



SSURGO Soils



This maps shows SSURGO soil units around the target property. Please refer to the report for detailed soil descriptions.



Soil Information

The previous page shows a soil map using SSURGO data from USDA Natural Resources Conservation Service. Detailed information about each unit is provided below.

Map Unit 418 (39.36%)

Map Unit Name: Almendra loam, 0 to 1 percent slopes
Bedrock Depth - Min:
Watertable Depth - Annual Min:
Drainage Class - Dominant: Well drained
Hydrologic Group - Dominant: B - Soils in this group have moderately low runoff potential when thoroughly wet. Water transmission through the soil is unimpeded.

Major components are printed below

Almendra(85%)	
horizon Ap1(0cm to 10cm)	Loam
horizon Ap2(10cm to 36cm)	Loam
horizon Bw1(36cm to 74cm)	Loam
horizon Bw2(74cm to 102cm)	Loam
horizon Bw3(102cm to 132cm)	Loam
horizon Bw4(132cm to 188cm)	Very fine sandy loam
horizon Bw5(188cm to 218cm)	Very fine sandy loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 418 - Almendra loam, 0 to 1 percent slopes

Component: Almendra (85%)

The Almendra, loam component makes up 85 percent of the map unit. Slopes are 0 to 1 percent. This component is on alluvial fans on Sacramento valleys. The parent material consists of loamy alluvium derived from igneous, metamorphic and sedimentary rock. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 5 percent. Nonirrigated land capability classification is 3c. Irrigated land capability classification is 1 This soil does not meet hydric criteria. The soil has a very slightly saline horizon within 30 inches of the soil surface.

Component: Conejo (5%)

Generated brief soil descriptions are created for major soil components. The Conejo soil is a minor component.

Component: Unnamed (3%)

Generated brief soil descriptions are created for major soil components. The Unnamed soil is a minor component.

Component: Unnamed (3%)

Generated brief soil descriptions are created for major soil components. The Unnamed soil is a minor component.

Component: Vina (2%)

Generated brief soil descriptions are created for major soil components. The Vina soil is a minor component.

Component: Chico (1%)

Generated brief soil descriptions are created for major soil components. The Chico soil is a minor component.

Component: Charger (1%)

Generated brief soil descriptions are created for major soil components. The Charger soil is a minor component.

Map Unit 425 (60.64%)

Map Unit Name: Vina fine sandy loam, 0 to 1 percent slopes

Soil Information

Bedrock Depth - Min:

Watertable Depth - Annual Min:

Drainage Class - Dominant:

Well drained

Hydrologic Group - Dominant:

A - Soils in this group have low runoff potential when thoroughly wet. Water is transmitted freely through the soil.

Major components are printed below

Vina(85%)

horizon Ap1(0cm to 8cm)	Fine sandy loam
horizon Ap2(8cm to 28cm)	Fine sandy loam
horizon A1(28cm to 58cm)	Sandy loam
horizon A2(58cm to 94cm)	Sandy loam
horizon C1(94cm to 127cm)	Sandy loam
horizon C2(127cm to 137cm)	Loamy coarse sand
horizon C3(137cm to 203cm)	Coarse sand

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 425 - Vina fine sandy loam, sandy substratum, 0 to 2 percent slopes, MLRA 17

Component: Vina (85%)

The Vina, fine sandy loam, sandy substratum component makes up 85 percent of the map unit. Slopes are 0 to 2 percent. This component is on alluvial fans on Sacramento valleys. The parent material consists of coarse-loamy alluvium derived from igneous, metamorphic and sedimentary rock. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is low. This soil is rarely flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 5 percent. Nonirrigated land capability classification is 3c. Irrigated land capability classification is 2s. This soil does not meet hydric criteria. There are no saline horizons within 30 inches of the soil surface.

Component: Almendra (5%)

Generated brief soil descriptions are created for major soil components. The Almendra soil is a minor component.

Component: Charger (5%)

Generated brief soil descriptions are created for major soil components. The Charger soil is a minor component.

Component: Redsluff (2%)

Generated brief soil descriptions are created for major soil components. The Redsluff soil is a minor component.

Component: Unnamed (2%)

Generated brief soil descriptions are created for major soil components. The Unnamed soil is a minor component.

Component: Xerofluvents (1%)

Generated brief soil descriptions are created for major soil components. The Xerofluvents soil is a minor component.

Wells and Additional Sources



Wells & Additional Sources



- | | |
|--------------------------------|------------------------------------|
| ▲ Sites with Higher Elevation | ▲ OGW Sites with Higher Elevation |
| ■ Sites with Same Elevation | ■ OGW Sites with Same Elevation |
| ▼ Sites with Lower Elevation | ▼ OGW Sites with Lower Elevation |
| ○ Sites with Unknown Elevation | ● OGW Sites with Unknown Elevation |



Wells and Additional Sources Summary

Federal Sources

Public Water Systems Violations and Enforcement Data

Map Key	PWS ID	Distance (ft)	Direction
2	CA0400056	167.60	SSE
2	CA0400005	167.60	SSE
25	CA0400158	4463.76	WNW
28	CA0400002	4717.08	SE
29	CA0409177	4781.64	WNW

Safe Drinking Water Information System (SDWIS)

Map Key	PWS ID	Distance (ft)	Direction
2	CA0400056	167.60	SSE

USGS National Water Information System

Map Key	Site Number	Distance (ft)	Direction
1	USGS-394425121524401	213.46	WSW
3	USGS-394422121525001	732.43	WSW
4	USGS-394417121524501	954.94	SSW
5	USGS-394439121524501	756.27	NNW
6	USGS-394418121524801	983.27	SW
11	USGS-394437121530001	1601.08	WNW
14	USGS-394424121515201	3040.33	E
15	USGS-394353121525201	3349.50	SSW
17	USGS-394442121515001	3438.66	ENE
23	USGS-394430121513701	4178.18	E
26	USGS-394300121510002	4509.96	SE
30	USGS-394520121525001	4827.27	N

Wells from NWIS

Map Key	ID	Distance (ft)	Direction
No records found			

State Sources

Oil and Gas Wells

Map Key	ID	Distance (ft)	Direction
No records found			

Periodic Groundwater Level Measurement Locations

Map Key	Site Code	Distance (ft)	Direction
16	397445N1218905W001	3421.24	WNW
20	397292N1218801W001	3882.73	S

Wells and Additional Sources Summary

26	397314N1218651W001	4509.96	SE
26	397317N1218649W002	4509.96	SE
26	397317N1218649W003	4509.96	SE
26	397317N1218649W001	4509.96	SE
27	397309N1218655W001	4704.94	SE
31	397270N1218837W001	4978.88	SSW
31	397270N1218841W001	4978.88	SSW

Well Completion Reports

Map Key	WCR No	Distance (ft)	Direction
7	WCR2019-003680	861.25	ENE
8	WCR2020-009245	1082.55	NE
9	WCR2022-008963	1353.43	SE
9	WCR2022-008966	1353.43	SE
9	WCR2022-008967	1353.43	SE
9	WCR2022-008968	1353.43	SE
9	WCR2022-008973	1353.43	SE
9	WCR2022-008962	1353.43	SE
9	WCR2022-008965	1353.43	SE
9	WCR2022-008969	1353.43	SE
10	WCR2019-005869	1464.76	NW
12	WCR1945-000268	2520.31	NE
12	WCR2003-009428	2520.31	NE
12	WCR1947-000640	2520.31	NE
12	WCR1946-000419	2520.31	NE
12	WCR1776-003014	2520.31	NE
12	WCR2002-009438	2520.31	NE
12	WCR2000-008525	2520.31	NE
12	WCR1967-000648	2520.31	NE
12	WCR1973-001959	2520.31	NE
12	WCR1972-001732	2520.31	NE
12	WCR1962-000791	2520.31	NE
12	WCR2004-009492	2520.31	NE
12	WCR2003-009538	2520.31	NE
12	WCR1977-006101	2520.31	NE
12	WCR1962-000907	2520.31	NE
12	WCR1959-000773	2520.31	NE
12	WCR1950-001041	2520.31	NE
12	WCR1973-001846	2520.31	NE
12	WCR1952-000783	2520.31	NE
12	WCR1950-001042	2520.31	NE
12	WCR1953-000953	2520.31	NE
12	WCR1960-001002	2520.31	NE
12	WCR1951-001064	2520.31	NE
12	WCR1984-005895	2520.31	NE
12	WCR1970-000884	2520.31	NE
12	WCR1981-005349	2520.31	NE
12	WCR1986-008697	2520.31	NE
12	WCR1990-015386	2520.31	NE
12	WCR1950-001044	2520.31	NE
12	WCR1986-008782	2520.31	NE
12	WCR1948-000613	2520.31	NE
12	WCR1959-000737	2520.31	NE
12	WCR1977-006110	2520.31	NE
12	WCR1776-002917	2520.31	NE
12	WCR1946-000417	2520.31	NE
12	WCR1984-005916	2520.31	NE
12	WCR1971-001372	2520.31	NE
12	WCR1951-001063	2520.31	NE
12	WCR2002-009682	2520.31	NE
12	WCR1963-000721	2520.31	NE
12	WCR2007-009006	2520.31	NE
12	WCR1966-000926	2520.31	NE

Wells and Additional Sources Summary

12	WCR1963-000580	2520.31	NE
12	WCR1973-001685	2520.31	NE
12	WCR1958-000651	2520.31	NE
12	WCR1986-008599	2520.31	NE
12	WCR1963-000724	2520.31	NE
12	WCR1929-000063	2520.31	NE
12	WCR1959-000709	2520.31	NE
12	WCR1978-004382	2520.31	NE
12	WCR1932-000067	2520.31	NE
12	WCR1963-000615	2520.31	NE
12	WCR1953-000952	2520.31	NE
12	WCR1963-000740	2520.31	NE
12	WCR1973-001909	2520.31	NE
12	WCR1972-001615	2520.31	NE
12	WCR1963-000716	2520.31	NE
12	WCR1979-004304	2520.31	NE
12	WCR2003-009560	2520.31	NE
12	WCR1972-001707	2520.31	NE
12	WCR1984-005889	2520.31	NE
12	WCR1957-000825	2520.31	NE
12	WCR1927-000040	2520.31	NE
12	WCR1962-000816	2520.31	NE
12	WCR1968-000663	2520.31	NE
12	WCR1978-004533	2520.31	NE
12	WCR2000-008523	2520.31	NE
12	WCR1944-000206	2520.31	NE
12	WCR1954-001122	2520.31	NE
12	WCR2004-009500	2520.31	NE
12	WCR1956-000905	2520.31	NE
12	WCR2005-010961	2520.31	NE
12	WCR1974-001864	2520.31	NE
12	WCR1956-000903	2520.31	NE
12	WCR1971-001266	2520.31	NE
12	WCR1953-000954	2520.31	NE
12	WCR1966-000912	2520.31	NE
12	WCR1985-008288	2520.31	NE
12	WCR1996-007353	2520.31	NE
12	WCR1958-000660	2520.31	NE
12	WCR1939-000099	2520.31	NE
12	WCR1986-008585	2520.31	NE
12	WCR1980-005714	2520.31	NE
12	WCR1987-010173	2520.31	NE
12	WCR1972-001789	2520.31	NE
12	WCR1956-000837	2520.31	NE
12	WCR1960-000945	2520.31	NE
12	WCR1956-000882	2520.31	NE
12	WCR1963-000618	2520.31	NE
12	WCR1974-001731	2520.31	NE
12	WCR1977-006007	2520.31	NE
12	WCR1979-004350	2520.31	NE
12	WCR1981-005120	2520.31	NE
12	WCR2000-008524	2520.31	NE
12	WCR1981-005004	2520.31	NE
12	WCR1986-008575	2520.31	NE
12	WCR1966-000925	2520.31	NE
12	WCR1962-000793	2520.31	NE
12	WCR1959-000732	2520.31	NE
12	WCR1950-001040	2520.31	NE
12	WCR1951-001065	2520.31	NE
12	WCR1957-000848	2520.31	NE
12	WCR1970-000904	2520.31	NE
12	WCR1992-012665	2520.31	NE
12	WCR2002-009507	2520.31	NE
12	WCR2002-009506	2520.31	NE
12	WCR1960-000950	2520.31	NE
12	WCR1971-001267	2520.31	NE

Wells and Additional Sources Summary

12	WCR1954-001138	2520.31	NE
12	WCR1962-000819	2520.31	NE
12	WCR1959-000722	2520.31	NE
12	WCR1967-000722	2520.31	NE
12	WCR1986-008553	2520.31	NE
12	WCR1947-000641	2520.31	NE
12	WCR2001-008950	2520.31	NE
12	WCR1963-000593	2520.31	NE
12	WCR1993-009125	2520.31	NE
12	WCR1957-000824	2520.31	NE
12	WCR1965-000539	2520.31	NE
12	WCR1976-003213	2520.31	NE
12	WCR1976-003291	2520.31	NE
12	WCR1951-001062	2520.31	NE
12	WCR1956-000838	2520.31	NE
12	WCR1963-000631	2520.31	NE
12	WCR1962-000863	2520.31	NE
12	WCR1946-000418	2520.31	NE
12	WCR2005-010670	2520.31	NE
12	WCR1973-001865	2520.31	NE
12	WCR1963-000671	2520.31	NE
12	WCR1959-000701	2520.31	NE
12	WCR1963-000718	2520.31	NE
12	WCR2005-010584	2520.31	NE
12	WCR1962-000789	2520.31	NE
12	WCR1978-004211	2520.31	NE
12	WCR1986-008584	2520.31	NE
12	WCR2003-009427	2520.31	NE
12	WCR1956-000878	2520.31	NE
12	WCR1993-008972	2520.31	NE
12	WCR1776-003042	2520.31	NE
12	WCR1971-001243	2520.31	NE
12	WCR1987-010142	2520.31	NE
12	WCR1963-000688	2520.31	NE
12	WCR1951-001067	2520.31	NE
12	WCR1963-000719	2520.31	NE
12	WCR2003-009447	2520.31	NE
12	WCR1977-006049	2520.31	NE
12	WCR1954-001172	2520.31	NE
12	WCR1986-008583	2520.31	NE
12	WCR1961-001143	2520.31	NE
12	WCR1951-001066	2520.31	NE
12	WCR2016-005261	2520.31	NE
12	WCR2003-009426	2520.31	NE
12	WCR1988-013289	2520.31	NE
12	WCR1955-001227	2520.31	NE
12	WCR1963-000596	2520.31	NE
12	WCR1956-000904	2520.31	NE
12	WCR1950-001043	2520.31	NE
12	WCR1961-001122	2520.31	NE
12	WCR1994-008719	2520.31	NE
12	WCR1961-001136	2520.31	NE
12	WCR1958-000663	2520.31	NE
12	WCR2002-009634	2520.31	NE
12	WCR1964-000760	2520.31	NE
13	WCR2002-009433	2946.91	SSE
13	WCR1965-000532	2946.91	SSE
13	WCR1990-015473	2946.91	SSE
13	WCR1982-004261	2946.91	SSE
13	WCR1944-000174	2946.91	SSE
13	WCR1969-000920	2946.91	SSE
13	WCR1997-007991	2946.91	SSE
13	WCR1963-000680	2946.91	SSE
13	WCR1959-000717	2946.91	SSE
13	WCR2007-008587	2946.91	SSE
13	WCR1964-000802	2946.91	SSE

Wells and Additional Sources Summary

13	WCR1920-000029	2946.91	SSE
13	WCR1965-000569	2946.91	SSE
13	WCR1959-000739	2946.91	SSE
13	WCR1933-000070	2946.91	SSE
13	WCR1776-002968	2946.91	SSE
13	WCR2004-011114	2946.91	SSE
13	WCR2014-007202	2946.91	SSE
13	WCR1960-000943	2946.91	SSE
13	WCR1776-002990	2946.91	SSE
13	WCR1981-005057	2946.91	SSE
13	WCR1976-003106	2946.91	SSE
13	WCR1955-001169	2946.91	SSE
13	WCR1996-007336	2946.91	SSE
13	WCR1979-004241	2946.91	SSE
13	WCR2002-009432	2946.91	SSE
13	WCR1988-013386	2946.91	SSE
13	WCR1980-005741	2946.91	SSE
13	WCR1977-006346	2946.91	SSE
13	WCR1927-000029	2946.91	SSE
13	WCR1927-000027	2946.91	SSE
13	WCR1955-001153	2946.91	SSE
13	WCR1965-000570	2946.91	SSE
13	WCR1995-007954	2946.91	SSE
13	WCR1970-000831	2946.91	SSE
13	WCR1963-000681	2946.91	SSE
13	WCR1954-001126	2946.91	SSE
13	WCR2002-009437	2946.91	SSE
13	WCR1965-000531	2946.91	SSE
13	WCR1987-010273	2946.91	SSE
13	WCR1939-000090	2946.91	SSE
13	WCR2001-009141	2946.91	SSE
13	WCR1977-005938	2946.91	SSE
13	WCR1991-015299	2946.91	SSE
13	WCR2004-009507	2946.91	SSE
13	WCR2002-009562	2946.91	SSE
13	WCR1971-001371	2946.91	SSE
13	WCR1981-005000	2946.91	SSE
13	WCR1975-002024	2946.91	SSE
13	WCR1978-004230	2946.91	SSE
13	WCR1974-001903	2946.91	SSE
13	WCR1952-000717	2946.91	SSE
13	WCR1929-000053	2946.91	SSE
13	WCR1987-010287	2946.91	SSE
13	WCR2003-009288	2946.91	SSE
13	WCR1973-001986	2946.91	SSE
13	WCR1963-000524	2946.91	SSE
13	WCR1969-000897	2946.91	SSE
13	WCR1963-000745	2946.91	SSE
13	WCR1971-001370	2946.91	SSE
13	WCR1948-000521	2946.91	SSE
13	WCR1960-000946	2946.91	SSE
13	WCR1930-000070	2946.91	SSE
13	WCR1990-015579	2946.91	SSE
13	WCR1946-000344	2946.91	SSE
13	WCR1994-008816	2946.91	SSE
13	WCR1964-000801	2946.91	SSE
13	WCR1979-003919	2946.91	SSE
13	WCR1946-000345	2946.91	SSE
13	WCR1957-000837	2946.91	SSE
13	WCR1947-000513	2946.91	SSE
13	WCR1980-005851	2946.91	SSE
13	WCR2002-009681	2946.91	SSE
13	WCR1967-000639	2946.91	SSE
13	WCR1955-001139	2946.91	SSE
13	WCR1955-001131	2946.91	SSE
13	WCR1981-004999	2946.91	SSE

Wells and Additional Sources Summary

13	WCR1964-000763	2946.91	SSE
13	WCR1976-003124	2946.91	SSE
13	WCR1957-000864	2946.91	SSE
13	WCR1975-001875	2946.91	SSE
13	WCR1992-012783	2946.91	SSE
13	WCR2007-008588	2946.91	SSE
13	WCR1912-000031	2946.91	SSE
13	WCR1974-001861	2946.91	SSE
13	WCR1992-012554	2946.91	SSE
13	WCR1993-008983	2946.91	SSE
13	WCR1971-001414	2946.91	SSE
13	WCR1962-000847	2946.91	SSE
13	WCR1977-006054	2946.91	SSE
13	WCR1961-001133	2946.91	SSE
13	WCR1970-000883	2946.91	SSE
13	WCR1932-000058	2946.91	SSE
13	WCR2008-007831	2946.91	SSE
13	WCR1999-007971	2946.91	SSE
13	WCR1958-000649	2946.91	SSE
13	WCR1962-000734	2946.91	SSE
13	WCR1966-000975	2946.91	SSE
13	WCR1948-000522	2946.91	SSE
13	WCR1993-009112	2946.91	SSE
13	WCR1979-003941	2946.91	SSE
13	WCR1973-001878	2946.91	SSE
13	WCR1920-000030	2946.91	SSE
13	WCR1927-000028	2946.91	SSE
13	WCR1946-000343	2946.91	SSE
13	WCR1972-001733	2946.91	SSE
13	WCR1980-006192	2946.91	SSE
13	WCR1993-009135	2946.91	SSE
13	WCR1955-001196	2946.91	SSE
13	WCR1977-006229	2946.91	SSE
13	WCR1967-000644	2946.91	SSE
13	WCR1984-005747	2946.91	SSE
13	WCR1972-001782	2946.91	SSE
13	WCR2001-009142	2946.91	SSE
13	WCR1970-000860	2946.91	SSE
13	WCR1945-000212	2946.91	SSE
13	WCR1959-000741	2946.91	SSE
13	WCR1993-008933	2946.91	SSE
13	WCR1984-005901	2946.91	SSE
13	WCR1942-000160	2946.91	SSE
13	WCR1975-001885	2946.91	SSE
13	WCR1972-001720	2946.91	SSE
13	WCR1926-000025	2946.91	SSE
13	WCR1963-000661	2946.91	SSE
13	WCR1955-001209	2946.91	SSE
13	WCR1975-002008	2946.91	SSE
13	WCR2003-009274	2946.91	SSE
13	WCR1989-014702	2946.91	SSE
13	WCR1963-000676	2946.91	SSE
13	WCR1955-001208	2946.91	SSE
13	WCR1955-001195	2946.91	SSE
13	WCR1986-008579	2946.91	SSE
13	WCR2003-009289	2946.91	SSE
13	WCR1995-007953	2946.91	SSE
13	WCR1992-012732	2946.91	SSE
13	WCR1964-000757	2946.91	SSE
13	WCR1955-001221	2946.91	SSE
13	WCR1998-007355	2946.91	SSE
13	WCR1989-014604	2946.91	SSE
13	WCR1981-005380	2946.91	SSE
13	WCR1989-014605	2946.91	SSE
13	WCR1962-000836	2946.91	SSE
13	WCR1953-000858	2946.91	SSE

Wells and Additional Sources Summary

13	WCR1989-014748	2946.91	SSE
13	WCR1960-001021	2946.91	SSE
13	WCR1988-013297	2946.91	SSE
18	WCR1946-000414	3744.54	WNW
18	WCR1963-000603	3744.54	WNW
18	WCR1981-005091	3744.54	WNW
18	WCR1974-001832	3744.54	WNW
18	WCR1977-006065	3744.54	WNW
18	WCR1984-005727	3744.54	WNW
18	WCR1987-010311	3744.54	WNW
18	WCR2001-008948	3744.54	WNW
18	WCR1961-001180	3744.54	WNW
18	WCR1957-000861	3744.54	WNW
18	WCR1968-000672	3744.54	WNW
18	WCR1983-004670	3744.54	WNW
18	WCR1962-000831	3744.54	WNW
18	WCR1950-001036	3744.54	WNW
18	WCR1776-002964	3744.54	WNW
18	WCR1949-000250	3744.54	WNW
18	WCR1973-002013	3744.54	WNW
18	WCR2003-009511	3744.54	WNW
18	WCR1952-000782	3744.54	WNW
18	WCR1971-001398	3744.54	WNW
18	WCR1951-001056	3744.54	WNW
18	WCR1776-003066	3744.54	WNW
18	WCR1992-012591	3744.54	WNW
18	WCR1978-004329	3744.54	WNW
18	WCR1983-004756	3744.54	WNW
18	WCR2001-009209	3744.54	WNW
18	WCR1991-015346	3744.54	WNW
18	WCR1980-006059	3744.54	WNW
18	WCR1969-000823	3744.54	WNW
18	WCR1969-000909	3744.54	WNW
18	WCR1938-000093	3744.54	WNW
18	WCR2006-007931	3744.54	WNW
18	WCR1975-001903	3744.54	WNW
18	WCR1958-000643	3744.54	WNW
18	WCR1776-003059	3744.54	WNW
18	WCR1975-001892	3744.54	WNW
18	WCR1981-005094	3744.54	WNW
18	WCR1947-000635	3744.54	WNW
18	WCR1973-002008	3744.54	WNW
18	WCR1957-000862	3744.54	WNW
18	WCR2009-007598	3744.54	WNW
18	WCR2002-009645	3744.54	WNW
18	WCR1928-000045	3744.54	WNW
18	WCR1976-003179	3744.54	WNW
18	WCR2003-009276	3744.54	WNW
18	WCR2004-009439	3744.54	WNW
18	WCR1961-001138	3744.54	WNW
18	WCR1958-000648	3744.54	WNW
18	WCR1981-005096	3744.54	WNW
18	WCR1960-001016	3744.54	WNW
18	WCR1946-000413	3744.54	WNW
18	WCR1932-000066	3744.54	WNW
18	WCR1939-000098	3744.54	WNW
18	WCR1962-000760	3744.54	WNW
18	WCR1963-000620	3744.54	WNW
18	WCR1957-000903	3744.54	WNW
18	WCR1955-001145	3744.54	WNW
18	WCR1975-001870	3744.54	WNW
18	WCR1962-000762	3744.54	WNW
18	WCR1963-000605	3744.54	WNW
18	WCR1981-005381	3744.54	WNW
18	WCR2010-008776	3744.54	WNW
18	WCR1962-000761	3744.54	WNW

Wells and Additional Sources Summary

18	WCR1965-000559	3744.54	WNW
18	WCR1955-001133	3744.54	WNW
18	WCR1947-000634	3744.54	WNW
18	WCR1984-005733	3744.54	WNW
18	WCR1954-001121	3744.54	WNW
18	WCR1989-014640	3744.54	WNW
18	WCR2000-008406	3744.54	WNW
18	WCR1958-000630	3744.54	WNW
18	WCR2003-009524	3744.54	WNW
18	WCR1983-004591	3744.54	WNW
18	WCR1986-008607	3744.54	WNW
18	WCR1989-014652	3744.54	WNW
18	WCR1984-005726	3744.54	WNW
18	WCR1980-006190	3744.54	WNW
18	WCR1995-007920	3744.54	WNW
18	WCR1932-000065	3744.54	WNW
18	WCR1956-000822	3744.54	WNW
18	WCR2006-007727	3744.54	WNW
18	WCR1943-000110	3744.54	WNW
18	WCR1996-007330	3744.54	WNW
18	WCR1977-006350	3744.54	WNW
18	WCR1984-005701	3744.54	WNW
18	WCR1998-007379	3744.54	WNW
18	WCR1950-001039	3744.54	WNW
18	WCR1941-000203	3744.54	WNW
18	WCR2010-007971	3744.54	WNW
18	WCR1974-001811	3744.54	WNW
18	WCR1947-000633	3744.54	WNW
18	WCR1995-007919	3744.54	WNW
18	WCR1999-008162	3744.54	WNW
18	WCR1974-001851	3744.54	WNW
18	WCR1966-000971	3744.54	WNW
18	WCR2004-009494	3744.54	WNW
18	WCR2000-008324	3744.54	WNW
18	WCR1995-007964	3744.54	WNW
18	WCR2014-006460	3744.54	WNW
18	WCR1962-000916	3744.54	WNW
18	WCR1929-000062	3744.54	WNW
18	WCR1933-000075	3744.54	WNW
18	WCR1947-000632	3744.54	WNW
18	WCR1996-007114	3744.54	WNW
18	WCR1999-008049	3744.54	WNW
18	WCR1963-000673	3744.54	WNW
18	WCR1954-001169	3744.54	WNW
18	WCR2003-011277	3744.54	WNW
18	WCR1957-000818	3744.54	WNW
18	WCR2000-008316	3744.54	WNW
18	WCR1933-000077	3744.54	WNW
18	WCR1991-015314	3744.54	WNW
18	WCR1962-000859	3744.54	WNW
18	WCR1988-013589	3744.54	WNW
18	WCR1993-009134	3744.54	WNW
18	WCR1963-000600	3744.54	WNW
18	WCR1957-000902	3744.54	WNW
18	WCR2016-005259	3744.54	WNW
18	WCR1964-000758	3744.54	WNW
18	WCR1955-001127	3744.54	WNW
18	WCR1948-000608	3744.54	WNW
18	WCR1946-000415	3744.54	WNW
18	WCR1963-000667	3744.54	WNW
18	WCR1960-001010	3744.54	WNW
18	WCR1957-000841	3744.54	WNW
18	WCR1958-000622	3744.54	WNW
18	WCR1947-000631	3744.54	WNW
18	WCR1977-006412	3744.54	WNW
18	WCR1776-003052	3744.54	WNW

Wells and Additional Sources Summary

18	WCR1980-006046	3744.54	WNW
18	WCR1945-000267	3744.54	WNW
18	WCR1962-000905	3744.54	WNW
18	WCR1973-001950	3744.54	WNW
18	WCR1963-000606	3744.54	WNW
18	WCR1957-000819	3744.54	WNW
18	WCR1951-001055	3744.54	WNW
18	WCR2000-008309	3744.54	WNW
18	WCR1977-006248	3744.54	WNW
18	WCR1951-001061	3744.54	WNW
18	WCR1933-000076	3744.54	WNW
18	WCR1970-000866	3744.54	WNW
18	WCR2009-007599	3744.54	WNW
18	WCR1959-000724	3744.54	WNW
18	WCR1971-001399	3744.54	WNW
18	WCR1987-010122	3744.54	WNW
18	WCR1983-004578	3744.54	WNW
18	WCR1987-010123	3744.54	WNW
18	WCR1980-006102	3744.54	WNW
18	WCR1986-008590	3744.54	WNW
18	WCR1947-000639	3744.54	WNW
18	WCR1990-015530	3744.54	WNW
18	WCR1944-000205	3744.54	WNW
18	WCR1984-005887	3744.54	WNW
18	WCR1962-000827	3744.54	WNW
18	WCR1953-000951	3744.54	WNW
18	WCR1962-000906	3744.54	WNW
18	WCR1959-000723	3744.54	WNW
18	WCR1982-004214	3744.54	WNW
18	WCR1959-000676	3744.54	WNW
18	WCR1984-005846	3744.54	WNW
18	WCR1976-003350	3744.54	WNW
19	WCR2017-003999	3723.33	NNW
21	WCR2022-014566	4302.40	SSW
22	WCR1982-004192	4259.16	SW
22	WCR1998-007352	4259.16	SW
22	WCR1987-010168	4259.16	SW
22	WCR1776-002934	4259.16	SW
22	WCR2004-009442	4259.16	SW
22	WCR1962-000794	4259.16	SW
22	WCR1989-014589	4259.16	SW
22	WCR1954-001082	4259.16	SW
22	WCR1912-000026	4259.16	SW
22	WCR1982-004139	4259.16	SW
22	WCR1947-000514	4259.16	SW
22	WCR1947-000516	4259.16	SW
22	WCR2004-009443	4259.16	SW
22	WCR1962-000818	4259.16	SW
22	WCR1990-015716	4259.16	SW
22	WCR1993-009114	4259.16	SW
22	WCR1994-008726	4259.16	SW
22	WCR1971-001394	4259.16	SW
22	WCR1966-000923	4259.16	SW
22	WCR1947-000515	4259.16	SW
22	WCR1988-013269	4259.16	SW
22	WCR1958-000638	4259.16	SW
22	WCR1951-000973	4259.16	SW
22	WCR1969-000882	4259.16	SW
22	WCR1978-004375	4259.16	SW
22	WCR1978-004504	4259.16	SW
22	WCR1998-007377	4259.16	SW
22	WCR1931-000058	4259.16	SW
22	WCR1981-005121	4259.16	SW
22	WCR1974-001840	4259.16	SW
22	WCR1950-000979	4259.16	SW
22	WCR1979-003995	4259.16	SW

Wells and Additional Sources Summary

22	WCR2007-008104	4259.16	SW
22	WCR1965-000580	4259.16	SW
22	WCR1971-001368	4259.16	SW
22	WCR1950-000978	4259.16	SW
22	WCR1988-013505	4259.16	SW
22	WCR1984-005740	4259.16	SW
22	WCR1931-000059	4259.16	SW
22	WCR1972-001775	4259.16	SW
22	WCR1962-000817	4259.16	SW
22	WCR2014-006529	4259.16	SW
22	WCR1931-000060	4259.16	SW
22	WCR1966-000941	4259.16	SW
22	WCR1927-000030	4259.16	SW
22	WCR1972-001643	4259.16	SW
22	WCR1951-000974	4259.16	SW
22	WCR1952-000719	4259.16	SW
22	WCR2004-009440	4259.16	SW
22	WCR1959-000719	4259.16	SW
22	WCR1948-000523	4259.16	SW
22	WCR1957-000852	4259.16	SW
22	WCR1971-001357	4259.16	SW
22	WCR1974-001727	4259.16	SW
22	WCR1978-004225	4259.16	SW
22	WCR1987-010185	4259.16	SW
22	WCR1996-007350	4259.16	SW
22	WCR2004-009312	4259.16	SW
22	WCR1952-000718	4259.16	SW
22	WCR1977-006014	4259.16	SW
22	WCR1976-003175	4259.16	SW
22	WCR1990-015528	4259.16	SW
22	WCR2008-008129	4259.16	SW
22	WCR1937-000126	4259.16	SW
22	WCR1980-006026	4259.16	SW
22	WCR1954-001077	4259.16	SW
22	WCR1978-004398	4259.16	SW
22	WCR1962-000824	4259.16	SW
22	WCR1990-015725	4259.16	SW
22	WCR1962-000787	4259.16	SW
22	WCR1978-004595	4259.16	SW
22	WCR1977-006339	4259.16	SW
22	WCR2004-009441	4259.16	SW
24	WCR2020-012893	4343.44	W
30	WCR2016-007839	4827.27	N
32	WCR2017-006111	4982.25	N

Wells and Additional Sources Detail Report

Public Water Systems Violations and Enforcement Data

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
2	SSE	0.03	167.60	173.38	PWSV

Address Line 2: 2165 NORD AVE 10
State Code: CA
Zip Code: 95926
City Name: CHICO
Address Line 1: LEWIS EVERETT
PWS ID: CA0400056
PWS Type Code: CWS
PWS Type Description: Community Water System
Primary Source Code: GW
Primary Source Desc: Groundwater
PWS Activity Code: I
PWS Activity Description: Inactive
PWS Deactivation Date: 04/10/2005
Phone Number:

--Details--

Population Served Count: 64
City Served:
County Served:
State Served: CA
Zip Code Served:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
2	SSE	0.03	167.60	173.38	PWSV

Address Line 2:
State Code: CA
Zip Code: 95969
City Name: Chico
Address Line 1: 2165 Nord Ave. Ste 10
PWS ID: CA0400005
PWS Type Code: CWS
PWS Type Description: Community Water System
Primary Source Code: GW
Primary Source Desc: Groundwater
PWS Activity Code: N
PWS Activity Description: Non-public
PWS Deactivation Date: 06/01/2015
Phone Number: 5308915221

Wells and Additional Sources Detail Report

--Details--

Population Served Count: 161
City Served:
County Served: Butte
State Served: CA
Zip Code Served:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
25	WNW	0.85	4,463.76	163.36	PWSV

Address Line 2: SUITE 1
State Code: CA
Zip Code: 95973
City Name: CHICO
Address Line 1: 2961 HWY. 32
PWS ID: CA0400158
PWS Type Code: NTNCWS
PWS Type Description: Non-Transient Non-Community Water System
Primary Source Code: GW
Primary Source Desc: Groundwater
PWS Activity Code: A
PWS Activity Description: Active
PWS Deactivation Date:
Phone Number: 530-891-0678

--Details--

Population Served Count: 51
City Served:
County Served: Butte
State Served: CA
Zip Code Served:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
28	SE	0.89	4,717.08	179.17	PWSV

Address Line 2: 1212 WEST SACRAMENTO AVENUE
State Code: CA
Zip Code: 95926
City Name: CHICO
Address Line 1:
PWS ID: CA0400002
PWS Type Code: CWS
PWS Type Description: Community Water System
Primary Source Code: GW
Primary Source Desc: Groundwater
PWS Activity Code: I

Wells and Additional Sources Detail Report

PWS Activity Description: Inactive
PWS Deactivation Date: 01/09/1982
Phone Number:

--Details--

Population Served Count: 350
City Served:
County Served:
State Served: CA
Zip Code Served:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
29	WNW	0.91	4,781.64	162.36	PWSV

Address Line 2:
State Code: CA
Zip Code: 95973
City Name: CHICO
Address Line 1: 2990 HWY 32 STE 100
PWS ID: CA0409177
PWS Type Code: NTNCWS
PWS Type Description: Non-Transient Non-Community Water System
Primary Source Code: GW
Primary Source Desc: Groundwater
PWS Activity Code: A
PWS Activity Description: Active
PWS Deactivation Date:
Phone Number: 530-894-3924

--Details--

Population Served Count: 30
City Served:
County Served: Butte
State Served: CA
Zip Code Served:

Safe Drinking Water Information System (SDWIS)

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
2	SSE	0.03	167.60	173.38	SDWIS

PWS ID: CA0400056
PWS Type: Community water system
No of Facilities: 1
No of Violations: 7
No of Site Visits: 0
Cities Served: -

Wells and Additional Sources Detail Report

Counties Served: -
Population Served Count: 64
Primacy Agency: California
EPA Region: Region 9

USGS National Water Information System

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
1	WSW	0.04	213.46	172.36	FED USGS

Reporting Agency: USGS California Water Science Center
Site Number: USGS-394425121524401
Station Name: 022N001E21N001M
Site Type: Well
Latitude: 39.74016080000000
Longitude: -121.87997830000000
Date Drilled: 19620101
Well Depth: 85.0
Well Depth Unit: ft
Well Hole Depth: 178
W Hole Depth Unit: ft
Formation Type:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
3	WSW	0.14	732.43	171.36	FED USGS

Reporting Agency: USGS California Water Science Center
Site Number: USGS-394422121525001
Station Name: 022N001E280003M
Site Type: Well
Latitude: 39.73932746000000
Longitude: -121.88164500000000
Date Drilled: 19740801
Well Depth: 88.0
Well Depth Unit: ft
Well Hole Depth: 157
W Hole Depth Unit: ft
Formation Type:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
4	SSW	0.18	954.94	170.36	FED USGS

Reporting Agency: USGS California Water Science Center
Site Number: USGS-394417121524501
Station Name: 022N001E28D002M
Site Type: Well

Wells and Additional Sources Detail Report

Latitude: 39.73793860000000
Longitude: -121.8802560000000
Date Drilled: 19671020
Well Depth: 60
Well Depth Unit: ft
Well Hole Depth: 118
W Hole Depth Unit: ft
Formation Type:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
5	NNW	0.14	756.27	176.85	FED USGS

Reporting Agency: USGS California Water Science Center
Site Number: USGS-394439121524501
Station Name: 022N001E21M001M
Site Type: Well
Latitude: 39.74404965000000
Longitude: -121.8802561000000
Date Drilled: 19730101
Well Depth: 530
Well Depth Unit: ft
Well Hole Depth:
W Hole Depth Unit:
Formation Type:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
6	SW	0.19	983.27	170.36	FED USGS

Reporting Agency: USGS California Water Science Center
Site Number: USGS-394418121524801
Station Name: 022N001E28D001M
Site Type: Well
Latitude: 39.73821637000000
Longitude: -121.8810894000000
Date Drilled: 19650206
Well Depth: 72
Well Depth Unit: ft
Well Hole Depth: 160
W Hole Depth Unit: ft
Formation Type:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
11	WNW	0.30	1,601.08	175.42	FED USGS

Reporting Agency: USGS California Water Science Center

Wells and Additional Sources Detail Report

Site Number: USGS-394437121530001
Station Name: 022N001E20J001M
Site Type: Well
Latitude: 39.74349407000000
Longitude: -121.8844228000000
Date Drilled: 19690128
Well Depth: 64
Well Depth Unit: ft
Well Hole Depth: 85
W Hole Depth Unit: ft
Formation Type:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
14	E	0.58	3,040.33	181.33	FED USGS

Reporting Agency: USGS California Water Science Center
Site Number: USGS-394424121515201
Station Name: 022N001E21R001M
Site Type: Well
Latitude: 39.73988310000000
Longitude: -121.8655337000000
Date Drilled: 19680523
Well Depth: 90
Well Depth Unit: ft
Well Hole Depth: 200
W Hole Depth Unit: ft
Formation Type:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
15	SSW	0.63	3,349.50	165.36	FED USGS

Reporting Agency: USGS California Water Science Center
Site Number: USGS-394353121525201
Station Name: 022N001E29J001M
Site Type: Well
Latitude: 39.73127198000000
Longitude: -121.8822005000000
Date Drilled: 19690611
Well Depth: 60
Well Depth Unit: ft
Well Hole Depth: 102
W Hole Depth Unit: ft
Formation Type:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
17	ENE	0.65	3,438.66	182.73	FED USGS

Wells and Additional Sources Detail Report

Reporting Agency: USGS California Water Science Center
Site Number: USGS-394442121515001
Station Name: 022N001E21J001M
Site Type: Well
Latitude: 39.74488309000000
Longitude: -121.8649782000000
Date Drilled: 19660218
Well Depth: 96
Well Depth Unit: ft
Well Hole Depth: 130
W Hole Depth Unit: ft
Formation Type:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
23	E	0.79	4,178.18	185.33	FED USGS

Reporting Agency: USGS California Water Science Center
Site Number: USGS-394430121513701
Station Name: 022N001E22N001M
Site Type: Well
Latitude: 39.74154980000000
Longitude: -121.8613670000000
Date Drilled: 19620616
Well Depth: 60
Well Depth Unit: ft
Well Hole Depth: 108
W Hole Depth Unit: ft
Formation Type:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
26	SE	0.85	4,509.96	179.39	FED USGS

Reporting Agency: USGS California Water Science Center
Site Number: USGS-394300121510002
Station Name: 022N001E28J001M
Site Type: Well
Latitude: 39.73172220000000
Longitude: -121.8650000000000
Date Drilled: 19550214
Well Depth: 650
Well Depth Unit: ft
Well Hole Depth: 948
W Hole Depth Unit: ft
Formation Type:

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
30	N	0.91	4,827.27	172.36	FED USGS

Reporting Agency: USGS California Water Science Center
 Site Number: USGS-394520121525001
 Station Name: 022N001E16N001M
 Site Type: Well
 Latitude: 39.75547220000000
 Longitude: -121.8806667000000
 Date Drilled: 20161004
 Well Depth: 200
 Well Depth Unit: ft
 Well Hole Depth: 202
 W Hole Depth Unit: ft
 Formation Type:

Periodic Groundwater Level Measurement Locations

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
16	WNW	0.65	3,421.24	168.36	MONITOR WELLS

Station ID:	19214	Basin Region Code:	5
Site Code:	397445N1218905W001	Basin Region Desc:	Sacramento River
State Well No:	22N01E20K001M	Basin Region Actv:	Y
WCR No:		Basin Region Order:	5
Well Depth:	110	WLM Method:	
Well Use:	Residential	WLM Accuracy:	
Monitoring Program:	SGMA	GSE Accuracy:	5 ft.
RPE:	168.34	GSE Method:	USGS quad
Basin ID:		County Name:	Butte
Basin Code:	5-021.57	Latitude:	39.7445
Basin Name:	Vina	Longitude:	-121.891
Well Name:	BMO 22N01E20K001M		
Well Type:	Single Well		
Ground Surface Elevation:	167.84		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
20	S	0.74	3,882.73	167.36	MONITOR WELLS

Station ID:	19349	Basin Region Code:	5
Site Code:	397292N1218801W001	Basin Region Desc:	Sacramento River
State Well No:	22N01E28M001M	Basin Region Actv:	Y
WCR No:		Basin Region Order:	5
Well Depth:	86	WLM Method:	
Well Use:	Residential	WLM Accuracy:	

Wells and Additional Sources Detail Report

Monitoring Program:	VOLUNTARY	GSE Accuracy:	Unknown
RPE:	168.34	GSE Method:	Unknown
Basin ID:		County Name:	Butte
Basin Code:	5-021.57	Latitude:	39.7292
Basin Name:	Vina	Longitude:	-121.88
Well Name:			
Well Type:	Unknown		
Ground Surface Elevation:	167.34		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
26	SE	0.85	4,509.96	179.39	MONITOR WELLS

Station ID:	35691	Basin Region Code:	5
Site Code:	397314N1218651W001	Basin Region Desc:	Sacramento River
State Well No:	22N01E28J002M	Basin Region Actv:	Y
WCR No:	USBR	Basin Region Order:	5
Well Depth:	70	WLM Method:	
Well Use:	Observation	WLM Accuracy:	
Monitoring Program:	VOLUNTARY	GSE Accuracy:	10 ft.
RPE:	181.74	GSE Method:	USGS quad
Basin ID:		County Name:	Butte
Basin Code:	5-021.57	Latitude:	39.7317
Basin Name:	Vina	Longitude:	-121.865
Well Name:	22N01E28J002M		
Well Type:	Part of a nested/multi-completion well		
Ground Surface Elevation:	181.44		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
26	SE	0.85	4,509.96	179.39	MONITOR WELLS

Station ID:	19346	Basin Region Code:	5
Site Code:	397317N1218649W002	Basin Region Desc:	Sacramento River
State Well No:	22N01E28J003M	Basin Region Actv:	Y
WCR No:	USBR	Basin Region Order:	5
Well Depth:	320	WLM Method:	
Well Use:	Observation	WLM Accuracy:	
Monitoring Program:	SGMA	GSE Accuracy:	0.1 ft.
RPE:	179.79	GSE Method:	Surveyed to a benchmark
Basin ID:		County Name:	Butte
Basin Code:	5-021.57	Latitude:	39.7317
Basin Name:	Vina	Longitude:	-121.865
Well Name:	BMO 22N01E28J003M		
Well Type:	Part of a nested/multi-completion well		
Ground Surface Elevation:	178.29		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

26 SE 0.85 4,509.96 179.39 MONITOR WELLS

Station ID:	19347	Basin Region Code:	5
Site Code:	397317N1218649W003	Basin Region Desc:	Sacramento River
State Well No:	22N01E28J005M	Basin Region Actv:	Y
WCR No:	USBR	Basin Region Order:	5
Well Depth:	948	WLM Method:	
Well Use:	Observation	WLM Accuracy:	
Monitoring Program:	SGMA	GSE Accuracy:	Unknown
RPE:	179.79	GSE Method:	Unknown
Basin ID:		County Name:	Butte
Basin Code:	5-021.57	Latitude:	39.7317
Basin Name:	Vina	Longitude:	-121.865
Well Name:	BMO 22N01E28J005M		
Well Type:	Part of a nested/multi-completion well		
Ground Surface Elevation:	178.89		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
26	SE	0.85	4,509.96	179.39	MONITOR WELLS

Station ID:	19345	Basin Region Code:	5
Site Code:	397317N1218649W001	Basin Region Desc:	Sacramento River
State Well No:	22N01E28J001M	Basin Region Actv:	Y
WCR No:	USBR	Basin Region Order:	5
Well Depth:	660	WLM Method:	
Well Use:	Observation	WLM Accuracy:	
Monitoring Program:	SGMA	GSE Accuracy:	Unknown
RPE:	180.67	GSE Method:	Unknown
Basin ID:		County Name:	Butte
Basin Code:	5-021.57	Latitude:	39.7317
Basin Name:	Vina	Longitude:	-121.865
Well Name:	BMO 22N01E28J001M		
Well Type:	Part of a nested/multi-completion well		
Ground Surface Elevation:	178.87		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
27	SE	0.89	4,704.94	178.33	MONITOR WELLS

Station ID:	19348	Basin Region Code:	5
Site Code:	397309N1218655W001	Basin Region Desc:	Sacramento River
State Well No:	22N01E28J006M	Basin Region Actv:	Y
WCR No:	NONE	Basin Region Order:	5
Well Depth:		WLM Method:	
Well Use:	Residential	WLM Accuracy:	
Monitoring Program:	VOLUNTARY	GSE Accuracy:	Unknown

Wells and Additional Sources Detail Report

RPE:	179.33	GSE Method:	Unknown
Basin ID:		County Name:	Butte
Basin Code:	5-021.57	Latitude:	39.7309
Basin Name:	Vina	Longitude:	-121.865
Well Name:			
Well Type:	Unknown		
Ground Surface Elevation:	178.33		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
31	SSW	0.94	4,978.88	161.85	MONITOR WELLS

Station ID:	19354	Basin Region Code:	5
Site Code:	397270N1218837W001	Basin Region Desc:	Sacramento River
State Well No:	22N01E29R002M	Basin Region Actv:	Y
WCR No:	8727	Basin Region Order:	5
Well Depth:	620	WLM Method:	
Well Use:	Irrigation	WLM Accuracy:	
Monitoring Program:	VOLUNTARY	GSE Accuracy:	Unknown
RPE:	163.74	GSE Method:	Unknown
Basin ID:		County Name:	Butte
Basin Code:	5-021.58	Latitude:	39.727
Basin Name:	West Butte	Longitude:	-121.884
Well Name:			
Well Type:	Unknown		
Ground Surface Elevation:	163.14		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
31	SSW	0.94	4,978.88	161.85	MONITOR WELLS

Station ID:	19353	Basin Region Code:	5
Site Code:	397270N1218841W001	Basin Region Desc:	Sacramento River
State Well No:	22N01E29R001M	Basin Region Actv:	Y
WCR No:	USGS	Basin Region Order:	5
Well Depth:		WLM Method:	
Well Use:	Irrigation	WLM Accuracy:	
Monitoring Program:	CASGEM	GSE Accuracy:	0.1 ft.
RPE:	163.74	GSE Method:	Surveyed to a benchmark
Basin ID:		County Name:	Butte
Basin Code:	5-021.57	Latitude:	39.727
Basin Name:	Vina	Longitude:	-121.884
Well Name:	BMO 22N01E29R001M		
Well Type:	Single Well		
Ground Surface Elevation:	163.74		

Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

7 ENE 0.16 861.25 177.33 WATER WELLS

WCR No: WCR2019-003680 Decimal Lat(OSWCR): 39.742398
 Decimal Latitude: 39.742398 Decim Long(OSWCR): -121.873608
 Decimal Longitude: -121.873608
 Location: 1276 W 12th ST
 City: Chico
 County: Butte
 Location(OSWCR): 1276 W 12th ST
 City(OSWCR): Chico
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

8 NE 0.21 1,082.55 174.41 WATER WELLS

WCR No: WCR2020-009245 Decimal Lat(OSWCR): 39.744
 Decimal Latitude: 39.744 Decim Long(OSWCR): -121.8749
 Decimal Longitude: -121.8749
 Location: 30 Guynn Bridge CT
 City: Chico
 County: Butte
 Location(OSWCR): 30 Guynn Bridge CT
 City(OSWCR): Chico
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

9 SE 0.26 1,353.43 174.33 WATER WELLS

WCR No: WCR2022-008963 Decimal Lat(OSWCR):
 Decimal Latitude: 39.7378599 Decim Long(OSWCR):
 Decimal Longitude: -121.8730899
 Location: 330 Nord AVE
 City: Chico
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR):
 Original Source: California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

9 SE 0.26 1,353.43 174.33 WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR2022-008966 Decimal Lat(OSWCR):
Decimal Latitude: 39.7378599 Decim Long(OSWCR):
Decimal Longitude: -121.8730899
Location: 330 Nord AVE
City: Chico
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR):
Original Source: California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
9	SE	0.26	1,353.43	174.33	WATER WELLS

WCR No: WCR2022-008967 Decimal Lat(OSWCR):
Decimal Latitude: 39.7378599 Decim Long(OSWCR):
Decimal Longitude: -121.8730899
Location: 330 Nord AVE
City: Chico
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR):
Original Source: California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
9	SE	0.26	1,353.43	174.33	WATER WELLS

WCR No: WCR2022-008968 Decimal Lat(OSWCR):
Decimal Latitude: 39.7378599 Decim Long(OSWCR):
Decimal Longitude: -121.8730899
Location: 330 Nord AVE
City: Chico
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR):
Original Source: California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
9	SE	0.26	1,353.43	174.33	WATER WELLS

WCR No: WCR2022-008973 Decimal Lat(OSWCR):
Decimal Latitude: 39.7378599 Decim Long(OSWCR):

Wells and Additional Sources Detail Report

Decimal Longitude: -121.8730899
Location: 330 Nord AVE
City: Chico
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR):
Original Source: California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
9	SE	0.26	1,353.43	174.33	WATER WELLS

WCR No: WCR2022-008962
Decimal Latitude: 39.7378599
Decimal Longitude: -121.8730899
Location: 330 Nord AVE
City: Chico
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR):
Original Source: California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
9	SE	0.26	1,353.43	174.33	WATER WELLS

WCR No: WCR2022-008965
Decimal Latitude: 39.7378599
Decimal Longitude: -121.8730899
Location: 330 Nord AVE
City: Chico
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR):
Original Source: California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
9	SE	0.26	1,353.43	174.33	WATER WELLS

WCR No: WCR2022-008969
Decimal Latitude: 39.7378599
Decimal Longitude: -121.8730899
Location: 330 Nord AVE
City: Chico

Wells and Additional Sources Detail Report

County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR):
Original Source: California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
10	NW	0.28	1,464.76	176.34	WATER WELLS

WCR No: WCR2019-005869
Decimal Latitude: 39.7446697
Decimal Longitude: -121.883025
Location: 2531 Nord AVE
City: Chico
County: Butte
Location(OSWCR): 2531 Nord AVE
City(OSWCR): Chico
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1945-000268
Decimal Latitude: 39.74720237
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2003-009428
Decimal Latitude: 39.74720237
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):

Wells and Additional Sources Detail Report

City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1947-000640 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1946-000419 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1776-003014 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte

Wells and Additional Sources Detail Report

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2002-009438 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2000-008525 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1967-000648 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1973-001959 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1972-001732 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1962-000791 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

12 NE 0.48 2,520.31 182.33 WATER WELLS

WCR No: WCR2004-009492 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

12 NE 0.48 2,520.31 182.33 WATER WELLS

WCR No: WCR2003-009538 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

12 NE 0.48 2,520.31 182.33 WATER WELLS

WCR No: WCR1977-006101 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

12 NE 0.48 2,520.31 182.33 WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1962-000907 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1959-000773 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1950-001041 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1973-001846 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1952-000783 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1950-001042 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1953-000953 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432

Wells and Additional Sources Detail Report

Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1960-001002
 Decimal Latitude: 39.74720237
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1951-001064
 Decimal Latitude: 39.74720237
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1984-005895
 Decimal Latitude: 39.74720237
 Decimal Longitude: -121.8718432
 Location:

Wells and Additional Sources Detail Report

City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1970-000884
Decimal Latitude: 39.74720237
Decimal Longitude: -121.8718432
Location:

Decimal Lat(OSWCR): 39.74720237
Decim Long(OSWCR): -121.8718432

City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1981-005349
Decimal Latitude: 39.74720237
Decimal Longitude: -121.8718432
Location:

Decimal Lat(OSWCR): 39.74720237
Decim Long(OSWCR): -121.8718432

City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1986-008697
Decimal Latitude: 39.74720237
Decimal Longitude: -121.8718432
Location:

Decimal Lat(OSWCR): 39.74720237
Decim Long(OSWCR): -121.8718432

City:
County: Butte

Wells and Additional Sources Detail Report

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1990-015386

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1950-001044

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1986-008782

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

Wells and Additional Sources Detail Report

County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1948-000613 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1959-000737 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1977-006110 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1776-002917 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1946-000417 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1984-005916 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1971-001372 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1951-001063 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2002-009682 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

12	NE	0.48	2,520.31	182.33	WATER WELLS
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WCR No:	WCR1963-000721	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR2007-009006	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR1966-000926	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1963-000580 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1973-001685 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1958-000651 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1986-008599 Decimal Lat(OSWCR): 39.74720237

Wells and Additional Sources Detail Report

Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1963-000724 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1929-000063 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1959-000709 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432

Wells and Additional Sources Detail Report

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1978-004382

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1932-000067

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1963-000615

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

Wells and Additional Sources Detail Report

County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1953-000952 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1963-000740 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1973-001909 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

Wells and Additional Sources Detail Report

City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1972-001615 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1963-000716 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1979-004304 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte

Wells and Additional Sources Detail Report

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2003-009560 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1972-001707 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1984-005889 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1957-000825 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1927-000040 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1962-000816 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

12 NE 0.48 2,520.31 182.33 WATER WELLS

WCR No: WCR1968-000663 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

12 NE 0.48 2,520.31 182.33 WATER WELLS

WCR No: WCR1978-004533 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

12 NE 0.48 2,520.31 182.33 WATER WELLS

WCR No: WCR2000-008523 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

12 NE 0.48 2,520.31 182.33 WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1944-000206 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1954-001122 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2004-009500 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

Wells and Additional Sources Detail Report

WCR No:	WCR1956-000905	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR2005-010961	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR1974-001864	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR1956-000903	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432

Wells and Additional Sources Detail Report

Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1971-001266
 Decimal Latitude: 39.74720237
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1953-000954
 Decimal Latitude: 39.74720237
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1966-000912
 Decimal Latitude: 39.74720237
 Decimal Longitude: -121.8718432
 Location:

Wells and Additional Sources Detail Report

City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1985-008288 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:

City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1996-007353 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:

City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1958-000660 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:

City:
 County: Butte

Wells and Additional Sources Detail Report

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1939-000099

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1986-008585

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1980-005714

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

Wells and Additional Sources Detail Report

County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1987-010173 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1972-001789 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1956-000837 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1960-000945</div> <div>Decimal Lat(OSWCR):</div> <div>39.74720237</div> </div> <div> <div>Decimal Latitude:</div> <div>39.74720237</div> <div>Decim Long(OSWCR):</div> <div>-121.8718432</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8718432</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1956-000882</div> <div>Decimal Lat(OSWCR):</div> <div>39.74720237</div> </div> <div> <div>Decimal Latitude:</div> <div>39.74720237</div> <div>Decim Long(OSWCR):</div> <div>-121.8718432</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8718432</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1963-000618</div> <div>Decimal Lat(OSWCR):</div> <div>39.74720237</div> </div> <div> <div>Decimal Latitude:</div> <div>39.74720237</div> <div>Decim Long(OSWCR):</div> <div>-121.8718432</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8718432</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1974-001731</div> <div>Decimal Lat(OSWCR):</div> <div>39.74720237</div> </div> <div> <div>Decimal Latitude:</div> <div>39.74720237</div> <div>Decim Long(OSWCR):</div> <div>-121.8718432</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8718432</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1977-006007</div> <div>Decimal Lat(OSWCR):</div> <div>39.74720237</div> </div> <div> <div>Decimal Latitude:</div> <div>39.74720237</div> <div>Decim Long(OSWCR):</div> <div>-121.8718432</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8718432</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1979-004350</div> <div>Decimal Lat(OSWCR):</div> <div>39.74720237</div> </div> <div> <div>Decimal Latitude:</div> <div>39.74720237</div> <div>Decim Long(OSWCR):</div> <div>-121.8718432</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8718432</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

12	NE	0.48	2,520.31	182.33	WATER WELLS
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WCR No:	WCR1981-005120	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR2000-008524	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR1981-005004	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1986-008575 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1966-000925 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1962-000793 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1959-000732 Decimal Lat(OSWCR): 39.74720237

Wells and Additional Sources Detail Report

Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1950-001040 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1951-001065 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1957-000848 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432

Wells and Additional Sources Detail Report

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1970-000904

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1992-012665

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2002-009507

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

Wells and Additional Sources Detail Report

County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2002-009506 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1960-000950 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1971-001267 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

Wells and Additional Sources Detail Report

City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1954-001138 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1962-000819 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1959-000722 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte

Wells and Additional Sources Detail Report

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR1967-000722	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR1986-008553	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR1947-000641	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR2001-008950	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR1963-000593	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR1993-009125	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

12	NE	0.48	2,520.31	182.33	WATER WELLS
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WCR No:	WCR1957-000824	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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12	NE	0.48	2,520.31	182.33	WATER WELLS
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WCR No:	WCR1965-000539	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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12	NE	0.48	2,520.31	182.33	WATER WELLS
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WCR No:	WCR1976-003213	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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12	NE	0.48	2,520.31	182.33	WATER WELLS
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Wells and Additional Sources Detail Report

WCR No: WCR1976-003291 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1951-001062 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1956-000838 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1963-000631 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1962-000863 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1946-000418 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2005-010670 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432

Wells and Additional Sources Detail Report

Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1973-001865 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1963-000671 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1959-000701 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:

Wells and Additional Sources Detail Report

City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1963-000718
Decimal Latitude: 39.74720237
Decimal Longitude: -121.8718432
Location:

Decimal Lat(OSWCR): 39.74720237
Decim Long(OSWCR): -121.8718432

City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2005-010584
Decimal Latitude: 39.74720237
Decimal Longitude: -121.8718432
Location:

Decimal Lat(OSWCR): 39.74720237
Decim Long(OSWCR): -121.8718432

City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1962-000789
Decimal Latitude: 39.74720237
Decimal Longitude: -121.8718432
Location:

Decimal Lat(OSWCR): 39.74720237
Decim Long(OSWCR): -121.8718432

City:
County: Butte

Wells and Additional Sources Detail Report

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1978-004211

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1986-008584

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2003-009427

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

Wells and Additional Sources Detail Report

County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1956-000878 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1993-008972 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1776-003042 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS
<p>WCR No: WCR1971-001243 Decimal Lat(OSWCR): 39.74720237</p> <p>Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432</p> <p>Decimal Longitude: -121.8718432</p> <p>Location:</p> <p>City:</p> <p>County: Butte</p> <p>Location(OSWCR):</p> <p>City(OSWCR):</p> <p>County(OSWCR): Butte</p> <p>Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</p>					
Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS
<p>WCR No: WCR1987-010142 Decimal Lat(OSWCR): 39.74720237</p> <p>Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432</p> <p>Decimal Longitude: -121.8718432</p> <p>Location:</p> <p>City:</p> <p>County: Butte</p> <p>Location(OSWCR):</p> <p>City(OSWCR):</p> <p>County(OSWCR): Butte</p> <p>Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</p>					
Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS
<p>WCR No: WCR1963-000688 Decimal Lat(OSWCR): 39.74720237</p> <p>Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432</p> <p>Decimal Longitude: -121.8718432</p> <p>Location:</p> <p>City:</p> <p>County: Butte</p> <p>Location(OSWCR):</p> <p>City(OSWCR):</p> <p>County(OSWCR): Butte</p> <p>Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</p>					

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS
WCR No: WCR1951-001067 Decimal Lat(OSWCR): 39.74720237 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432 Decimal Longitude: -121.8718432 Location: City: County: Butte Location(OSWCR): City(OSWCR): County(OSWCR): Butte Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS
WCR No: WCR1963-000719 Decimal Lat(OSWCR): 39.74720237 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432 Decimal Longitude: -121.8718432 Location: City: County: Butte Location(OSWCR): City(OSWCR): County(OSWCR): Butte Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS
WCR No: WCR2003-009447 Decimal Lat(OSWCR): 39.74720237 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432 Decimal Longitude: -121.8718432 Location: City: County: Butte Location(OSWCR): City(OSWCR): County(OSWCR): Butte Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

12	NE	0.48	2,520.31	182.33	WATER WELLS
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WCR No:	WCR1977-006049	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR1954-001172	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No:	WCR1986-008583	Decimal Lat(OSWCR):	39.74720237
Decimal Latitude:	39.74720237	Decim Long(OSWCR):	-121.8718432
Decimal Longitude:	-121.8718432		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1961-001143 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1951-001066 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2016-005261 Decimal Lat(OSWCR): 39.7472
 Decimal Latitude: 39.7472 Decim Long(OSWCR): -121.87184
 Decimal Longitude: -121.87184
 Location: Alamo AVE
 City: Chico
 County: Butte
 Location(OSWCR): Alamo AVE
 City(OSWCR): Chico
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2003-009426 Decimal Lat(OSWCR): 39.74720237

Wells and Additional Sources Detail Report

Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1988-013289 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1955-001227 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1963-000596 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432

Wells and Additional Sources Detail Report

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1956-000904

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1950-001043

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1961-001122

Decimal Lat(OSWCR): 39.74720237

Decimal Latitude: 39.74720237

Decim Long(OSWCR): -121.8718432

Decimal Longitude: -121.8718432

Location:

City:

Wells and Additional Sources Detail Report

County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1994-008719 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1961-001136 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1958-000663 Decimal Lat(OSWCR): 39.74720237
Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
Decimal Longitude: -121.8718432

Location:

City:

County: Butte

Location(OSWCR):

Wells and Additional Sources Detail Report

City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR2002-009634 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	NE	0.48	2,520.31	182.33	WATER WELLS

WCR No: WCR1964-000760 Decimal Lat(OSWCR): 39.74720237
 Decimal Latitude: 39.74720237 Decim Long(OSWCR): -121.8718432
 Decimal Longitude: -121.8718432
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR2002-009433 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte

Wells and Additional Sources Detail Report

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1965-000532 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1990-015473 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1982-004261 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1944-000174	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1969-000920	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1997-007991	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

13	SSE	0.56	2,946.91	173.33	WATER WELLS
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WCR No:	WCR1963-000680	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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13	SSE	0.56	2,946.91	173.33	WATER WELLS
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WCR No:	WCR1959-000717	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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13	SSE	0.56	2,946.91	173.33	WATER WELLS
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WCR No:	WCR2007-008587	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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13	SSE	0.56	2,946.91	173.33	WATER WELLS
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Wells and Additional Sources Detail Report

WCR No: WCR1964-000802 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1920-000029 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1965-000569 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

Wells and Additional Sources Detail Report

WCR No:	WCR1959-000739	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1933-000070	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1776-002968	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR2004-011114	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246

Wells and Additional Sources Detail Report

Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR2014-007202 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1960-000943 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1776-002990 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:

Wells and Additional Sources Detail Report

City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1981-005057 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246

Location:

City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1976-003106 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246

Location:

City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1955-001169 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246

Location:

City:
County: Butte

Wells and Additional Sources Detail Report

Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1996-007336 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1979-004241 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR2002-009432 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):

Wells and Additional Sources Detail Report

County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1988-013386 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1980-005741 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1977-006346 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
WCR No:	WCR1927-000029		Decimal Lat(OSWCR):	39.73280628	
Decimal Latitude:	39.73280628		Decim Long(OSWCR):	-121.8717246	
Decimal Longitude:	-121.8717246				
Location:					
City:					
County:	Butte				
Location(OSWCR):					
City(OSWCR):					
County(OSWCR):	Butte				
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports				

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
WCR No:	WCR1927-000027		Decimal Lat(OSWCR):	39.73280628	
Decimal Latitude:	39.73280628		Decim Long(OSWCR):	-121.8717246	
Decimal Longitude:	-121.8717246				
Location:					
City:					
County:	Butte				
Location(OSWCR):					
City(OSWCR):					
County(OSWCR):	Butte				
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports				

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
WCR No:	WCR1955-001153		Decimal Lat(OSWCR):	39.73280628	
Decimal Latitude:	39.73280628		Decim Long(OSWCR):	-121.8717246	
Decimal Longitude:	-121.8717246				
Location:					
City:					
County:	Butte				
Location(OSWCR):					
City(OSWCR):					
County(OSWCR):	Butte				
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports				

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1965-000570 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1995-007954 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1970-000831 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

13	SSE	0.56	2,946.91	173.33	WATER WELLS
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WCR No:	WCR1963-000681	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1954-001126	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR2002-009437	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1965-000531 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1987-010273 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1939-000090 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR2001-009141 Decimal Lat(OSWCR): 39.73280628

Wells and Additional Sources Detail Report

Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1977-005938 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1991-015299 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR2004-009507 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246

Wells and Additional Sources Detail Report

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR2002-009562

Decimal Lat(OSWCR): 39.73280628

Decimal Latitude: 39.73280628

Decim Long(OSWCR): -121.8717246

Decimal Longitude: -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1971-001371

Decimal Lat(OSWCR): 39.73280628

Decimal Latitude: 39.73280628

Decim Long(OSWCR): -121.8717246

Decimal Longitude: -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1981-005000

Decimal Lat(OSWCR): 39.73280628

Decimal Latitude: 39.73280628

Decim Long(OSWCR): -121.8717246

Decimal Longitude: -121.8717246

Location:

City:

Wells and Additional Sources Detail Report

County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1975-002024
Decimal Latitude: 39.73280628
Decimal Longitude: -121.8717246

Decimal Lat(OSWCR): 39.73280628
Decim Long(OSWCR): -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1978-004230
Decimal Latitude: 39.73280628
Decimal Longitude: -121.8717246

Decimal Lat(OSWCR): 39.73280628
Decim Long(OSWCR): -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1974-001903
Decimal Latitude: 39.73280628
Decimal Longitude: -121.8717246

Decimal Lat(OSWCR): 39.73280628
Decim Long(OSWCR): -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

Wells and Additional Sources Detail Report

City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1952-000717
 Decimal Latitude: 39.73280628
 Decimal Longitude: -121.8717246

Decimal Lat(OSWCR): 39.73280628
 Decim Long(OSWCR): -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1929-000053
 Decimal Latitude: 39.73280628
 Decimal Longitude: -121.8717246

Decimal Lat(OSWCR): 39.73280628
 Decim Long(OSWCR): -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1987-010287
 Decimal Latitude: 39.73280628
 Decimal Longitude: -121.8717246

Decimal Lat(OSWCR): 39.73280628
 Decim Long(OSWCR): -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Wells and Additional Sources Detail Report

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR2003-009288 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1973-001986 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1963-000524 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1969-000897</div> <div>Decimal Lat(OSWCR):</div> <div>39.73280628</div> </div> <div> <div>Decimal Latitude:</div> <div>39.73280628</div> <div>Decim Long(OSWCR):</div> <div>-121.8717246</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8717246</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> </div> <div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					
Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1963-000745</div> <div>Decimal Lat(OSWCR):</div> <div>39.73280628</div> </div> <div> <div>Decimal Latitude:</div> <div>39.73280628</div> <div>Decim Long(OSWCR):</div> <div>-121.8717246</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8717246</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> </div> <div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					
Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1971-001370</div> <div>Decimal Lat(OSWCR):</div> <div>39.73280628</div> </div> <div> <div>Decimal Latitude:</div> <div>39.73280628</div> <div>Decim Long(OSWCR):</div> <div>-121.8717246</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8717246</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> </div> <div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Wells and Additional Sources Detail Report

13 SSE 0.56 2,946.91 173.33 WATER WELLS

WCR No: WCR1948-000521 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

13 SSE 0.56 2,946.91 173.33 WATER WELLS

WCR No: WCR1960-000946 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

13 SSE 0.56 2,946.91 173.33 WATER WELLS

WCR No: WCR1930-000070 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

13 SSE 0.56 2,946.91 173.33 WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1990-015579 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1946-000344 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1994-008816 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

Wells and Additional Sources Detail Report

WCR No:	WCR1964-000801	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1979-003919	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1946-000345	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1957-000837	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246

Wells and Additional Sources Detail Report

Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1947-000513
 Decimal Latitude: 39.73280628
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1980-005851
 Decimal Latitude: 39.73280628
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR2002-009681
 Decimal Latitude: 39.73280628
 Decimal Longitude: -121.8717246
 Location:

Wells and Additional Sources Detail Report

City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1967-000639
Decimal Latitude: 39.73280628
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1955-001139
Decimal Latitude: 39.73280628
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1955-001131
Decimal Latitude: 39.73280628
Decimal Longitude: -121.8717246
Location:
City:
County: Butte

Wells and Additional Sources Detail Report

Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1981-004999 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1964-000763 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1976-003124 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):

Wells and Additional Sources Detail Report

County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1957-000864 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1975-001875 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1992-012783 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
<p>WCR No: WCR2007-008588 Decimal Lat(OSWCR): 39.73280628</p> <p>Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246</p> <p>Decimal Longitude: -121.8717246</p> <p>Location:</p> <p>City:</p> <p>County: Butte</p> <p>Location(OSWCR):</p> <p>City(OSWCR):</p> <p>County(OSWCR): Butte</p> <p>Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</p>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
<p>WCR No: WCR1912-000031 Decimal Lat(OSWCR): 39.73280628</p> <p>Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246</p> <p>Decimal Longitude: -121.8717246</p> <p>Location:</p> <p>City:</p> <p>County: Butte</p> <p>Location(OSWCR):</p> <p>City(OSWCR):</p> <p>County(OSWCR): Butte</p> <p>Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</p>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
<p>WCR No: WCR1974-001861 Decimal Lat(OSWCR): 39.73280628</p> <p>Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246</p> <p>Decimal Longitude: -121.8717246</p> <p>Location:</p> <p>City:</p> <p>County: Butte</p> <p>Location(OSWCR):</p> <p>City(OSWCR):</p> <p>County(OSWCR): Butte</p> <p>Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</p>					

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1992-012554</div> <div>Decimal Lat(OSWCR):</div> <div>39.73280628</div> </div> <div> <div>Decimal Latitude:</div> <div>39.73280628</div> <div>Decim Long(OSWCR):</div> <div>-121.8717246</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8717246</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> </div> <div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> </div> <div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1993-008983</div> <div>Decimal Lat(OSWCR):</div> <div>39.73280628</div> </div> <div> <div>Decimal Latitude:</div> <div>39.73280628</div> <div>Decim Long(OSWCR):</div> <div>-121.8717246</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8717246</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> </div> <div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> </div> <div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1971-001414</div> <div>Decimal Lat(OSWCR):</div> <div>39.73280628</div> </div> <div> <div>Decimal Latitude:</div> <div>39.73280628</div> <div>Decim Long(OSWCR):</div> <div>-121.8717246</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8717246</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> </div> <div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> </div> <div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

13	SSE	0.56	2,946.91	173.33	WATER WELLS
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WCR No:	WCR1962-000847	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1977-006054	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1961-001133	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1970-000883 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1932-000058 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR2008-007831 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1999-007971 Decimal Lat(OSWCR): 39.73280628

Wells and Additional Sources Detail Report

Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1958-000649	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1962-000734	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1966-000975	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		

Wells and Additional Sources Detail Report

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1948-000522

Decimal Lat(OSWCR): 39.73280628

Decimal Latitude: 39.73280628

Decim Long(OSWCR): -121.8717246

Decimal Longitude: -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1993-009112

Decimal Lat(OSWCR): 39.73280628

Decimal Latitude: 39.73280628

Decim Long(OSWCR): -121.8717246

Decimal Longitude: -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1979-003941

Decimal Lat(OSWCR): 39.73280628

Decimal Latitude: 39.73280628

Decim Long(OSWCR): -121.8717246

Decimal Longitude: -121.8717246

Location:

City:

Wells and Additional Sources Detail Report

County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1973-001878
Decimal Latitude: 39.73280628
Decimal Longitude: -121.8717246

Decimal Lat(OSWCR): 39.73280628
Decim Long(OSWCR): -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1920-000030
Decimal Latitude: 39.73280628
Decimal Longitude: -121.8717246

Decimal Lat(OSWCR): 39.73280628
Decim Long(OSWCR): -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1927-000028
Decimal Latitude: 39.73280628
Decimal Longitude: -121.8717246

Decimal Lat(OSWCR): 39.73280628
Decim Long(OSWCR): -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

Wells and Additional Sources Detail Report

City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1946-000343 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1972-001733 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1980-006192 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte

Wells and Additional Sources Detail Report

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1993-009135 Decimal Lat(OSWCR): 39.73280628

Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246

Decimal Longitude: -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1955-001196 Decimal Lat(OSWCR): 39.73280628

Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246

Decimal Longitude: -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1977-006229 Decimal Lat(OSWCR): 39.73280628

Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246

Decimal Longitude: -121.8717246

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1967-000644	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1984-005747	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1972-001782	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

13 SSE 0.56 2,946.91 173.33 WATER WELLS

WCR No: WCR2001-009142 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

13 SSE 0.56 2,946.91 173.33 WATER WELLS

WCR No: WCR1970-000860 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

13 SSE 0.56 2,946.91 173.33 WATER WELLS

WCR No: WCR1945-000212 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

13 SSE 0.56 2,946.91 173.33 WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1959-000741 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1993-008933 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1984-005901 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1942-000160 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1975-001885 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1972-001720 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
Decimal Longitude: -121.8717246
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1926-000025 Decimal Lat(OSWCR): 39.73280628
Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246

Wells and Additional Sources Detail Report

Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1963-000661
 Decimal Latitude: 39.73280628
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1955-001209
 Decimal Latitude: 39.73280628
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1975-002008
 Decimal Latitude: 39.73280628
 Decimal Longitude: -121.8717246
 Location:

Wells and Additional Sources Detail Report

City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR2003-009274
 Decimal Latitude: 39.73280628
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1989-014702
 Decimal Latitude: 39.73280628
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1963-000676
 Decimal Latitude: 39.73280628
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte

Wells and Additional Sources Detail Report

Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1955-001208 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1955-001195 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1986-008579 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):

Wells and Additional Sources Detail Report

County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR2003-009289 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1995-007953 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1992-012732 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
WCR No: WCR1964-000757 Decimal Lat(OSWCR): 39.73280628					
Decimal Latitude: 39.73280628		Decim Long(OSWCR): -121.8717246			
Decimal Longitude: -121.8717246					
Location:					
City:					
County: Butte					
Location(OSWCR):					
City(OSWCR):					
County(OSWCR): Butte					
Original Source:		California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports			

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
WCR No: WCR1955-001221 Decimal Lat(OSWCR): 39.73280628					
Decimal Latitude: 39.73280628		Decim Long(OSWCR): -121.8717246			
Decimal Longitude: -121.8717246					
Location:					
City:					
County: Butte					
Location(OSWCR):					
City(OSWCR):					
County(OSWCR): Butte					
Original Source:		California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports			

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS
WCR No: WCR1998-007355 Decimal Lat(OSWCR): 39.73280628					
Decimal Latitude: 39.73280628		Decim Long(OSWCR): -121.8717246			
Decimal Longitude: -121.8717246					
Location:					
City:					
County: Butte					
Location(OSWCR):					
City(OSWCR):					
County(OSWCR): Butte					
Original Source:		California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports			

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1989-014604 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1981-005380 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1989-014605 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

13	SSE	0.56	2,946.91	173.33	WATER WELLS
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WCR No:	WCR1962-000836	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1953-000858	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No:	WCR1989-014748	Decimal Lat(OSWCR):	39.73280628
Decimal Latitude:	39.73280628	Decim Long(OSWCR):	-121.8717246
Decimal Longitude:	-121.8717246		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1960-001021 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	SSE	0.56	2,946.91	173.33	WATER WELLS

WCR No: WCR1988-013297 Decimal Lat(OSWCR): 39.73280628
 Decimal Latitude: 39.73280628 Decim Long(OSWCR): -121.8717246
 Decimal Longitude: -121.8717246
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1946-000414 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1963-000603 Decimal Lat(OSWCR): 39.74693624

Wells and Additional Sources Detail Report

Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1981-005091 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1974-001832 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1977-006065 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063

Wells and Additional Sources Detail Report

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1984-005727

Decimal Lat(OSWCR): 39.74693624

Decimal Latitude: 39.74693624

Decim Long(OSWCR): -121.8907063

Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1987-010311

Decimal Lat(OSWCR): 39.74693624

Decimal Latitude: 39.74693624

Decim Long(OSWCR): -121.8907063

Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2001-008948

Decimal Lat(OSWCR): 39.74693624

Decimal Latitude: 39.74693624

Decim Long(OSWCR): -121.8907063

Decimal Longitude: -121.8907063

Location:

City:

Wells and Additional Sources Detail Report

County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1961-001180 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063

Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1957-000861 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063

Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1968-000672 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063

Location:
 City:
 County: Butte
 Location(OSWCR):

Wells and Additional Sources Detail Report

City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1983-004670 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1962-000831 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1950-001036 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte

Wells and Additional Sources Detail Report

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1776-002964 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1949-000250 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1973-002013 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR2003-009511	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1952-000782	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1971-001398	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

18 WNW 0.71 3,744.54 167.36 WATER WELLS

WCR No: WCR1951-001056 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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18 WNW 0.71 3,744.54 167.36 WATER WELLS

WCR No: WCR1776-003066 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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18 WNW 0.71 3,744.54 167.36 WATER WELLS

WCR No: WCR1992-012591 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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18 WNW 0.71 3,744.54 167.36 WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1978-004329 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1983-004756 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2001-009209 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

Wells and Additional Sources Detail Report

WCR No:	WCR1991-015346	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1980-006059	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1969-000823	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1969-000909	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063

Wells and Additional Sources Detail Report

Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1938-000093 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2006-007931 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1975-001903 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:

Wells and Additional Sources Detail Report

City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1958-000643 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063

Location:

City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1776-003059 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063

Location:

City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1975-001892 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063

Location:

City:
County: Butte

Wells and Additional Sources Detail Report

Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1981-005094 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1947-000635 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1973-002008 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):

Wells and Additional Sources Detail Report

County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1957-000862 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2009-007598 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2002-009645 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS
WCR No: WCR1928-000045 Decimal Lat(OSWCR): 39.74693624					
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063					
Decimal Longitude: -121.8907063					
Location:					
City:					
County: Butte					
Location(OSWCR):					
City(OSWCR):					
County(OSWCR): Butte					
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports					
Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS
WCR No: WCR1976-003179 Decimal Lat(OSWCR): 39.74693624					
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063					
Decimal Longitude: -121.8907063					
Location:					
City:					
County: Butte					
Location(OSWCR):					
City(OSWCR):					
County(OSWCR): Butte					
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports					
Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS
WCR No: WCR2003-009276 Decimal Lat(OSWCR): 39.74693624					
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063					
Decimal Longitude: -121.8907063					
Location:					
City:					
County: Butte					
Location(OSWCR):					
City(OSWCR):					
County(OSWCR): Butte					
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports					

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS
<div> <div>WCR No:</div> <div>WCR2004-009439</div> <div>Decimal Lat(OSWCR):</div> <div>39.74693624</div> </div> <div> <div>Decimal Latitude:</div> <div>39.74693624</div> <div>Decim Long(OSWCR):</div> <div>-121.8907063</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8907063</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1961-001138</div> <div>Decimal Lat(OSWCR):</div> <div>39.74693624</div> </div> <div> <div>Decimal Latitude:</div> <div>39.74693624</div> <div>Decim Long(OSWCR):</div> <div>-121.8907063</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8907063</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1958-000648</div> <div>Decimal Lat(OSWCR):</div> <div>39.74693624</div> </div> <div> <div>Decimal Latitude:</div> <div>39.74693624</div> <div>Decim Long(OSWCR):</div> <div>-121.8907063</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8907063</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

18	WNW	0.71	3,744.54	167.36	WATER WELLS
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WCR No:	WCR1981-005096	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1960-001016	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1946-000413	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1932-000066 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1939-000098 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1962-000760 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1963-000620 Decimal Lat(OSWCR): 39.74693624

Wells and Additional Sources Detail Report

Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1957-000903 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1955-001145 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1975-001870 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063

Wells and Additional Sources Detail Report

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1962-000762

Decimal Lat(OSWCR): 39.74693624

Decimal Latitude: 39.74693624

Decim Long(OSWCR): -121.8907063

Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1963-000605

Decimal Lat(OSWCR): 39.74693624

Decimal Latitude: 39.74693624

Decim Long(OSWCR): -121.8907063

Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1981-005381

Decimal Lat(OSWCR): 39.74693624

Decimal Latitude: 39.74693624

Decim Long(OSWCR): -121.8907063

Decimal Longitude: -121.8907063

Location:

City:

Wells and Additional Sources Detail Report

County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2010-008776
 Decimal Latitude: 39.74693624
 Decimal Longitude: -121.8907063

Decimal Lat(OSWCR): 39.74693624
 Decim Long(OSWCR): -121.8907063

Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1962-000761
 Decimal Latitude: 39.74693624
 Decimal Longitude: -121.8907063

Decimal Lat(OSWCR): 39.74693624
 Decim Long(OSWCR): -121.8907063

Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1965-000559
 Decimal Latitude: 39.74693624
 Decimal Longitude: -121.8907063

Decimal Lat(OSWCR): 39.74693624
 Decim Long(OSWCR): -121.8907063

Location:
 City:
 County: Butte
 Location(OSWCR):

Wells and Additional Sources Detail Report

City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1955-001133 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1947-000634 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1984-005733 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Wells and Additional Sources Detail Report

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1954-001121 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1989-014640 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2000-008406 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1958-000630	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR2003-009524	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1983-004591	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

18	WNW	0.71	3,744.54	167.36	WATER WELLS
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WCR No:	WCR1986-008607	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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18	WNW	0.71	3,744.54	167.36	WATER WELLS
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WCR No:	WCR1989-014652	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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18	WNW	0.71	3,744.54	167.36	WATER WELLS
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WCR No:	WCR1984-005726	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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18	WNW	0.71	3,744.54	167.36	WATER WELLS
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Wells and Additional Sources Detail Report

WCR No: WCR1980-006190 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1995-007920 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1932-000065 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1956-000822 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2006-007727 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1943-000110 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1996-007330 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063

Wells and Additional Sources Detail Report

Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1977-006350 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1984-005701 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1998-007379 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:

Wells and Additional Sources Detail Report

City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1950-001039 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1941-000203 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2010-007971 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Wells and Additional Sources Detail Report

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1974-001811

Decimal Lat(OSWCR): 39.74693624

Decimal Latitude: 39.74693624

Decim Long(OSWCR): -121.8907063

Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1947-000633

Decimal Lat(OSWCR): 39.74693624

Decimal Latitude: 39.74693624

Decim Long(OSWCR): -121.8907063

Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1995-007919

Decimal Lat(OSWCR): 39.74693624

Decimal Latitude: 39.74693624

Decim Long(OSWCR): -121.8907063

Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

Wells and Additional Sources Detail Report

County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1999-008162 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1974-001851 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1966-000971 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS
WCR No: WCR2004-009494					
Decimal Latitude:		39.74693624	Decimal Lat(OSWCR):		39.74693624
Decimal Longitude:		-121.8907063	Decim Long(OSWCR):		-121.8907063
Location:					
City:					
County:		Butte			
Location(OSWCR):					
City(OSWCR):					
County(OSWCR):		Butte			
Original Source:		California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports			

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS
WCR No: WCR2000-008324					
Decimal Latitude:		39.74693624	Decimal Lat(OSWCR):		39.74693624
Decimal Longitude:		-121.8907063	Decim Long(OSWCR):		-121.8907063
Location:					
City:					
County:		Butte			
Location(OSWCR):					
City(OSWCR):					
County(OSWCR):		Butte			
Original Source:		California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports			

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS
WCR No: WCR1995-007964					
Decimal Latitude:		39.74693624	Decimal Lat(OSWCR):		39.74693624
Decimal Longitude:		-121.8907063	Decim Long(OSWCR):		-121.8907063
Location:					
City:					
County:		Butte			
Location(OSWCR):					
City(OSWCR):					
County(OSWCR):		Butte			
Original Source:		California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports			

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2014-006460 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1962-000916 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1929-000062 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

18	WNW	0.71	3,744.54	167.36	WATER WELLS
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WCR No:	WCR1933-000075	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1947-000632	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1996-007114	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1999-008049 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1963-000673 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1954-001169 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2003-011277 Decimal Lat(OSWCR): 39.74693624

Wells and Additional Sources Detail Report

Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1957-000818 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2000-008316 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1933-000077 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063

Wells and Additional Sources Detail Report

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1991-015314

Decimal Lat(OSWCR): 39.74693624

Decimal Latitude: 39.74693624

Decim Long(OSWCR): -121.8907063

Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1962-000859

Decimal Lat(OSWCR): 39.74693624

Decimal Latitude: 39.74693624

Decim Long(OSWCR): -121.8907063

Decimal Longitude: -121.8907063

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1988-013589

Decimal Lat(OSWCR): 39.74693624

Decimal Latitude: 39.74693624

Decim Long(OSWCR): -121.8907063

Decimal Longitude: -121.8907063

Location:

City:

Wells and Additional Sources Detail Report

County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1993-009134
Decimal Latitude: 39.74693624
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1963-000600
Decimal Latitude: 39.74693624
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1957-000902
Decimal Latitude: 39.74693624
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):

Wells and Additional Sources Detail Report

City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2016-005259 Decimal Lat(OSWCR): 39.74694
 Decimal Latitude: 39.74694 Decim Long(OSWCR): -121.89071
 Decimal Longitude: -121.89071
 Location: Henshaw AVE
 City: Chico
 County: Butte
 Location(OSWCR): Henshaw AVE
 City(OSWCR): Chico
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1964-000758 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1955-001127 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte

Wells and Additional Sources Detail Report

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1948-000608	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1946-000415	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1963-000667	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1960-001010	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1957-000841	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1958-000622	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

18 WNW 0.71 3,744.54 167.36 WATER WELLS

WCR No: WCR1947-000631 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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18 WNW 0.71 3,744.54 167.36 WATER WELLS

WCR No: WCR1977-006412 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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18 WNW 0.71 3,744.54 167.36 WATER WELLS

WCR No: WCR1776-003052 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
---------	-----------	---------------	---------------	----------------	----

18 WNW 0.71 3,744.54 167.36 WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1980-006046 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1945-000267 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1962-000905 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

Wells and Additional Sources Detail Report

WCR No:	WCR1973-001950	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1963-000606	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1957-000819	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1951-001055	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063

Wells and Additional Sources Detail Report

Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2000-008309 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1977-006248 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1951-001061 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:

Wells and Additional Sources Detail Report

City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1933-000076 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063

Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1970-000866 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063

Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR2009-007599 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063

Location:
 City:
 County: Butte

Wells and Additional Sources Detail Report

Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1959-000724 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1971-001399 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1987-010122 Decimal Lat(OSWCR): 39.74693624
Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
Decimal Longitude: -121.8907063
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):

Wells and Additional Sources Detail Report

County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1983-004578 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1987-010123 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1980-006102 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS
<p>WCR No: WCR1986-008590 Decimal Lat(OSWCR): 39.74693624</p> <p>Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063</p> <p>Decimal Longitude: -121.8907063</p> <p>Location:</p> <p>City:</p> <p>County: Butte</p> <p>Location(OSWCR):</p> <p>City(OSWCR):</p> <p>County(OSWCR): Butte</p> <p>Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</p>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS
<p>WCR No: WCR1947-000639 Decimal Lat(OSWCR): 39.74693624</p> <p>Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063</p> <p>Decimal Longitude: -121.8907063</p> <p>Location:</p> <p>City:</p> <p>County: Butte</p> <p>Location(OSWCR):</p> <p>City(OSWCR):</p> <p>County(OSWCR): Butte</p> <p>Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</p>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS
<p>WCR No: WCR1990-015530 Decimal Lat(OSWCR): 39.74693624</p> <p>Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063</p> <p>Decimal Longitude: -121.8907063</p> <p>Location:</p> <p>City:</p> <p>County: Butte</p> <p>Location(OSWCR):</p> <p>City(OSWCR):</p> <p>County(OSWCR): Butte</p> <p>Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</p>					

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1944-000205 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1984-005887 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1962-000827 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

18	WNW	0.71	3,744.54	167.36	WATER WELLS
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WCR No:	WCR1953-000951	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1962-000906	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No:	WCR1959-000723	Decimal Lat(OSWCR):	39.74693624
Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1982-004214 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1959-000676 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1984-005846 Decimal Lat(OSWCR): 39.74693624
 Decimal Latitude: 39.74693624 Decim Long(OSWCR): -121.8907063
 Decimal Longitude: -121.8907063
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	WNW	0.71	3,744.54	167.36	WATER WELLS

WCR No: WCR1976-003350 Decimal Lat(OSWCR): 39.74693624

Wells and Additional Sources Detail Report

Decimal Latitude:	39.74693624	Decim Long(OSWCR):	-121.8907063
Decimal Longitude:	-121.8907063		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
19	NNW	0.71	3,723.33	171.36	WATER WELLS

WCR No:	WCR2017-003999	Decimal Lat(OSWCR):	39.7520812181
Decimal Latitude:	39.7520812181	Decim Long(OSWCR):	-121.88264737
Decimal Longitude:	-121.88264737		
Location:	2802 Guynn AVE		
City:	Chico		
County:	Butte		
Location(OSWCR):	2802 Guynn AVE		
City(OSWCR):	Chico		
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
21	SSW	0.81	4,302.40	163.36	WATER WELLS

WCR No:	WCR2022-014566	Decimal Lat(OSWCR):	
Decimal Latitude:	39.730271	Decim Long(OSWCR):	
Decimal Longitude:	-121.8868739		
Location:	2221 WEST SACRAMWNT0 AVE AVE		
City:	CHICO		
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):			
Original Source:	California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1982-004192	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		

Wells and Additional Sources Detail Report

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1998-007352

Decimal Lat(OSWCR): 39.73255585

Decimal Latitude: 39.73255585

Decim Long(OSWCR): -121.8906134

Decimal Longitude: -121.8906134

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1987-010168

Decimal Lat(OSWCR): 39.73255585

Decimal Latitude: 39.73255585

Decim Long(OSWCR): -121.8906134

Decimal Longitude: -121.8906134

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1776-002934

Decimal Lat(OSWCR): 39.73255585

Decimal Latitude: 39.73255585

Decim Long(OSWCR): -121.8906134

Decimal Longitude: -121.8906134

Location:

City:

Wells and Additional Sources Detail Report

County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR2004-009442
Decimal Latitude: 39.73255585
Decimal Longitude: -121.8906134

Decimal Lat(OSWCR): 39.73255585
Decim Long(OSWCR): -121.8906134

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1962-000794
Decimal Latitude: 39.73255585
Decimal Longitude: -121.8906134

Decimal Lat(OSWCR): 39.73255585
Decim Long(OSWCR): -121.8906134

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1989-014589
Decimal Latitude: 39.73255585
Decimal Longitude: -121.8906134

Decimal Lat(OSWCR): 39.73255585
Decim Long(OSWCR): -121.8906134

Location:

City:

County: Butte

Location(OSWCR):

Wells and Additional Sources Detail Report

City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1954-001082 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1912-000026 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1982-004139 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte

Wells and Additional Sources Detail Report

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1947-000514 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1947-000516 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR2004-009443 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1962-000818	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1990-015716	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1993-009114	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

[22](#) SW 0.81 4,259.16 162.36 WATER WELLS

WCR No: WCR1994-008726 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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[22](#) SW 0.81 4,259.16 162.36 WATER WELLS

WCR No: WCR1971-001394 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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[22](#) SW 0.81 4,259.16 162.36 WATER WELLS

WCR No: WCR1966-000923 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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[22](#) SW 0.81 4,259.16 162.36 WATER WELLS

Wells and Additional Sources Detail Report

WCR No:	WCR1947-000515	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1988-013269	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1958-000638	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

Wells and Additional Sources Detail Report

WCR No:	WCR1951-000973	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1969-000882	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1978-004375	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1978-004504	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134

Wells and Additional Sources Detail Report

Decimal Longitude: -121.8906134
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1998-007377
Decimal Latitude: 39.73255585
Decimal Longitude: -121.8906134
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1931-000058
Decimal Latitude: 39.73255585
Decimal Longitude: -121.8906134
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1981-005121
Decimal Latitude: 39.73255585
Decimal Longitude: -121.8906134
Location:

Wells and Additional Sources Detail Report

City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1974-001840 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1950-000979 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1979-003995 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte

Wells and Additional Sources Detail Report

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR2007-008104

Decimal Lat(OSWCR): 39.73255585

Decimal Latitude: 39.73255585

Decim Long(OSWCR): -121.8906134

Decimal Longitude: -121.8906134

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1965-000580

Decimal Lat(OSWCR): 39.73255585

Decimal Latitude: 39.73255585

Decim Long(OSWCR): -121.8906134

Decimal Longitude: -121.8906134

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1971-001368

Decimal Lat(OSWCR): 39.73255585

Decimal Latitude: 39.73255585

Decim Long(OSWCR): -121.8906134

Decimal Longitude: -121.8906134

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

Wells and Additional Sources Detail Report

County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1950-000978 Decimal Lat(OSWCR): 39.73255585
Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
Decimal Longitude: -121.8906134
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1988-013505 Decimal Lat(OSWCR): 39.73255585
Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
Decimal Longitude: -121.8906134
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1984-005740 Decimal Lat(OSWCR): 39.73255585
Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
Decimal Longitude: -121.8906134
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS
WCR No: WCR1931-000059 Decimal Lat(OSWCR): 39.73255585					
Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134					
Decimal Longitude: -121.8906134					
Location:					
City:					
County: Butte					
Location(OSWCR):					
City(OSWCR):					
County(OSWCR): Butte					
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports					
Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS
WCR No: WCR1972-001775 Decimal Lat(OSWCR): 39.73255585					
Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134					
Decimal Longitude: -121.8906134					
Location:					
City:					
County: Butte					
Location(OSWCR):					
City(OSWCR):					
County(OSWCR): Butte					
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports					
Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS
WCR No: WCR1962-000817 Decimal Lat(OSWCR): 39.73255585					
Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134					
Decimal Longitude: -121.8906134					
Location:					
City:					
County: Butte					
Location(OSWCR):					
City(OSWCR):					
County(OSWCR): Butte					
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports					

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS
<div> <div>WCR No:</div> <div>WCR2014-006529</div> <div>Decimal Lat(OSWCR):</div> <div>39.73255585</div> </div> <div> <div>Decimal Latitude:</div> <div>39.73255585</div> <div>Decim Long(OSWCR):</div> <div>-121.8906134</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8906134</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> </div> <div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> </div> <div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1931-000060</div> <div>Decimal Lat(OSWCR):</div> <div>39.73255585</div> </div> <div> <div>Decimal Latitude:</div> <div>39.73255585</div> <div>Decim Long(OSWCR):</div> <div>-121.8906134</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8906134</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> </div> <div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> </div> <div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS
<div> <div>WCR No:</div> <div>WCR1966-000941</div> <div>Decimal Lat(OSWCR):</div> <div>39.73255585</div> </div> <div> <div>Decimal Latitude:</div> <div>39.73255585</div> <div>Decim Long(OSWCR):</div> <div>-121.8906134</div> </div> <div> <div>Decimal Longitude:</div> <div>-121.8906134</div> </div> <div> <div>Location:</div> <div>City:</div> <div>County:</div> <div>Butte</div> </div> <div> <div>Location(OSWCR):</div> <div>City(OSWCR):</div> <div>County(OSWCR):</div> <div>Butte</div> </div> <div> <div>Original Source:</div> <div>California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports</div> </div>					

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

22	SW	0.81	4,259.16	162.36	WATER WELLS
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WCR No:	WCR1927-000030	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1972-001643	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1951-000974	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

Wells and Additional Sources Detail Report

WCR No: WCR1952-000719 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR2004-009440 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1959-000719 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1948-000523 Decimal Lat(OSWCR): 39.73255585

Wells and Additional Sources Detail Report

Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
Decimal Longitude: -121.8906134
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1957-000852 Decimal Lat(OSWCR): 39.73255585
Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
Decimal Longitude: -121.8906134
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1971-001357 Decimal Lat(OSWCR): 39.73255585
Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
Decimal Longitude: -121.8906134
Location:
City:
County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1974-001727 Decimal Lat(OSWCR): 39.73255585
Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
Decimal Longitude: -121.8906134

Wells and Additional Sources Detail Report

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1978-004225

Decimal Lat(OSWCR): 39.73255585

Decimal Latitude: 39.73255585

Decim Long(OSWCR): -121.8906134

Decimal Longitude: -121.8906134

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1987-010185

Decimal Lat(OSWCR): 39.73255585

Decimal Latitude: 39.73255585

Decim Long(OSWCR): -121.8906134

Decimal Longitude: -121.8906134

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1996-007350

Decimal Lat(OSWCR): 39.73255585

Decimal Latitude: 39.73255585

Decim Long(OSWCR): -121.8906134

Decimal Longitude: -121.8906134

Location:

City:

Wells and Additional Sources Detail Report

County: Butte
Location(OSWCR):
City(OSWCR):
County(OSWCR): Butte
Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR2004-009312
Decimal Latitude: 39.73255585
Decimal Longitude: -121.8906134

Decimal Lat(OSWCR): 39.73255585
Decim Long(OSWCR): -121.8906134

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1952-000718
Decimal Latitude: 39.73255585
Decimal Longitude: -121.8906134

Decimal Lat(OSWCR): 39.73255585
Decim Long(OSWCR): -121.8906134

Location:

City:

County: Butte

Location(OSWCR):

City(OSWCR):

County(OSWCR): Butte

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1977-006014
Decimal Latitude: 39.73255585
Decimal Longitude: -121.8906134

Decimal Lat(OSWCR): 39.73255585
Decim Long(OSWCR): -121.8906134

Location:

City:

County: Butte

Location(OSWCR):

Wells and Additional Sources Detail Report

City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1976-003175 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1990-015528 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR2008-008129 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte

Wells and Additional Sources Detail Report

Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1937-000126 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1980-006026 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No: WCR1954-001077 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Wells and Additional Sources Detail Report

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1978-004398	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1962-000824	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SW	0.81	4,259.16	162.36	WATER WELLS

WCR No:	WCR1990-015725	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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Wells and Additional Sources Detail Report

[22](#) SW 0.81 4,259.16 162.36 WATER WELLS

WCR No: WCR1962-000787 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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[22](#) SW 0.81 4,259.16 162.36 WATER WELLS

WCR No: WCR1978-004595 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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[22](#) SW 0.81 4,259.16 162.36 WATER WELLS

WCR No: WCR1977-006339 Decimal Lat(OSWCR): 39.73255585
 Decimal Latitude: 39.73255585 Decim Long(OSWCR): -121.8906134
 Decimal Longitude: -121.8906134
 Location:
 City:
 County: Butte
 Location(OSWCR):
 City(OSWCR):
 County(OSWCR): Butte
 Original Source: California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
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[22](#) SW 0.81 4,259.16 162.36 WATER WELLS

Wells and Additional Sources Detail Report

WCR No:	WCR2004-009441	Decimal Lat(OSWCR):	39.73255585
Decimal Latitude:	39.73255585	Decim Long(OSWCR):	-121.8906134
Decimal Longitude:	-121.8906134		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
24	W	0.82	4,343.44	165.36	WATER WELLS

WCR No:	WCR2020-012893	Decimal Lat(OSWCR):	39.7434
Decimal Latitude:	39.7434	Decim Long(OSWCR):	-121.8949
Decimal Longitude:	-121.8949		
Location:			
City:			
County:	Butte		
Location(OSWCR):			
City(OSWCR):			
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
30	N	0.91	4,827.27	172.36	WATER WELLS

WCR No:	WCR2016-007839	Decimal Lat(OSWCR):	39.7554690
Decimal Latitude:	39.7554690	Decim Long(OSWCR):	-121.8806918
Decimal Longitude:	-121.8806918		
Location:	2936 Alamo AVE		
City:	Chico		
County:	Butte		
Location(OSWCR):	2936 Alamo AVE		
City(OSWCR):	Chico		
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
32	N	0.94	4,982.25	173.36	WATER WELLS

Wells and Additional Sources Detail Report

WCR No:	WCR2017-006111	Decimal Lat(OSWCR):	39.7559731601
Decimal Latitude:	39.7559731601	Decim Long(OSWCR):	-121.879012069
Decimal Longitude:	-121.879012069		
Location:	2901 ELKWOOD CT		
City:	CHICO		
County:	Butte		
Location(OSWCR):	2901 ELKWOOD CT		
City(OSWCR):	CHICO		
County(OSWCR):	Butte		
Original Source:	California Department of Water Resources - OSWCR(Well Numbers); California Department of Water Resources - Well Completion Reports		

Radon Information

This section lists any relevant radon information found for the target property.

Federal EPA Radon Zone for *BUTTE* County: **3**

- Zone 1: Counties with predicted average indoor radon screening levels greater than 4 pCi/L*
- Zone 2: Counties with predicted average indoor radon screening levels from 2 to 4 pCi/L*
- Zone 3: Counties with predicted average indoor radon screening levels less than 2 pCi/L*

Federal Area Radon Information for *BUTTE* County

No Measures/Homes:	44
Geometric Mean:	0.3
Arithmetic Mean:	0.5
Median:	0.5
Standard Deviation:	1.1
Maximum:	3.2
% >4 pCi/L:	0
% >20 pCi/L:	0
Notes on Data Table:	TABLE 1. Screening indoor radon data from the EPA/State Residential Radon Survey of California conducted during 1989-90. Data represent 2-7 day charcoal canister measurements from the lowest level of each home tested.

Federal Sources

FEMA National Flood Hazard Layer

FEMA FLOOD

The National Flood Hazard Layer (NFHL) data incorporates Flood Insurance Rate Map (FIRM) databases published by the Federal Emergency Management Agency (FEMA), and any Letters Of Map Revision (LOMRs) that have been issued against those databases since their publication date. The FIRM Database is the digital, geospatial version of the flood hazard information shown on the published paper FIRMs. The FIRM Database depicts flood risk information and supporting data used to develop the risk data. The FIRM Database is derived from Flood Insurance Studies (FISs), previously published FIRMs, flood hazard analyses performed in support of the FISs and FIRMs, and new mapping data, where available.

Indoor Radon Data

INDOOR RADON

Indoor radon measurements tracked by the Environmental Protection Agency(EPA) and the State Residential Radon Survey.

Public Water Systems Violations and Enforcement Data

PWSV

List of drinking water violations and enforcement actions from the Safe Drinking Water Information System (SDWIS) made available by the Drinking Water Protection Division of the US EPA's Office of Groundwater and Drinking Water. Enforcement sensitive actions are not included in the data released by the EPA. Address information provided in SWDIS may correspond either with the physical location of the water system, or with a contact address.

Radon Zone Level

RADON ZONE

Areas showing the level of Radon Zones (level 1, 2 or 3) by county. This data is maintained by the Environmental Protection Agency (EPA).

Safe Drinking Water Information System (SDWIS)

SDWIS

The Safe Drinking Water Information System (SDWIS) contains information about public water systems as reported to US Environmental Protection Agency (EPA) by the states. Addresses may correspond with the location of the water system, or with a contact address.

Soil Survey Geographic database

SSURGO

The Soil Survey Geographic database (SSURGO) contains information about soil as collected by the National Cooperative Soil Survey at the Natural Resources Conservation Service (NRCS). Soil maps outline areas called map units. The map units are linked to soil properties in a database. Each map unit may contain one to three major components and some minor components.

U.S. Fish & Wildlife Service Wetland Data

US WETLAND

The U.S. Fish & Wildlife Service Wetland layer represents the approximate location and type of wetlands and deepwater habitats in the United States.

USGS Current Topo

US TOPO

US Topo topographic maps are produced by the National Geospatial Program of the U.S. Geological Survey (USGS). The project was launched in late 2009, and the term "US Topo" refers specifically to quadrangle topographic maps published in 2009 and later.

USGS Geology

US GEOLOGY

Seamless maps depicting geological information provided by the United States Geological Survey (USGS).

USGS National Water Information System

FED USGS

The U.S. Geological Survey (USGS)'s National Water Information System (NWIS) is the nation's principal repository of water resources data. This database includes comprehensive information of well-construction details, time-series data for gage height, streamflow, groundwater level, and precipitation and water use data.

Wells from NWIS

FED USGS

The U.S. Geological Survey's National Water Information System (NWIS) is the nation's principal repository of water resources data. The NWIS includes comprehensive information of well-construction details, time-series data for gage height, streamflow, groundwater level, and precipitation and water use data. This NWIS dataset contains select Site Types from the overall NWIS Sites data, limited to the following Group Site Types only: Groundwater Group Site Types: Well, Collector or Ranney type well, Hyporheic-zone well,

Appendix

Interconnected Wells, Multiple wells; Spring Group Site Type: Spring; and Other Group Site Types: Aggregate groundwater use, Cistern.

State Sources

Oil and Gas Wells

OGW

A list of Oil and Gas well locations. This is provided by California's Department of Conservation Division of Oil, Gas and Geothermal Resources.

Periodic Groundwater Level Measurement Locations

MONITOR WELLS

Locations of groundwater level monitoring wells in the Department of Water Resources (DWR)'s Periodic Groundwater Levels dataset. The DWR Periodic Groundwater Levels dataset contains seasonal and long-term groundwater level measurements collected by the Department of Water Resources and cooperating agencies.

Well Completion Reports

WATER WELLS

List of wells from the Well Completion Reports data made available by the California Department of Water Resources' (DWR) Online System for Well Completion Reports (OSWCR). Please note that the majority of well completion reports have been spatially registered to the center of the 1x1 mile Public Land Survey System section that the well is located in.

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ENVIRONMENTAL LIEN SEARCH

Project Property: 2240 NORD AVE
CHICO, CA 95926

Order No: 23031500671

Date Completed: 03/16/2023

The following is the current property legal description (See deed for full legal description):

012.73 AC HWY 32

Assessor's Parcel Number(s): 042-140-077-000

Environmental Risk Information Services

A division of Glacier Media Inc.

1.866.517.5204 | info@erisinfo.com | erisinfo.com

ENVIRONMENTAL LIEN REPORT

Order No: 23031500671

The ERIS Environmental Lien Search Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied property information to:

- Search for parcel information and / or legal description
- Search for ownership information
- Research official land title documents recorded at jurisdictional agencies such as recorder's' office, registries of deeds, county clerks' offices, etc.
- Access a copy of the deed
- Search for environmental encumbrance(s) associate with the deed
- Provide a copy of any environmental encumbrance(s) based upon a review of keywords in the instrument(s) (title, parties involved and description)
- Provide a copy of the deed or cite documents reviewed

Thank You for Your Business

Please contact ERIS at **416-510-5204** or **info@erisinfo.com**
with any questions or comments

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Environmental Risk Information Services

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ENVIRONMENTAL LIEN REPORT

Order No: 23031500671

The ERIS Environmental Lien Search Report is intended to assist in the search for environmental liens filed in land title records.

TARGET PROPERTY INFORMATION

ADDRESS

2240 NORD AVE
CHICO, CA 95926

CURRENT OWNER

THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION

RESEARCH SOURCE

NOTICE: JUDICIAL RECORDS NOT SEARCHED. BASED ON AVAILABLE INFORMATION EVALUATED BY THE TITLE SEARCH PROFESSIONAL, THE JURISDICTION DOES NOT REQUIRE A SEARCH OF JUDICIAL RECORDS IN ORDER TO IDENTIFY ENVIRONMENTAL LIENS.

COUNTY: BUTTE COUNTY RECORDER'S OFFICE
STATE: CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY

FEDERAL: UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

DEED INFORMATION

Type of Instrument: GRANT DEED
Grantor: MARY H. DUNKIN, A MARRIED WOMAN AS HER SOLE AND SEPARATE PROPERTY
Grantee: THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION
Deed Dated: 11/23/2022
Deed Recorded: 01/26/2023
Instrument: 2023-0003366

LEGAL DESCRIPTION

012.73 AC HWY 32

Assessor's Parcel Number (s): 042-140-077-000

Environmental Risk Information Services

A division of Glacier Media Inc.

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ENVIRONMENTAL LIEN REPORT

Order No: 23031500671

ENVIRONMENTAL LIEN

Environmental Lien: Found X Not Found

ACTIVITY AND USE LIMITATIONS (AULs)

AULs: Found X Not Found

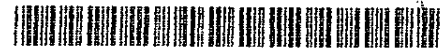
LEASES AND MISCELLANEOUS

Comments: NONE IDENTIFIED.

Environmental Risk Information Services

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2023-0003366

RECORDING REQUESTED BY
DEPARTMENT OF TRANSPORTATION
When Recorded Mail Deed & Applicable Tax
Documents to:
California Department of Transportation
North Region Right of Way
703 B Street, Marysville, California 95901
Fee Exempt Gov. Agency
R & T Code: 11922
DOCUMENTARY TRANSFER TAX \$0
Calif. Dept. of Transportation

Recorded
Official Records
County of
Butte
Keaton Denley
County Clerk-Recorder

REC FEE

0.00

03:51PM 26-Jan-2023

WS
Page 1 of 5

Documentary Recording Fee
Exempt Per G.C. 27383 \$0

Portion of APN: 042-140-077

Space above this line for Recorder's Use

GRANT DEED

District	County	Route	Postmile	Number
03	BUT	32	6.50	38518-1,2

Mary H. Dunkin, a married woman as her sole and separate property,

hereinafter called GRANTOR, hereby grants to the State of California, Department of Transportation, hereinafter called STATE, all that real property in the City of Chico, County of Butte, State of California, described as follows:

See Exhibit "A", attached.

5-
ad

Number
38518-1,2

EXHIBIT "A"

PARCEL 38518-1

Being a portion of all that certain real property situate in the City of Chico, County of Butte, State of California, as described in Quitclaim Deed recorded July 8, 2022, as Document No. 2022-0023268 in Official Records of said County and lying southwesterly of the following described line:

COMMENCING at a 3/4 inch open iron pipe purportedly marking the Northeast corner of Lot 21 as shown on the Subdivision Map filed October 27, 1959 in Book 24 Maps Pages 13 & 14, Butte County, California, pipe located North 61°12'57" West 279.75 feet from a 6" diameter concrete cylinder tagged RCE 7294 purportedly marking the easterly terminus of that certain course "S60°49'E 90.00'" on said map; Thence from point of commencement South 73°16'48" East 286.22 feet to a point on the northerly right of way line State Highway 32; Thence along said right of way line North 61°11'12" West 354.55 feet to the **POINT OF BEGINNING**.

- 1) THENCE leaving said right of way line North 57°19'37" West 238.86 feet;
- 2) THENCE North 28°48'46" East 6.63 feet;
- 3) THENCE North 61°11'14" West 191.85 feet;
- 4) THENCE North 16°08'39" West 53.42 feet to a point on the easterly line of W Lindo Ave and the **POINT OF TERMINUS**; Said point of terminus lying North 28°35'36" East 160.78 feet from a point purportedly marking the northeasterly terminus of that certain course "S29°11'00"W 100.00'" as shown on that certain map recorded November 30, 1966 in Bk 35 Pgs. 6 & 7 Butte County, California.

PARCEL 38518-2

Being a portion of all that certain real property situate in the City of Chico, County of Butte, State of California, as described in Quitclaim Deed recorded July 8, 2022, as Document No. 2022-0023268 in Official Records of said County and lying southerly of the following described line:

COMMENCING at a 3/4 inch open iron pipe purportedly marking the Northeast corner of Lot 21 as shown on the Subdivision Map filed October 27, 1959 in Book 24 Maps Pages 13 & 14, Butte County, California, pipe located North 61°12'57" West 279.75 feet from a 6" diameter concrete cylinder tagged RCE 7294 purportedly marking the easterly terminus of that certain course "S60°49'E 90.00'" on said map; Thence from point of

Number
38518-1,2

commencement South 73°16'48" East 286.22 feet to a point on the northerly right of way line State Highway 32; Thence along said right of way line North 61°11'12" West 187.67 feet to the **POINT OF BEGINNING**.

- 1) THENCE leaving said right of way line North 28°48'48" East 9.46 feet;
- 2) THENCE South 61°11'29" East 185.29 feet;
- 3) THENCE North 29°02'05" East 27.66 feet;

Thence South 62°02'55" East 2.42 feet to the easterly line of said Quitclaim Deed and the **POINT OF TERMINUS**; Said point of terminus lying North 70°40'44" East 833.40 feet from a point purportedly marking the northeasterly terminus of that certain course "S29°11'00"W 100.00'" as shown on that certain map recorded November 30, 1966 in Bk 35 Pgs. 6 & 7 Butte County, California.

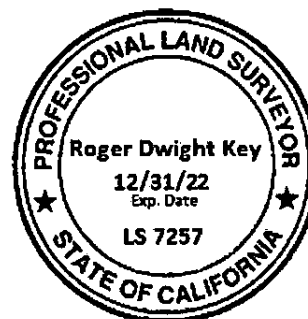
The bearings and distances used in the above description are based on ties to the California Coordinate System of 1983, (1991.35) Zone 2. Distances and stationing are grid distances. Divide distances by 0.999973 to obtain ground level distances. All distances are in feet unless otherwise noted.

END OF DESCRIPTION

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature Roger D. Key
Professional Land Surveyor

Date 11-23-2022



GRANTOR further understands that the present intention of the STATE is to construct and maintain a public highway on the lands hereby conveyed in fee and the GRANTOR, for itself and its successors and assigns, hereby waives any claims for any and all damages to GRANTOR's remaining property contiguous to the property hereby conveyed by reason of the location, construction, landscaping or maintenance of said highway.

Vesting Ownership: Mary H. Dunkin, a married woman as her sole and separate property,

Dated this 29 day of December, 2022

By Mary H. Dunkin
Mary H. Dunkin

This is to certify that the State of California, acting by and through the Department of Transportation (according to Section 27281 of the Government Code), accepts for public purposes the real property described in this deed and consents to its recordation.

Dated 1/4/2023

By Tony Tavares
Director of Transportation

By Robert Odom
Attorney in Fact

Robert Odom
Senior Right of Way Agent

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of San Bernardino

On December 29, 2022 before me, Skylar Redwine, Notary Public
(insert name and title of the officer)

personally appeared Mary H. Dunkin
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

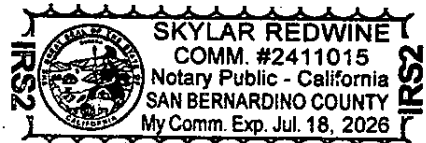
I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature



(Seal)



38518-1.2

APPENDIX D: HISTORICAL RESEARCH DOCUMENTATION

*HISTORIC AERIAL PHOTOGRAPHS
HISTORICAL TOPOGRAPHIC MAPS
CERTIFIED SANBORN MAP REPORT*

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT



HISTORICAL AERIALS

Project Property: Epick Homes
2240 Nord Ave
Chico CA 95926

Project No: EPI-101-B

Requested By: A&M Environmental Services

Order No: 23031500671

Date Completed: March 17, 2023

Aerial Maps included in this report are produced by the sources listed above and are to be used for research purposes including a phase I report. Maps are not to be resold as commercial property. ERIS provides no warranty of accuracy or liability. The information contained in this report has been produced using aerial photos listed in above sources by ERIS Information Inc. (in the US) and ERIS Information Limited Partnership (in Canada), both doing business as 'ERIS'. The maps contained in this report do not purport to be and do not constitute a guarantee of the accuracy of the information contained herein. Although ERIS has endeavored to present information that is accurate, ERIS disclaims, any and all liability for any errors, omissions, or inaccuracies in such information and data, whether attributable to inadvertence, negligence or otherwise, and for any consequences arising therefrom. Liability on the part of ERIS is limited to the monetary value paid for this report.

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Date	Source	Scale	Comments
2021	MAXAR TECHNOLOGIES	1" = 500'	
2020	United States Department of Agriculture	1" = 500'	
2018	United States Department of Agriculture	1" = 500'	
2016	United States Department of Agriculture	1" = 500'	
2014	United States Department of Agriculture	1" = 500'	
2012	United States Department of Agriculture	1" = 500'	
2010	United States Department of Agriculture	1" = 500'	
2009	United States Department of Agriculture	1" = 500'	
2006	United States Department of Agriculture	1" = 500'	
2005	United States Department of Agriculture	1" = 500'	
2004	United States Department of Agriculture	1" = 500'	
2003	United States Department of Agriculture	1" = 500'	
1998	United States Geological Survey	1" = 500'	
1993	United States Geological Survey	1" = 500'	Best Copy Available
1984	United States Geological Survey	1" = 500'	
1972	Cartwright Aerial Surveys	1" = 500'	
1962	Cartwright Aerial Surveys	1" = 500'	
1952	Agricultural Stabilization & Conserv. Service	1" = 500'	
1947	United States Geological Survey	1" = 500'	
1937	Agricultural Stabilization & Conserv. Service	1" = 500'	

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one inch



Year: 2021
Source: MAXAR
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



one inch



Year: 2020
Source: USDA
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



one inch



Year: 2018
Source: USDA
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



one inch



Year: 2016
Source: USDA
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



one inch



Year: 2014
Source: USDA
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



one inch



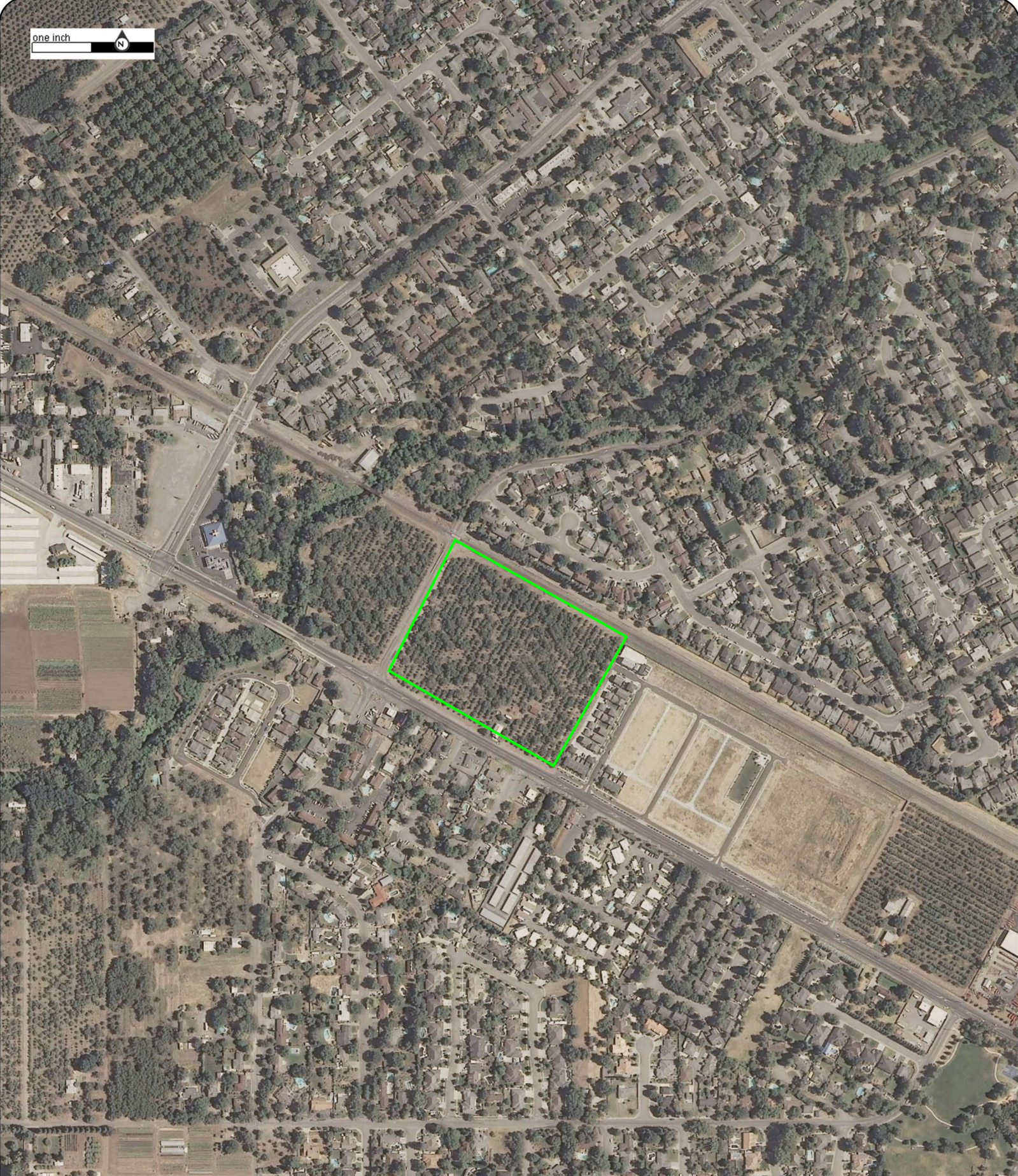
Year: 2012
Source: USDA
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



one inch



Year: 2010
Source: USDA
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



one inch



Year: 2009
Source: USDA
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



one inch

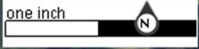


Year: 2006
Source: USDA
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



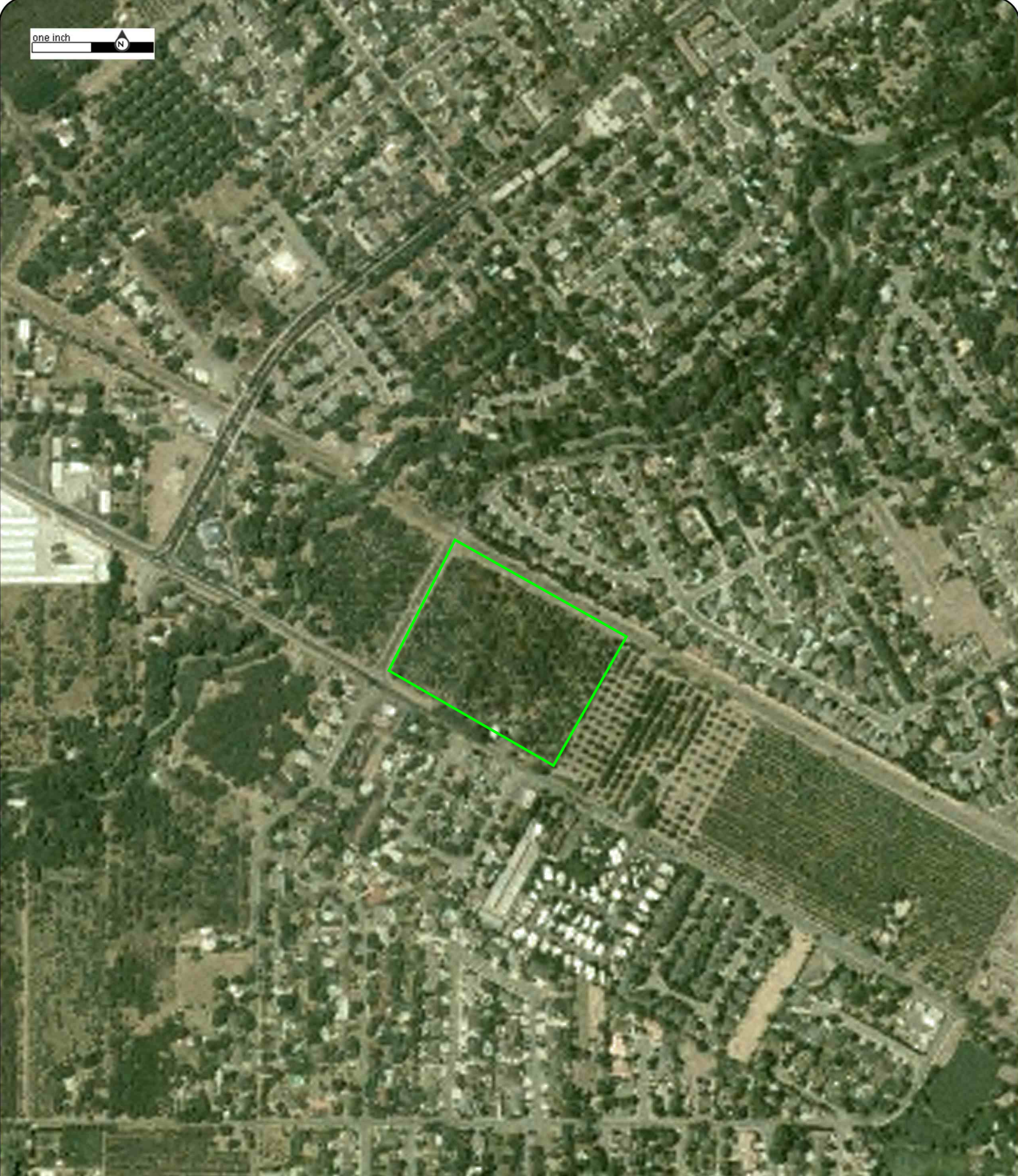


Year: 2005
Source: USDA
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671

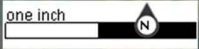




Year: 2004
Source: USDA
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



Year: 2003
Source: USDA
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



one inch

N

Year: 1998
Source: USGS
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



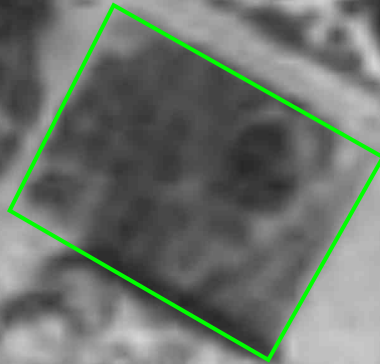


Year: 1993
Source: USGS
Scale: 1" = 500'
Comment: Best Copy Available

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671





Year: 1984
Source: USGS
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



one inch



Year: 1972
Source: CAS
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



one inch



Year: 1962
Source: CAS
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



one inch

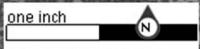


Year: 1952
Source: ASCS
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671



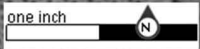


Year: 1947
Source: USGS
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671





7/1



Year: 1937
Source: ASCS
Scale: 1" = 500'
Comment:

Address: 2240 Nord Ave, Chico, CA
Approx Center: -121.87804003,39.74097314

Order No: 23031500671





TOPOGRAPHIC MAPS

Project Property:	Epick Homes 2240 Nord Ave Chico CA 95926
Project No:	EPI-101-B
Requested By:	A&M Environmental Services
Order No:	23031500671
Date Completed:	March 16, 2023

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We have searched USGS collections of current topographic maps and historical topographic maps for the project property. Below is a list of maps found for the project property and adjacent area. Maps are from 7.5 and 15 minute topographic map series, if available.

Year	Map Series
2021	7.5
2018	7.5
2015	7.5
1969	7.5
1950	7.5
1949	7.5
1912	7.5
1949	15

Topographic Map Symbolology for the maps may be available in the following documents:

Pre-1947

[Page 223 of 1918 Topographic Instructions](#)

[Page 130 of 1928 Topographic Instructions](#)

1947-2009

[Topographic Map Symbols](#)

2009-present

[US Topo Map Symbols](#)

Topographic Maps included in this report are produced by the USGS and are to be used for research purposes including a phase I report. Maps are not to be resold as commercial property.

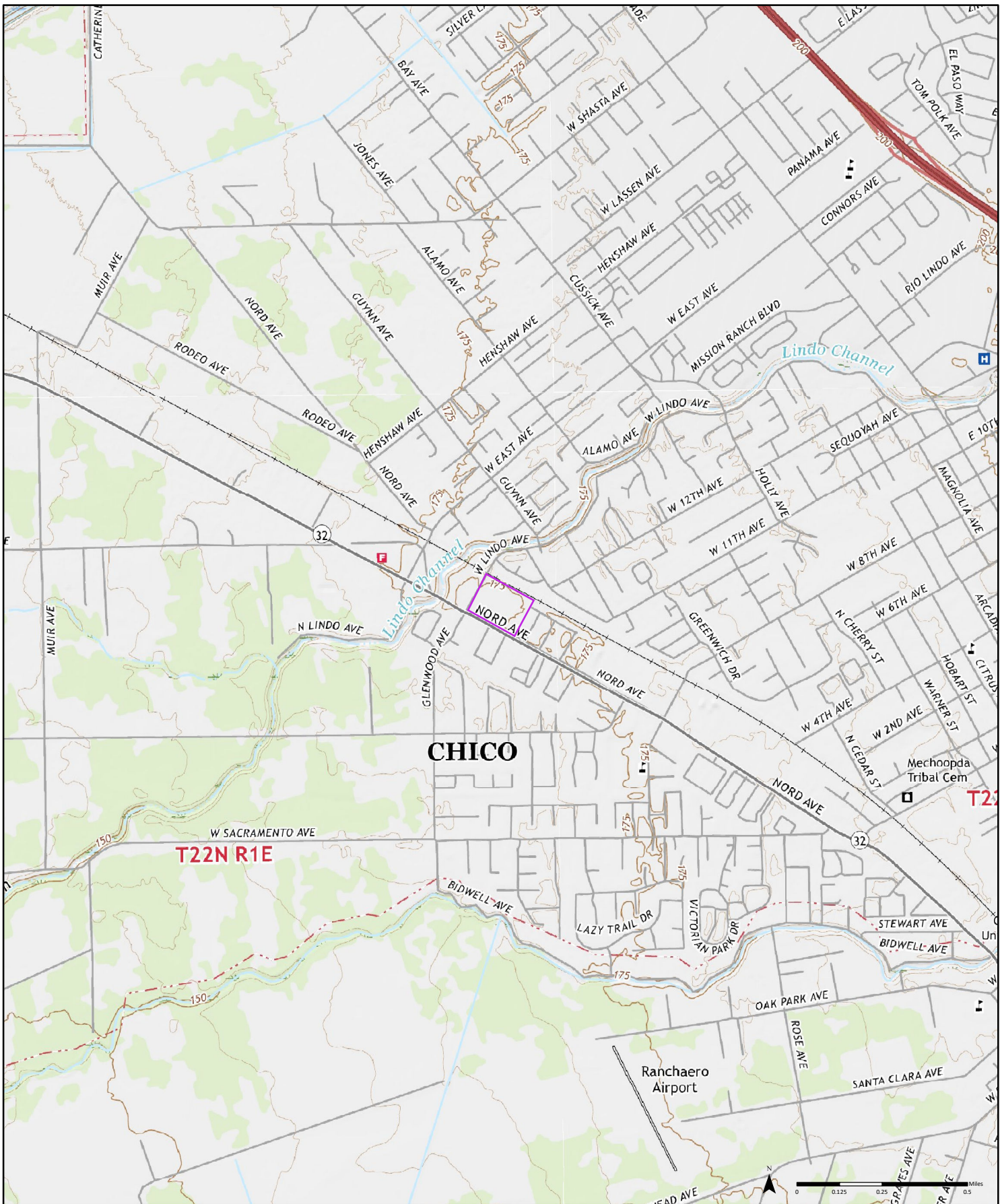
No warranty of Accuracy or Liability for ERIS: The information contained in this report has been produced by ERIS Information Inc.(in the US) and ERIS Information Limited Partnership (in Canada), both doing business as 'ERIS', using Topographic Maps produced by the USGS.

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2021

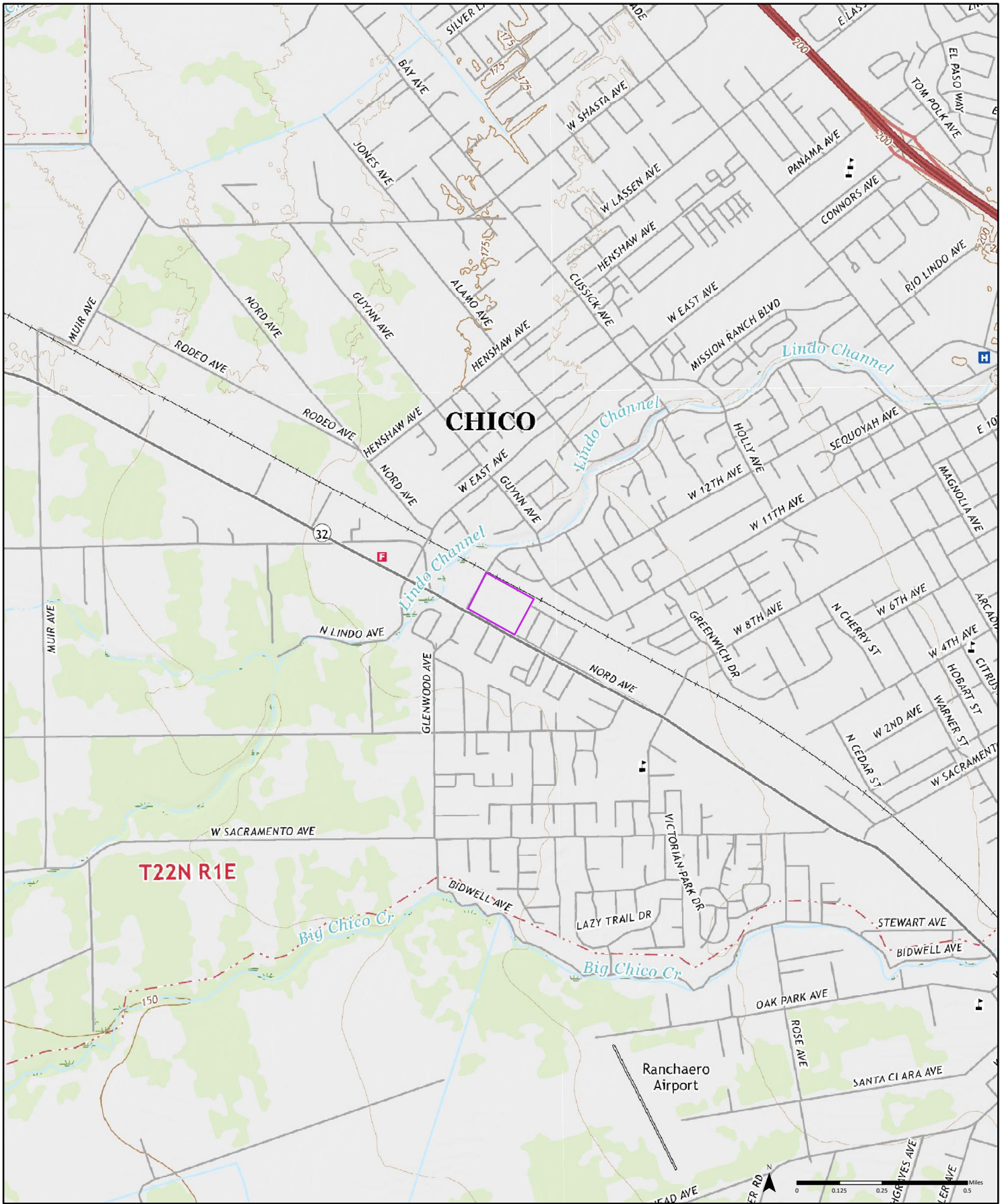
Order No. 23031500671

Nord	Richardson Springs
Ord Ferry	Chico

Available Quadrangle(s): Ord Ferry, CA
Richardson Springs, CA
Chico, CA
Nord, CA

Source: USGS 7.5 Minute Topographic Map





2018

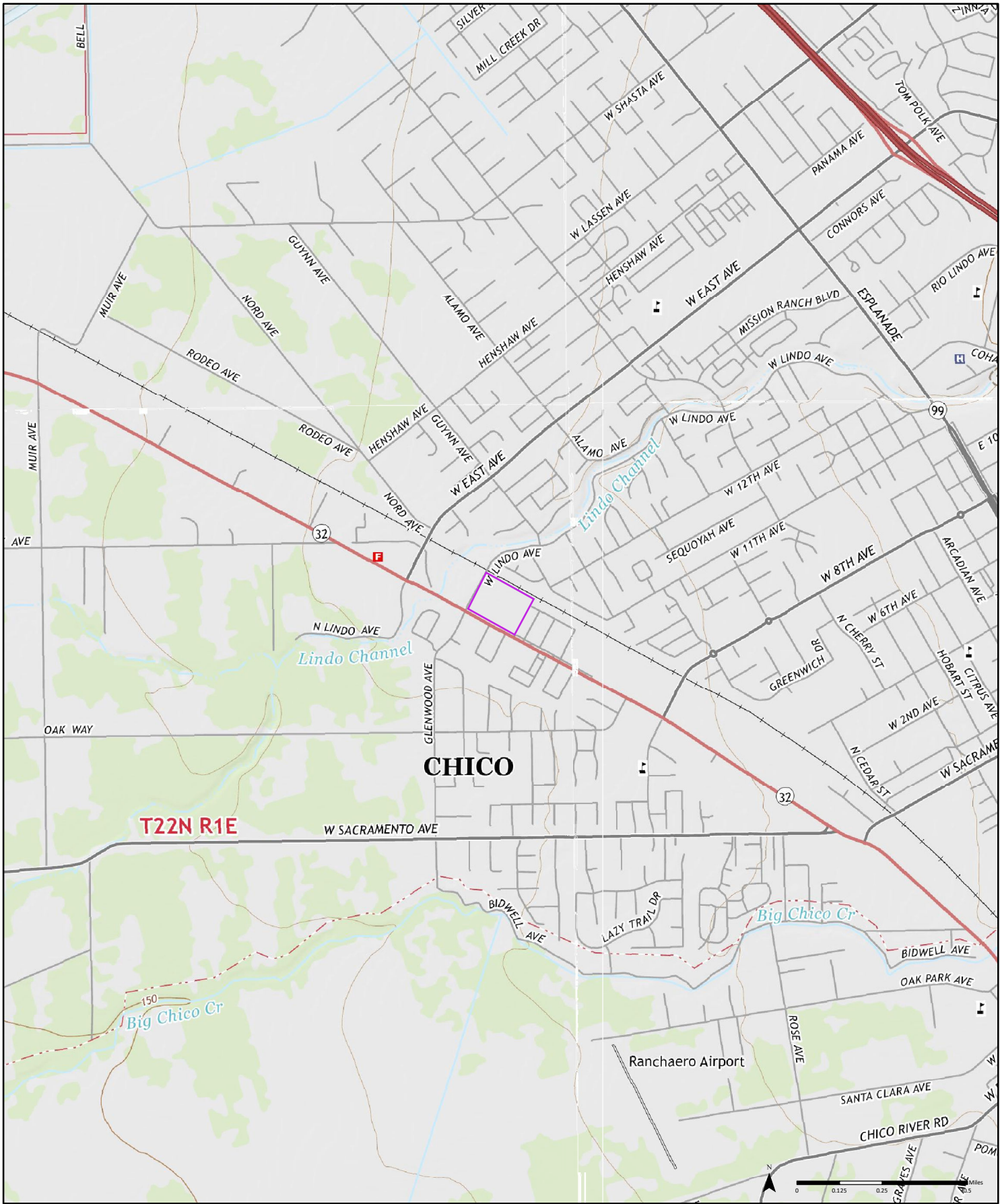
Order No. 23031500671

Nord	Richardson Springs
Ord Ferry	Chico

Available Quadrangle(s): Ord Ferry, CA
Richardson Springs, CA
Nord, CA
Chico, CA

Source: USGS 7.5 Minute Topographic Map





2015

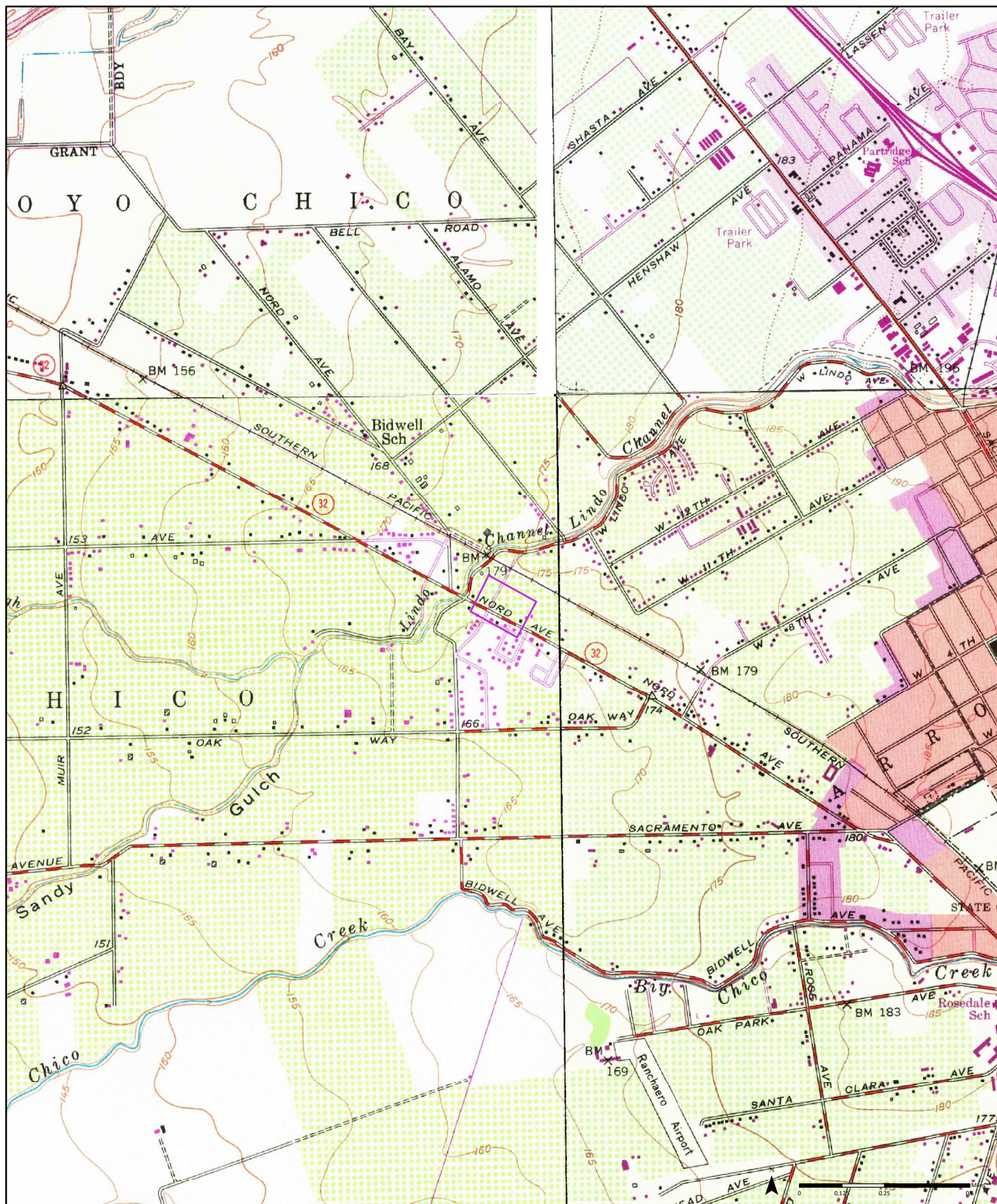
Order No. 23031500671

Nord	Richardson Springs
Ord Ferry	Chico

Available Quadrangle(s): Ord Ferry, CA
Richardson Springs, CA
Chico, CA
Nord, CA

Source: USGS 7.5 Minute Topographic Map





1969

(1-1969) Aerial Photo Year: 1969 (2-1969) Aerial Photo Year: 1969 (3-1969) Aerial Photo Year: 1969 (4-1969) Aerial Photo Year: 1969
 Photo Revision Year: 1969 Photo Revision Year: 1969 Photo Revision Year: 1969 Photo Revision Year: 1969

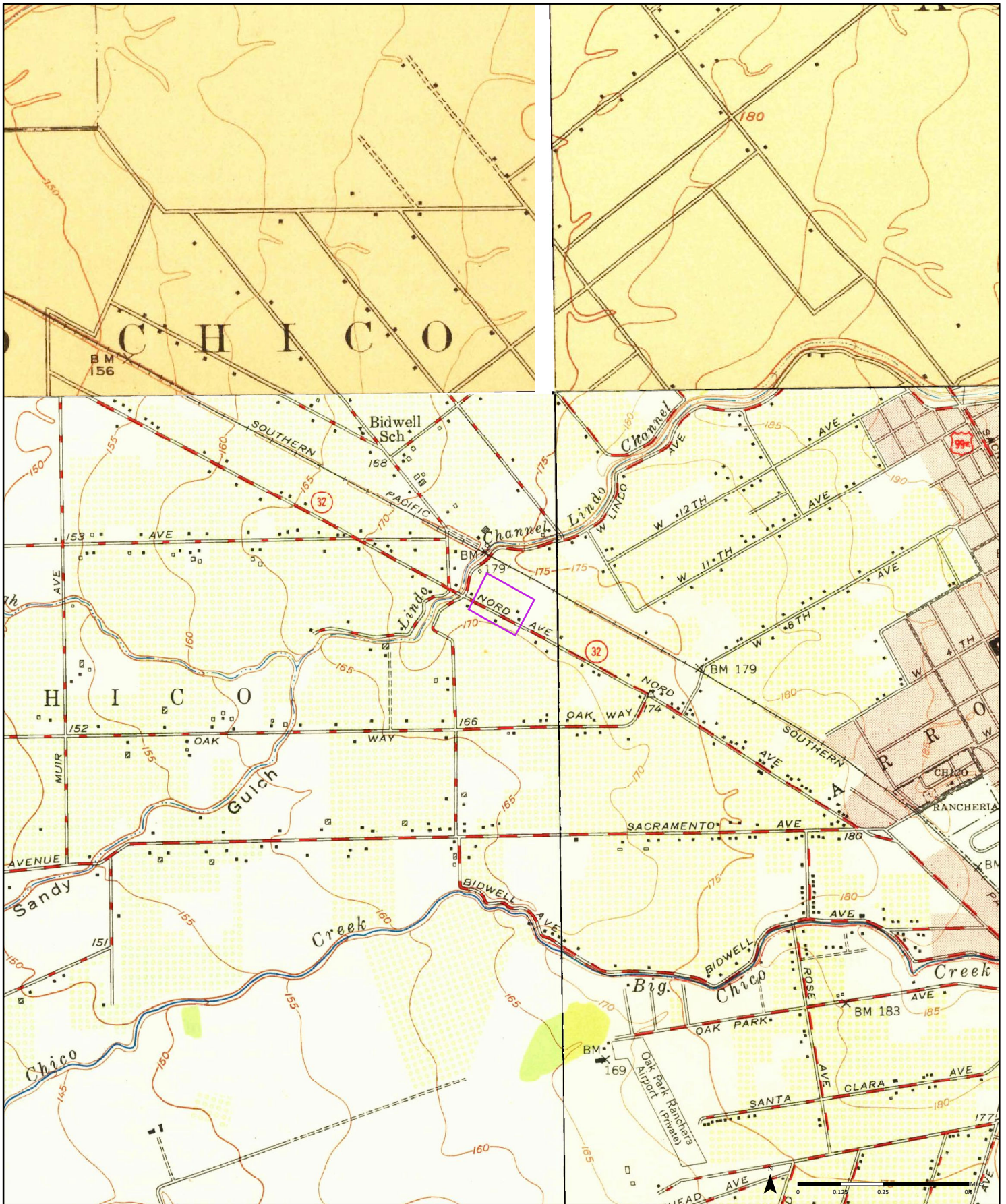
Order No. 23031500671

Nord	Richardson Springs
Ord Ferry	Chico

Available Quadrangle(s): Ord Ferry, CA(2-1969)
 Chico, CA(1-1969)
 Nord, CA(3-1969)
 Richardson Springs, CA(4-1969)

Source: USGS 7.5 Minute Topographic Map





1950

(1-1950)
Aerial Photo Year: 1947

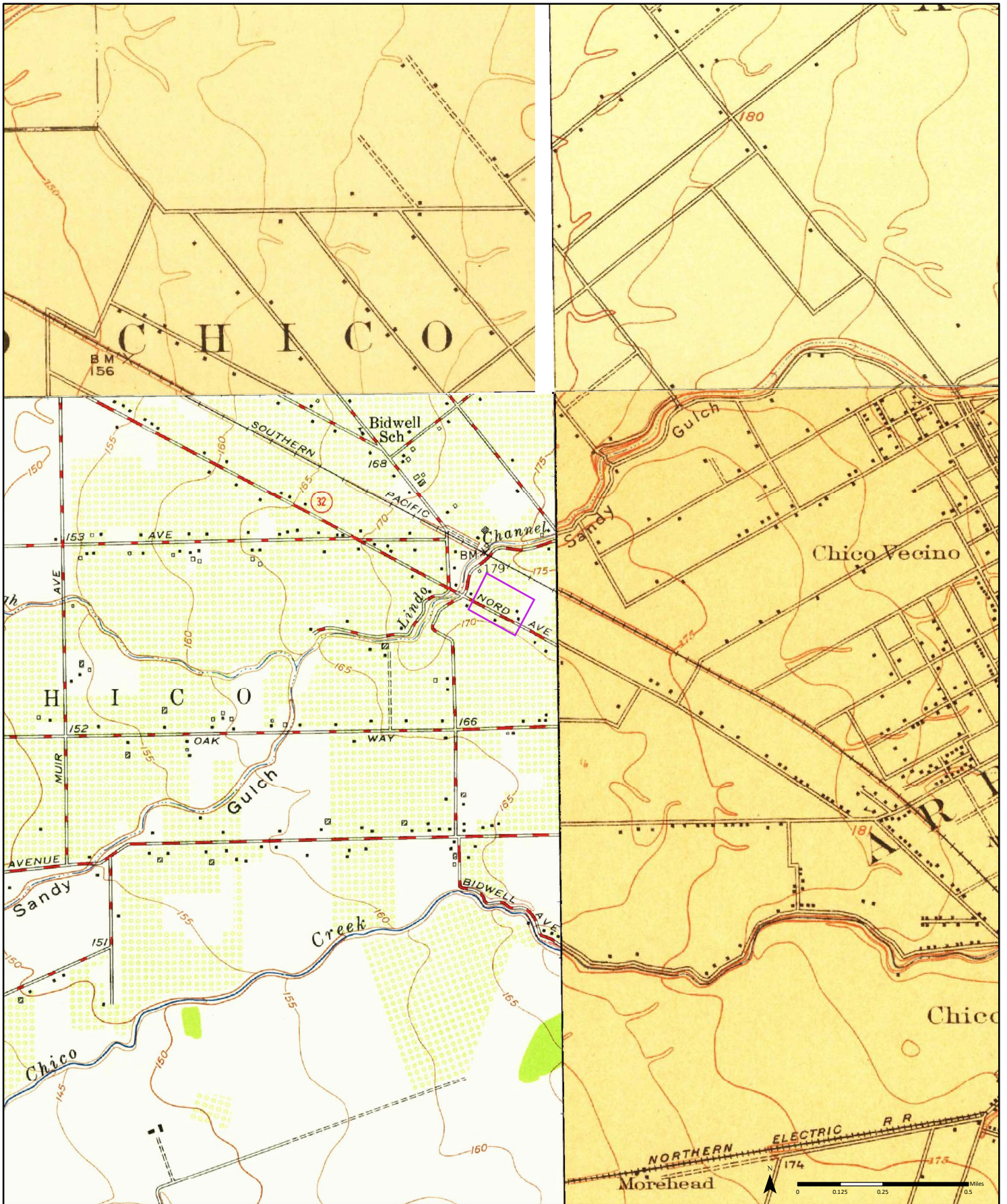
(2-1950)
Aerial Photo Year: 1947

Order No. 23031500671

Nord	Richardson Springs
Ord Ferry	Chico

Available Quadrangle(s): **Ord Ferry, CA**(1-1950)
 Keefers, CA
 Nord, CA
 Chico, CA(2-1950)

Source: USGS 7.5 Minute Topographic Map



1949

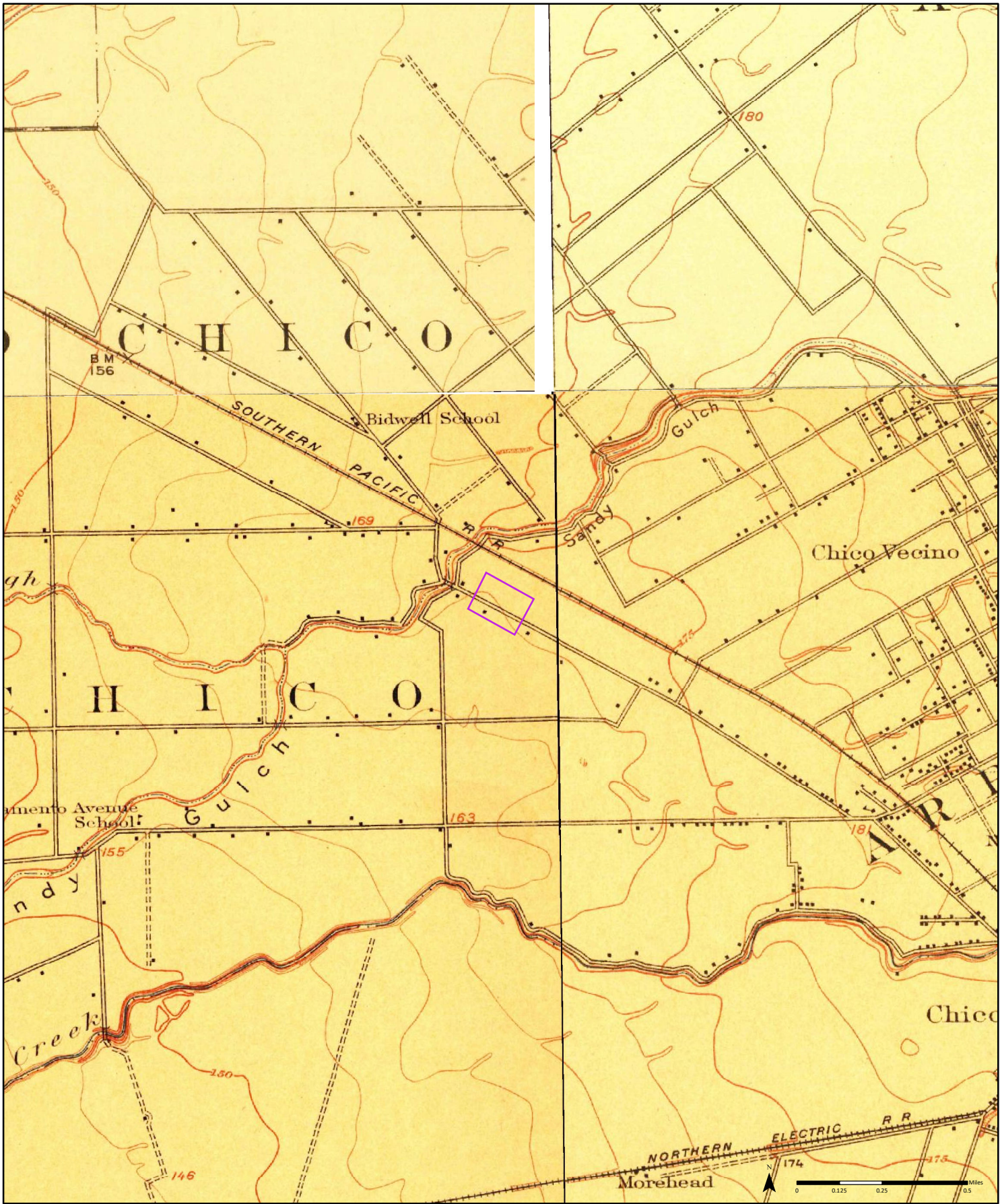
Order No. 23031500671

Nord	Richardson Springs
Ord Ferry	Chico

Available Quadrangle(s): **Ord Ferry, CA**(1-1949)
 Durham, CA
 Keefers, CA
 Nord, CA

Source: USGS 7.5 Minute Topographic Map





1912

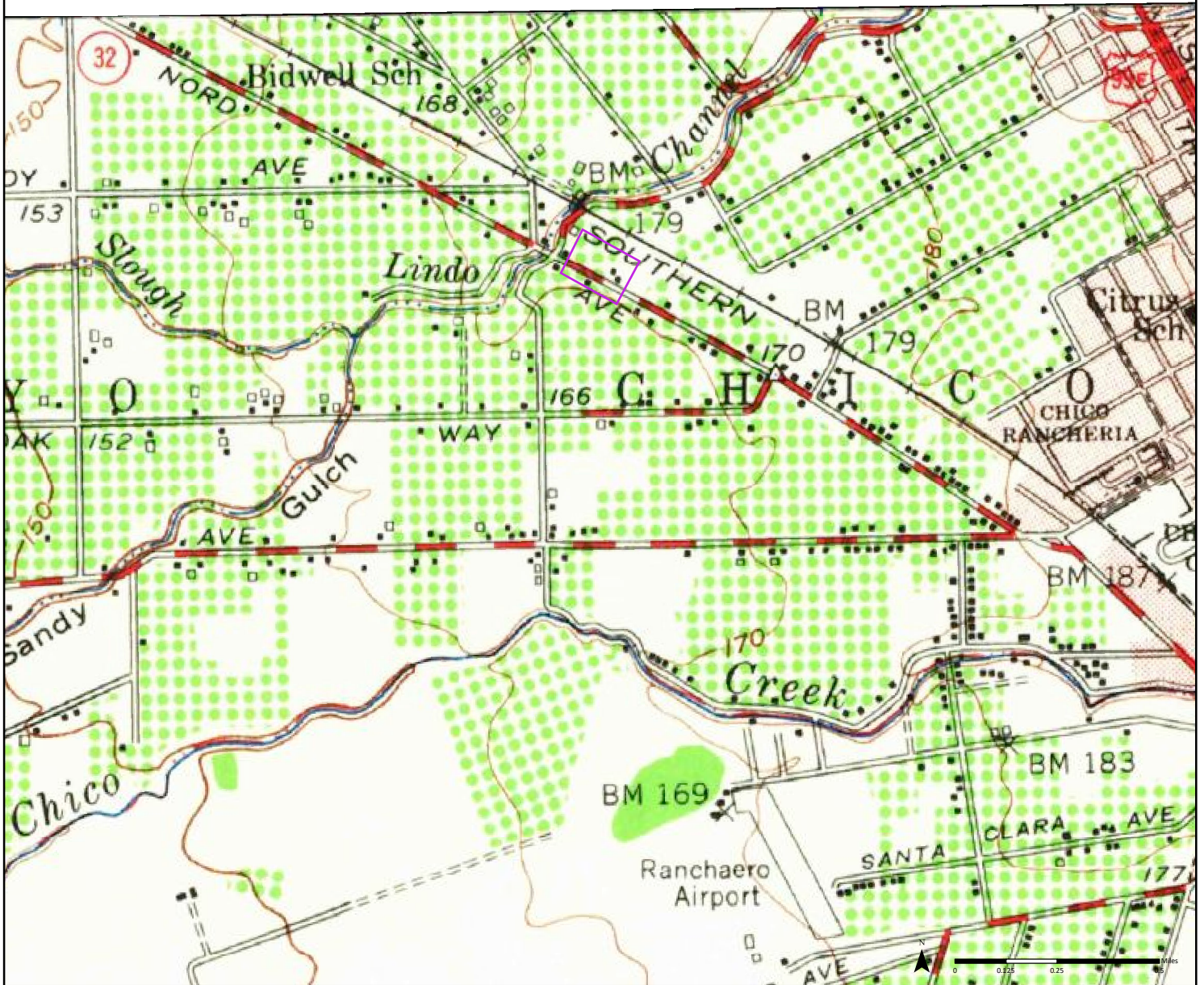
Order No. 23031500671

Nord	Richardson Springs
Ord Ferry	Chico

Available Quadrangle(s): Chico Landing, CA
 Durham, CA
 Keefers, CA
 Nord, CA

Source: USGS 7.5 Minute Topographic Map

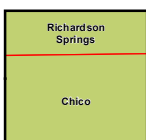




1949

(1-1949)
Aerial Photo Year: 1947

Order No. 23031500671



Available Quadrangle(s): Chico, CA(1-1949)

Source: USGS 15 Minute Topographic Map



FIRE INSURANCE MAPS

Project Property: Epick Homes
2240 Nord Ave
Chico CA 95926

Project No: EPI-101-B

Requested By: A&M Environmental Services

Order No: 23031500671

Date Completed: March 16, 2023

Please note that no information was found for your site or adjacent properties.

APPENDIX E: QUALIFICATIONS

MR. MASON MCKELLIPS, PROFESSIONAL GEOLOGIST

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT



MASON A. MCKELLIPS, P.G.

PROFESSIONAL GEOLOGIST

EDUCATION AND CERTIFICATIONS

- California State University, Chico, B.S., Geology, 1999
- Certified Professional Geologist 8857; Since May 2011

SPECIALIZED TRAINING & REGISTRATIONS

- Health and Safety Training for Hazardous Waste Sites, 40 hours
- OSHA Health and Safety Training Refresher Course, 8 hours
- Qualified Storm Water Designer (QSD)
- Qualified Storm Water Practitioner (QSP)

PROFESSIONAL HISTORY

- Hanover Environmental Services, Inc., Chico, CA; Geologist, August 2000 - May 2014
- A&M Environmental Services, Chico, CA; Owner/Senior Geologist, May 2014 - Present

REPRESENTATIVE EXPERIENCE

Mr. McKellips has a diversity of practical experience that allows him to engage in projects that deal with a variety of environmental situations. As a Geologist for Hanover Environmental Services, Inc. for 13 years and currently as the owner of A&M Environmental Services, Mr. McKellips routinely performs environmental site assessments, and environmental site investigations collecting significant data to establish and design comprehensive site conceptual modes. Mr. McKellips has extensive Project Management experience where he routinely performs Phase I Environmental Site Assessments; Phase II Environmental Site Investigations; Geologic and contaminate characterization; Remedial Feasibility Studies; Collect groundwater, soil, soil-vapor, and air samples using the appropriate investigative technology; Design and implemented the appropriate remedial technology. Mr. McKellips has successfully received regulatory closure for over 30 underground storage tank sites. Mr. McKellips has performed over 400 Phase Environmental Site Assessments and over 55 Phase II Environmental Site Investigations for a variety of cliental such as:

- The California High-Speed Rail Authority
- Unified School Districts
- City and State Municipalities
- Commercial Land Developers
- Wilderness and Land Conservation Organizations.

Mr. McKellips has experience in preparing, reviewing, and certifying technical documents such as Phase I Environmental Site Assessments, Phase II Environmental Site Investigations, Preliminary Site Assessments, Corrective Action Plans, Remedial Investigations, Feasibility Studies, Proposed Plans, Record of Decisions, Remedial Action Plans, and No Further Action Reports.

REPRESENTATIVE LIST OF PROJECTS

- Waste Water Sampling & Compliance; Olson Meat Company, Capay, Tehama County, CA
- UST Cleanup & Case Closure; Florin Road Toyota, Sacramento, Sacramento County, CA
- UST Cleanup & Case Closure; Cascade Texaco, Shasta Lake City, Shasta County, CA
- AST Cleanup & Case Closure Zumwalt River Project, Princeton, Colusa County CA
- Feasibility Study; Site “Y” Camp Hann Landfill Riverside National Cemetery USNVA, Riverside, CA
- UST Cleanup & Case Closure; Vanella Oil Company, Inc., Chico, Butte County, CA
- UST Cleanup & Case Closure; Frost Oil Company, Chico, Butte County, CA
- Phase I ESA & Phase II ESI; Lake School Elementary , Orland, Glenn County, CA
- UST Cleanup & Case Closure; Caldwell's Mini-Mart, Maxwell, Colusa County, CA
- UST Cleanup & Case Closure; CSU Chico, Chico, Butte County, CA
- Storm Water Sampling & Compliance; Oroville Union High School, Oroville, Butte County, CA
- Phase I ESA & Phase II ESI; Cal-Trans Cal High Speed Rail, Fresno, Fresno County, CA
- Phase II ESI; Mock Drycleaners, Sacramento, Sacramento County, CA
- Haz-Waste Characterization & Disposal; Orland Ranch XYZ, Inc., Corning, Tehama County, CA
- UST Cleanup & Case Closure; Boone's Mini-Mart, Live Oak, Sutter County, CA

APPENDIX F: SUPPORTING DOCUMENTATION

USER QUESTIONNAIRE
BUTTE COUNTY ASSESSOR PROPERTY INFORMATION/APN MAP
GEOTRACKER SITE MAP
ADDITIONAL DOCUMENTATION

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

PHASE I ENVIRONMENTAL SITE ASSESSMENT/TRANSACTION SCREEN

INFORMATION SHEET / USER QUESTIONNAIRE

As required by the ASTM Practice E 1527-13 and EPA AAI please provide the following information to the best of your ability.

SITE INFORMATION

Property Owner Mary Dunkin & Laurene Vrisimo (530) 513-7851

Contact(s) (760) 912-0530 (cell)
(760) 242-5276 (Home)
14078 Cronese Road
Apple Valley CA 92307

Site Address (list all known addresses for the site):
2280 Nord Ave
Chico, CA 95926
2240 Nord Ave
Chico, CA

ZIP

A.P.N.# (list all known APNs for the site)

042-140-077, 042-140-078

Cross Street West Lindo Ave County Butte

Business/Property Name Laurene Vrisimo

Intended Future Use Development, housing

Contact for Site Access (530) 991-4757 Chris Giampouch

Designated Individual with Knowledge of Uses and Physical Characteristics of Property (must be completed; include contact info):

Size of Property (Acres / Sq ft):

11.8 ACRES / 514,008

Size of Structures (Sq. ft.)

1500 SIF Home
2000 SIF Barn

Type of Property:

Length of time of ownership Family owned since 1902

Past uses of the property Orchard

Previous occupant(s) Vacant

Chemicals and/or hazardous materials present or once present on the site:

Tank for Diesel fuel removed 2002. ? South west corner
adjacent to Highway 32

Are all chemicals/hazardous materials used, stored, and disposed according to manufacturer's recommendations:

(Y/N)

If no, explain:

Have there been any incidents of spills, leaks, or unauthorized releases?

(Y/N)

If yes explain: _____

Do you know of any environmental cleanups that have taken place at the property?

Y ☒ N

If yes, explain: only removal of Diesel tank

Have you ever seen any evidence of hazardous materials issues or incidents on the property?
(i.e. stained soil, dumped containers, stressed vegetation, etc.)

Y ☒ N

If yes, explain: _____

Describe type of property transaction: Sale, Purchase, Refinance, or other Sale

Can the user/client/ or landowner provide A&M with a current Preliminary Title Report?
(If no there will be an additional fee of \$200 for an Environmental Lien Search)

☒ Y ☐ N

CLIENT:

(to be named in Report, i.e. Financial Institution, Lender, etc.)

NAME: Chris Giampaoletti

COMPANY NAME: Epick, Inc.

ADDRESS: 901 Bruce Rd. St. 100
Chico, CA. 95928

PHONE: (530) 891-4757

FAX: _____

EMAIL: Chris@epickhomes.com

BILLING:

(if different from Client)

NAME/ATTN: _____

COMPANY NAME: _____

ADDRESS: _____

PHONE: _____

FAX: _____

EMAIL: _____

Do you want to receive reports via FedEx delivery (FedEx delivery will result in additional \$25 fee)
Otherwise reports will be shipped via USPS or UPS Ground

Y ☒ N

REASON FOR REQUESTING PHASE I ENVIRONMENTAL SITE ASSESSMENT:

As the user/client please identify the reason for requesting the Phase I Environmental Site Assessment. If no reason is specified A&M Environmental Services will assume that the purpose is to satisfy one of the requirements for the innocent landowner defense to CERCLA liability.

Reason for requesting Phase I Environmental Site Assessment (Please specify CERCLA or Business Environmental Risk*):

*(If the purpose of Phase I Environmental Site Assessment is to evaluate business environmental risk, the user will be required to submit to A&M any additionally requested tasks beyond the scope-of-work in ASTM 1527-13 outlined in the Estimate & Proposal)

Is this environmental site assessment required as part of an EPA Brownfields Assessment and Characterization Grant?

Y/N

ENVIRONMENTAL DOCUMENTS:

To your knowledge, do any of the following documents exist?

Document(s):

Yes/No (if yes, can a copy be provided?):

Environmental Site Assessment Report

Environmental Compliance Audit Report

Environmental Permit (ex: waste disposal, NPDES)

Registrations for UST/AST

Material Safety Data Sheets

Community Right-to-Know Plan

Safety Plans, Spill Prevention Plans, etc.

Reports on Hydrogeologic Conditions

Hazardous waste generator notices/reports

Geotechnical studies

Risk Assessments

Recorded Activity and Use Limitations

Notice of Violation(s)

ENVIRONMENTAL PROCEEDINGS/LITIGATION/NOTICES:

To your knowledge, do any of the following proceedings involving the property exist?

Pending, threatened, or past administration proceedings relevant to hazardous substances/petroleum products in, on, or from the property: (Yes/No-if yes, please explain)

No

Pending, threatened, or past litigation relevant to hazardous substances/petroleum products in, on, or from the property: (Yes/No-if yes, please explain)

No

Notices from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances/petroleum products: (Yes/No-if yes, please explain)

No

INFORMATION FOR LANDOWNER LIABILITY PROTECTIONS (LLPs):

In order to qualify for one of the LLPs offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001, the client/user must provide the following information (if available) to A&M Environmental Services. Failure to provide this information could result in a determination that "all appropriate inquiry" is not complete. (Yes/No-if yes, please explain)

Are you aware of any environmental cleanup liens against the property that are filed or recorded under federal, tribal, state or local law? No

Are you aware of any activity and use limitations, such as engineering controls, land use restrictions or institutional controls that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state, or local law? No

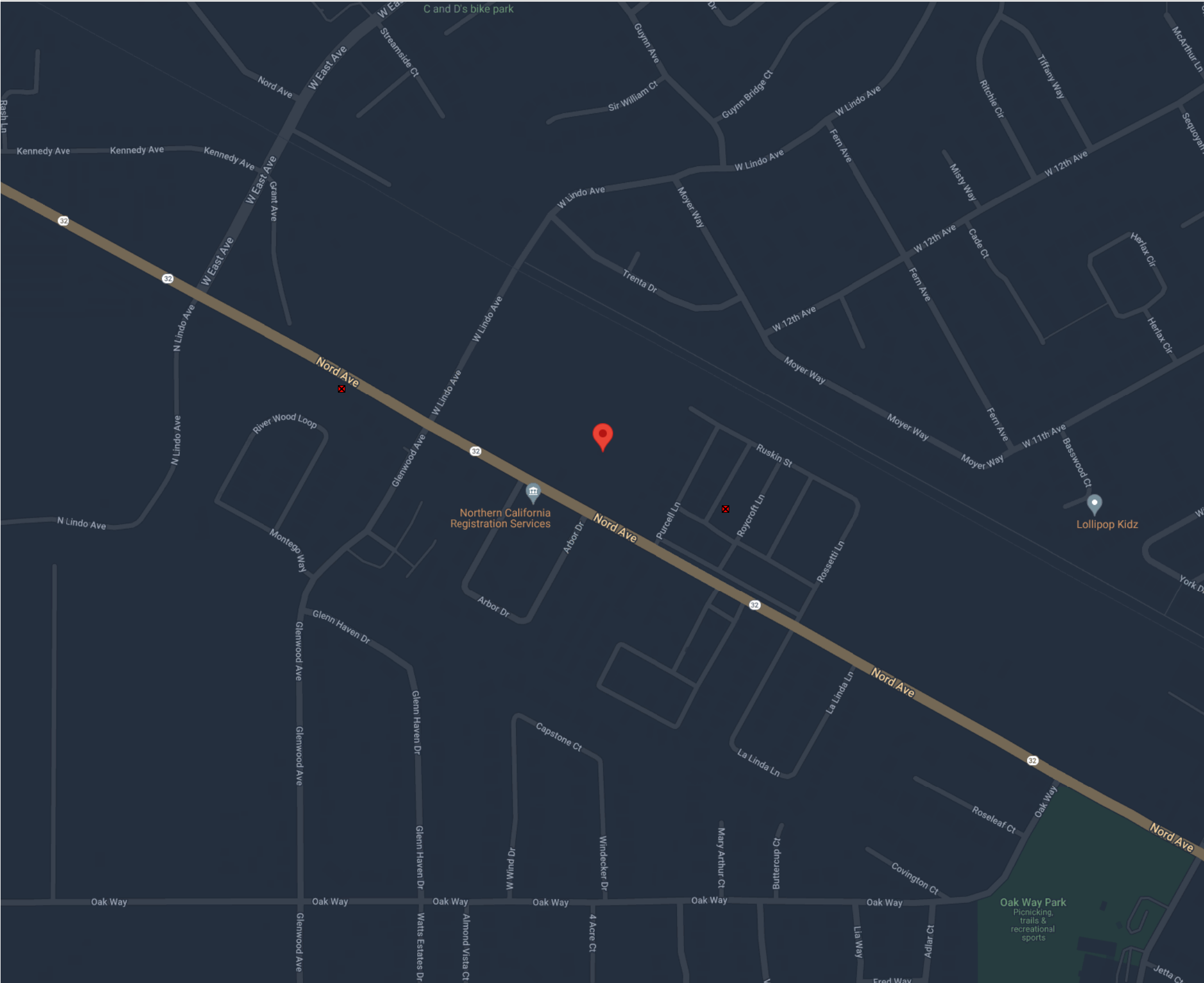
As the client/user of this assessment do you have any specialized knowledge or experience related to the property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business?

No

Does the purchase price being paid for this property reasonably reflect the fair market value of the property? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the property? Fair market value of property - yes

Are you aware of commonly known or reasonably ascertainable information about the property that would help the environmental professional to identify conditions indicative of releases or threatened releases? No

As the client/user of this assessment, based on your knowledge and experience related to the property are there any obvious indicators that point to the presence or likely presence of contamination at the property? No



LEGEND - CHOOSE MORE SITES

LUST Cleanup Sites - REMOVE

Cleanup Program Sites - REMOVE

Military Cleanup Sites - REMOVE

Military Privatized Sites - REMOVE

Military UST Sites - REMOVE

☒ Signifies a Closed Site

ACTIVE MAP COVERAGES:

Military Bases - REMOVE

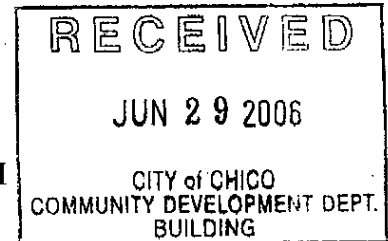
SITES VISIBLE ON MAP - CHOOSE FIELDS

SITE NAME	STATUS
<div><div></div><div>BETTENCOURT FARM</div></div>	COMPLETED - CASE CLOSED
<div><div></div><div>TEXACO-SPIRITS OF AMERICA</div></div>	COMPLETED - CASE CLOSED

Sites Shown on Map: 2 Total Sites 0 Open Sites 2 Closed Sites 1 Sites w/Water Quality Data

Map data ©2023 50 m

6/28/06



INTER-DEPARTMENTAL MEMORANDUM

TO: Marilee, City of Chico, Building Department

FROM: Butte County Division of Environmental Health

SUBJECT: **Septic System Destruction**

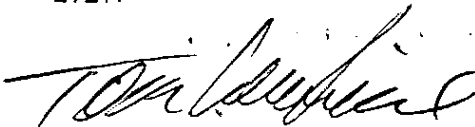
DATE: June 28, 2006

Assessor's Parcel Number: 042-140-077

Septic System Location: 2240 Nord Ave.

Owner/Applicant Name: New Urban Builders

The septic system indicated above has not been inspected, since we were not called before the site was backfilled. We cannot assure that it was destroyed to the satisfaction of Butte County Division of Environmental Health. However, the contractor, Franklin Construction, has submitted a Declaration of Septic Tank Destruction stating that the tank bottom was perforated and filled with pea gravel. If you have any questions, please contact the Chico office at 891-2727.


Tom Loushine, R.E.H.S.
Division of Environmental Health

TL/kg/septic/destmemonotinspected/2240nordave

cc: LAFCO, Butte County
Franklin Construction
New Urban Builders

No illegal hook-up to
sewer involved here.
See comment on reverse
and
6/30/06

ANNEXED 2/3/05 (#757) (LAFCO)

See attached for ownership info.

See Reverse

Septic was old & thin and belonged
to older mobile/barn years ago.

Whatever home later, if any, was
demo'd years ago while in County
jurisdiction.

Therefore, research to discover
possible illegal sewer hook-up
proved UNFOUNDED.

Representatives from Franklin
Construction & New Urban Builders
confirmed above info.

JM Hobson
6/30/06

Franklin Const ~~Crystal~~
217 Flume St
343-9600

6/30 9:15 Someone will
~~spoke~~
return my call

Home being down

Clark (project mgr) no make
site visit & call me re: is
home abandoned/still standing

New Urban bldrs
bldg New subdiv

Septic denied
NO sewer
App for permit
on file
NO DEMO
permit on
file

9:41
Clark Gardner
(Proj Mgr)

624-2927
2240 Nord - structure
was taken down
by New Urban (Keith
Kysen)
Bldrs
Part of new Subdiv?



DEPARTMENT
OF PUBLIC WORKS
ENGINEERING

411 Main Street - 2nd Floor (530) 879-6900
P.O. Box 3420 Fax (530) 895-4899
Chico, CA 95927 <http://www.ci.chico.ca.us>

August 16, 2005

To Whom It May Concern:

This is to acknowledge the following:

1. That the City of Chico, upon the successful construction and acceptance of the Storm Drain line along Nord Ave, being constructed for the benefit of the Westside Place subdivision, as well as for the benefit of other public drainage within the City of Chico, understands that said Storm Drain line was entirely constructed by a private entity, Westside neighborhood LLC at their sole expense, and
2. That subject to that construction the City typically reimburses the party which paid for the construction, from the Outfall/Collector portion of the Storm Drain Fee collected from future benefiting parties at the time of subsequent development, and
3. That one of the parties which will benefit from such construction is the Vrisimo property at 2240 and 2280 Nord Avenue (APN 042-140-077 and APN 042-140-048), and
4. That Westside neighborhood LLC has agreed to waive reimbursement of the applicable Storm Drain Fee for said Storm Drain construction which would normally be collected at the time of development of said Vrisimo properties in the form of Storm Drainage Fees in exchange for the granting of a Storm Drain Easement, and
5. That the City of Chico will not collect the Collector/Outfall portion of the Storm Drain Fees from subsequent development of said Vrisimo properties necessary for such reimbursement, but will collect the Water Quality, Design and Data Collection, and Channel Stabilization portion of the Storm Drain Fees where applicable.

Signed:


Associate Civil Engineer



042-14-0-077 97-1249 BP
VRISIMO, Helena *Refund*
2240 Nord Avenue, Chico
(bathroom remodel)Wilk Const

042-140-077 PERMIT#97-1381
VRISIMO, Heiena
2240 Nord Ave., Chico
Cont: Wilk Const. Co. *1/2/97*
Conv Room to Bath/SF

042-140-077 PERMIT#97-1381
VRISIMO, Heiena
2240 Nord Ave., Chico
Cont: Wilk Const. Co.
Conv Room to Bath/SF

6/30/98

97-1249

FRAME, PLUMBING & BACKLASH
OR 7-14-97 RCL

Final
7-25-97
RCL

COUNTY OF BUTTE - DEPARTMENT OF DEVELOPMENT SERVICES - BUILDING DIVISION

7 County Center Drive - Oroville, California 95965 - Telephone (916) 538-7541

PERMIT NO.

APPLICATION AND PERMIT

97-1381

(Rev.12/96)

ASSESSOR/PARCEL NUMBER 42-140-077		ZONING A10		BUILDING PERMIT					
OWNER HELEN VRISIMO		TELEPHONE							
OWNER'S MAILING ADDRESS 2250 NORD AVE CHICO				SQ. FT. EST		OCC.		BUILDING VALUATION 4000	
CONTRACTOR'S NAME WIK CONST CO		TELEPHONE 893-0210							
CONTRACTOR'S MAILING ADDRESS 3578 CHICO ST									
CONSTRUCTION LENDER									
LENDER'S MAILING ADDRESS									
ARCHITECT OR ENGINEER		LICENSE NO.		Fireplace					
ARCHITECT OR ENGINEER'S MAILING ADDRESS				Total Valuation		\$ 4000			
BUILDING ADDRESS 2240 NORD AVE CHICO CA 95926				Filing Fee		\$ 20.00			
LOT NO.		SUBDIVISION'S NAME		Parcel Map		Permit Fee		\$ 63.00	
USE OF STRUCTURE SF <input checked="" type="checkbox"/> Duplex <input type="checkbox"/> Mobilehome <input type="checkbox"/> Other _____ SPECIFY _____				Plan Checking Fee		\$			
				Energy Plan Checking Fee		\$			
TYPE OF WORK New <input type="checkbox"/> Addition <input type="checkbox"/> Remodel <input type="checkbox"/> Utilities <input type="checkbox"/> Installation <input type="checkbox"/> Other <input checked="" type="checkbox"/> Describe Work: CONVERT EXISTING ROOM TO NEW BATHROOM				PERMIT FEE		\$ 83.00			
				PLUMBING PERMIT		Filing Fee		20.00	
				Each Trap		3		7.00 21.00	
				Solar or heat pump water heater				23.00	
				Water piping		15.00		15.00	
				Each gas water heater or vent				15.00	
				Gas piping system 1 - 5 outlets				15.00	
				Building sewer				15.00	
				Mobile Home		S G W		@20.00	
				PERMIT FEE		\$ 56.00			
LICENSED CONTRACTOR'S DECLARATION I hereby affirm under penalty of perjury that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. License Class B Lic. No. 417964				ELECTRICAL PERMIT		Filing Fee		20.00	
				Main Service (800V OR LESS 200A OR LESS)				23.00	
OWNER-BUILDER DECLARATION I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason: <input type="checkbox"/> I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. <input type="checkbox"/> I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. <input checked="" type="checkbox"/> I am exempt under Sec. _____, Business and Professions Code for this reason _____				Main Service (200A TO 1000A)				48.00	
				NEW CONST. OR ADDNS. (DWELLING OCCUP. & ACC. BLDG.)				3.5¢ SQ. FT.	
				NEW CONST. NON-RESID. (MULTI-OUTLET BRANCH CIRCUITS)				@7.50	
				(POWER APPARATUS & SINGLE OUTLET CIR.)					
				Ex. Occup. (OUTLET OR FIXTURES)				20 @ 1.00 BAL @ .50	
				Ex. Occup. (FIXED APPLNS. OR OUTLETS (RESID.) EA.)				5.00	
				Temporary Service				23.00	
				Mobile Home Facilities				20.00	
				Misc. Wiring				23.00	
				PERMIT FEE		\$ 0			
WORKERS' COMPENSATION DECLARATION I hereby affirm under penalty of perjury one of the following declarations: <input type="checkbox"/> I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided for by section 3700 of the Labor Code, for the performance of the work for which this permit is issued. <input type="checkbox"/> I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of work for which this permit is issued. My workers' compensation insurance carrier and policy number are: Carrier _____ Policy Number _____ (The above sections need not be completed if the permit is for work of a valuation of one hundred dollars (\$100) or less.) <input checked="" type="checkbox"/> I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of section 3700 of the Labor Code, I shall forthwith comply with those provisions.				MECHANICAL PERMIT		Filing Fee		20.00	
				Heating					
				Cooling					
				Hood		6.50			
				Ventilation					
				PERMIT FEE		\$ 0			
				Mobile Home Installation Fee		\$			
				Energy Inspection Fee /		\$			
OCC		CONST. TYPE		TOTAL FEE \$ 139.00					
				HAZ.		D. FEES		IMP FLOOD CDF PARCEL PD HD ISSUE	
This permit is hereby issued under the applicable provisions of the Butte County Code and/or Resolutions to do work indicated above for which fees have been paid. By Bart League Date 6-30-97 PERMIT EXPIRES ON 6-30-98 (Date)									
Receipt No. 222294 WHITE-D.D.S.-B.D. CANARY-ASSESSOR PINK-INSPECTOR GOLDENROD-APPLICANT									

7 County Center Drive - Oroville, California 95965 - Telephone (916) 538-7541

PERMIT NO.

APPLICATION AND PERMIT

97-1381

ASSESSOR PARCEL NUMBER 42-140-077		ZONING A10	
OWNER HEENA VRISIND		TELEPHONE	
OWNER'S MAILING ADDRESS 2280 NORD AVE CHICO			
CONTRACTOR'S NAME WICK CONST CO		TELEPHONE 893-0210	
CONTRACTOR'S MAILING ADDRESS 3578 CHICO ST			
CONSTRUCTION LENDER			
LENDER'S MAILING ADDRESS			
ARCHITECT OR ENGINEER		LICENSE NO.	
ARCHITECT OR ENGINEER'S MAILING ADDRESS			
BUILDING ADDRESS 2240 NORD AVE CHICO CA 95926			
LOT NO.		SUBDIVISION'S NAME	
PARCEL MAP			
USE OF STRUCTURE			
SF <input checked="" type="checkbox"/> Duplex <input type="checkbox"/> Mobilehome <input type="checkbox"/> Other			
TYPE OF WORK			
New <input type="checkbox"/> Addition <input type="checkbox"/> Remodel <input type="checkbox"/> Utilities <input type="checkbox"/> Installation <input type="checkbox"/> Other <input checked="" type="checkbox"/>			
Describe Work: CONVERT EXISTING ROOM TO NEW BATHROOM			
LICENSED CONTRACTOR'S DECLARATION			
I hereby affirm under penalty of perjury that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.			
License Class B Lic. No. 417964			
OWNER-BUILDER DECLARATION			
I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason:			
<input type="checkbox"/> I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale.			
<input type="checkbox"/> I, as owner of the property, am exclusively contracting with licensed contractors to construct the project.			
<input type="checkbox"/> I am exempt under Sec. _____, Business and Professions Code for this reason _____			
WORKERS' COMPENSATION DECLARATION			
I hereby affirm under penalty of perjury one of the following declarations:			
<input type="checkbox"/> I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided for by section 3700 of the Labor Code, for the performance of the work for which this permit is issued.			
<input type="checkbox"/> I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of work for which this permit is issued. My workers' compensation insurance carrier and policy number are:			
Carrier _____			
Policy Number _____			
(The above sections need not be completed if the permit is for work of a valuation of one hundred dollars (\$100) or less.)			
I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of section 3700 of the Labor Code, I shall forthwith comply with those provisions.			
X _____ Date 6-30-97			
Signature of Applicant - <input type="checkbox"/> Owner <input checked="" type="checkbox"/> Contractor <input type="checkbox"/> Agent			
An OSHA permit is required for excavations over 5'0" deep and demolition or construction of structures over 3 stories in height.			
Receipt No. 222294			
WHITE-D.D.S.-B.D. CANARY-ASSESSOR PINK-INSPECTOR GOLDENROD-APPLICANT			
BUILDING PERMIT			
SQ. FT. EST		OCC.	
BUILDING VALUATION 4000			
Fireplace			
Total Valuation \$ 4000			
Filing Fee \$ 20.00			
Permit Fee \$ 63.00			
Plan Checking Fee \$			
Energy Plan Checking Fee \$			
PERMIT FEE \$ 83.00			
PLUMBING PERMIT		Filing Fee 20.00	
Each Trap 3		7.00 21.00	
Solar or heat pump water heater		23.00	
Water piping		15.00 15.00	
Each gas water heater or vent		15.00	
Gas piping system 1 - 5 outlets		15.00	
Building sewer		15.00	
Mobile Home S G W		@20.00	
PERMIT FEE \$ 56.00			
ELECTRICAL PERMIT		Filing Fee 20.00	
Main Service (000V OR LESS 200A OR LESS)		23.00	
Main Service (200A TO 1000A)		46.00	
NEW CONST. OR ADDNS. (DWELLING OCCUP. & ACC. BLDG.)		3.50 SQ. FT.	
NEW CONST. NON-RESID. (MULTI-OUTLET BRANCH CIRCUITS)		@7.50	
(POWER APPARATUS & SINGLE OUTLET CIR.)			
Ex. Occup. (OUTLET OR FIXTURES)		20 @ 1.00 BAL @ .50	
Ex. Occup. (FIXED APPLNS. OR OUTLETS (RESID.) EA)		5.00	
Temporary Service		23.00	
Mobile Home Facilities		20.00	
Misc. Wiring		23.00	
PERMIT FEE \$ 0			
MECHANICAL PERMIT		Filing Fee 20.00	
Heating			
Cooling			
Hood		6.50	
Ventilation			
PERMIT FEE \$ 0			
Mobile Home Installation Fee \$			
Energy Inspection Fee \$			
TOTAL FEE \$ 139.00			
OCC		CONST. TYPE	
HAZ. D. FEES		IMP FLOOD CDF PARCEL PD HD ISSUE	
This permit is hereby issued under the applicable provisions of the Butte County Code and/or Resolutions to do work indicated above for which fees have been paid.			
By: Bart Lague Date 6-30-97			
PERMIT EXPIRES ON 6-30-98			
(Date)			

77-1249

COUNTY OF BUTTE

Oroville, California
GENERAL CLAIM

CLAIMANT: Willk Const. Co.
ADDRESS: 3528 Chico St.
CITY & STATE: Chico, CA 95928
DATE OF CLAIM: 6-30-97

IMPORTANT:
SEE INSTRUCTIONS
ON REVERSE SIDE

SUBMIT CLAIM TO DEPARTMENT RECEIVING GOODS OR SERVICES

DATE	DESCRIPTION OF CLAIM (DESCRIBE FULLY TO AVOID DELAY)	AMOUNT
	OWNER DECIDED NOT TO DO WORK. (A.P. #042-140-077, B.P. #97-1249, RECEIPT #222238, DATED 6/10/97, OWNER: HELEN VRISIMO.)	
	TOTAL AMOUNT PAID.....\$121.00	
	RETAIN REFUND PROCESSING FEE.....\$25.00	
	RETAIN BUILDING PERMIT FILING FEE.....\$20.00	
	RETAIN PLUMBING PERMIT FILING FEE.....\$20.00	
	TOTAL AMOUNT TO BE RETAINED.....\$65.00	
	TOTAL AMOUNT TO BE REFUNDED.....\$56.00	
	TOTAL	56. 00

I, the undersigned, declare under penalty of perjury that the services or articles claimed have been performed or delivered, and that this claim is true and correct as stated.

Dated this 30th day of June, 1997 at Chico, Butte Co Calif. Doreen R. Worth
Signature of Claimant

I, the undersigned, hereby certify that, to the best of my knowledge, the services or articles specified above have been performed or delivered and that there is a Budget Appropriation [] or Specific Board Approval [] (Check one) for the same.

Dated this 2ND day of JULY, 1997 at OROVILLE, Calif. Michael W. ...
Department Head or Authorized Deputy

Dept. Code 440-002 Exp. Code 4210500 PAYABLE FROM CONSTRUCTION PERMITS FUND
Dept. Code _____ Exp. Code _____ PAYABLE FROM _____ FUND
Dept. Code _____ Exp. Code _____ PAYABLE FROM _____ FUND

DO NOT WRITE BELOW THIS LINE - AUDITOR'S USE ONLY

DEPT. & SUB.	PROJ.	SUB. OBJ.	CLAIM NO.	INV. NO.	INV. DATE	ENCUMB.	GROSS AMT.

REFUND CLAIM APPLICATION

CLAIMANT'S NAME Wilk Const. Co.
MAILING ADDRESS 3578 Chico St.
Chico, CA 95928
ASSESSOR PARCEL # 42 140 077
RECEIPT NUMBER(S) 222238

Request a refund of fees paid on the above receipt number(s) for the following reasons:

My client has changed her mind and
wishes to add a bathroom rather than
remodel existing one.
application date 6.16.97

Please refund any applicable fees in the following categories: (Check those categories which you wish to have refunded.)

- ☒ Building Permit Fees ☐ Sheriff Fees
☐ SRA Fees (CDF Fire Planning) ☐ Urban Area Fees

Disposition of Plans:

- ☐ Plans returned to me at counter
☐ Please mail plans to me at above address.
☐ Please dispose of plans.

No plans

SIGNATURE

Dunn R. Wilk

DATE

6.30.97

PLEASE DATE AND SIGN THE ATTACHED COUNTY OF BUTTE GENERAL CLAIM FORM. DO NOT COMPLETE ANY OTHER INFORMATION ON THAT FORM.

FOR BUILDING DIVISION USE:

Receipt Information:

Number: 222238
Date: 6/10/97
Issued To: Wilk Const. Co for Helen
Amount: 121.00 Vusino

Fees Retained:

✓ Processing Fee: \$ 25.00
✓ Bldg Filing Fee: \$ 20.00
✓ Plbg Filing Fee: \$ 20.00
Elec Filing Fee: \$ _____
Mech Filing Fee: \$ _____
Energy P/C Fee: \$ _____
Plan Check Fee: \$ _____
Inspection Fee: \$ _____
SRA Fee: \$ _____

Total Amount Retained \$ 65.00
TOTAL REFUND DUE \$ 56.00

kup:

*return
remains*

*[Signature]
7-1-97*

COUNTY OF BUTTE - DEPARTMENT OF DEVELOPMENT SERVICES - BUILDING DIVISION

7 County Center Drive - Oroville, California 95965 - Telephone (916) 538-7541

PERMIT NO. 97-1249

(Rev. 12/96)

APPLICATION AND PERMIT

ASSESSOR PARCEL NUMBER 42-140-077	ZONING A10
OWNER HELENA URISIMO	TELEPHONE
OWNER'S MAILING ADDRESS 2280 NORD AVE	
CONTRACTOR'S NAME WILK CONST CO	TELEPHONE 8930210
CONTRACTOR'S MAILING ADDRESS 3578 CHICO ST	
CONSTRUCTION LENDER	
LENDER'S MAILING ADDRESS	
ARCHITECT OR ENGINEER	LICENSE NO.
ARCHITECT OR ENGINEER'S MAILING ADDRESS	
BUILDING ADDRESS 2240 NORD AVE CHICO, CA 95926	
LOT NO.	SUBDIVISION'S NAME
	PARCEL MAP

USE OF STRUCTURE

SF ☒ Duplex ☐ Mobilehome ☐ Other

SPECIFY

TYPE OF WORK

New ☐ Addition ☐ Remodel ☐ Utilities ☐ Installation ☐ Other ☒

Describe Work: **NEW TUB, MOVE LAV
AND W/C**

LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

License Class **B** Lic. No. **417964**

OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason:

- ☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale.
- ☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project.
- ☐ I am exempt under Sec. _____, Business and Professions Code for this reason _____

WORKERS' COMPENSATION DECLARATION

I hereby affirm under penalty of perjury one of the following declarations:

- ☐ I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided for by section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
- ☐ I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier _____
Policy Number _____

(The above sections need not be completed if the permit is for work of a valuation of one hundred dollars (\$100) or less.)

☒ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of section 3700 of the Labor Code, I shall forthwith comply with those provisions.

X **Duane R. Wilk** Date **6-16-97**
Signature of Applicant - ☐ Owner ☒ Contractor ☐ Agent

An OSHA permit is required for excavations over 5'0" deep and demolition or construction of structures over 3 stories in height.

Receipt No. **222238**
WHITE-D.O.S.-B.D. CANARY-ASSESSOR PINK-INSPECTOR GOLDENROD-APPLICANT

BUILDING PERMIT

SQ. FT. EST	OCC.	BUILDING VALUATION 2000
Fireplace		
Total Valuation		\$ 2000
Filing Fee		\$ 20.00
Permit Fee		\$ 45.00
Plan Checking Fee		\$
Energy Plan Checking Fee		\$
PERMIT FEE		\$ 65.00
PLUMBING PERMIT		Filing Fee 20.00
Each Trap	3	7.00 21.00
Solar or heat pump water heater		23.00
Water piping	<input checked="" type="checkbox"/>	15.00 15.00
Each gas water heater or vent		15.00
Gas piping system 1 - 5 outlets		15.00
Building sewer		15.00
Mobile Home	S G W	@20.00
PERMIT FEE		\$ 56.00
ELECTRICAL PERMIT		Filing Fee 20.00
Main Service (600V OR LESS 200A OR LESS)		23.00
Main Service (200A TO 1000A)		46.00
NEW CONST. OR ADDNS. (DWELLING OCCUP. & ACC. BLDG.)		3.5¢/FT.
NEW CONST. NON-RESID. (MULTI-OUTLET BRANCH CIRCUITS)		@7.50
(POWER APPARATUS & SINGLE OUTLET CIR.)		
Ex. Occup. (OUTLET OR FIXTURES)		20 @ 1.00 BAL @ .50
Ex. Occup. (FIXED APPLNS. OR OUTLETS (RESID.) EA.)		5.00
Temporary Service		23.00
Mobile Home Facilities		20.00
Misc. Wiring		23.00
PERMIT FEE		\$
MECHANICAL PERMIT		Filing Fee 20.00
Heating		
Cooling		
Hood		6.50
Ventilation		
PERMIT FEE		\$
Mobile Home Installation Fee		\$
Energy Inspection Fee		\$
OCC	CONST. TYPE	TOTAL FEE \$ 121.00
	HAZ. D. FEES IMP FLOOD CDF PARCEL PD MD ISSUE	

This permit is hereby issued under the applicable provisions of the Butte County Code and/or Resolutions to do work indicated above for which fees have been paid.

By **Bart League** Date **6-16-97**
PERMIT EXPIRES ON **6-16-98**
(Date)

PP
BF
615
AP book

<u>INDEX NUMBER</u>	<u>ASSESSOR'S PARCEL NUMBER</u>	<u>STREET ADDRESS</u>
A	✓ 042-140-059	1330 WEST 8TH AVENUE PP
B	✓ 042-140-040	1828 NORD AVENUE
C	✓ 042-140-127	1870 NORD AVENUE
D	✓ 042-140-128	1890 NORD AVENUE
E	✓ 042-140-129	1308 WEST 8TH AVENUE
F	✓ 042-140-104	1924 NORD AVENUE
G	✓ 042-140-103	NORD AVENUE
H	✓ 042-140-098	2150 NORD AVENUE
I	✓ 042-140-077	2240 NORD AVENUE

West Side
Place Subd

757
Chrono #

ANNEXED BY BUTTE COUNTY
LAFCO RESOLUTION 21 2004/05
ADOPTED 3 February 2005

CITY OF CHICO

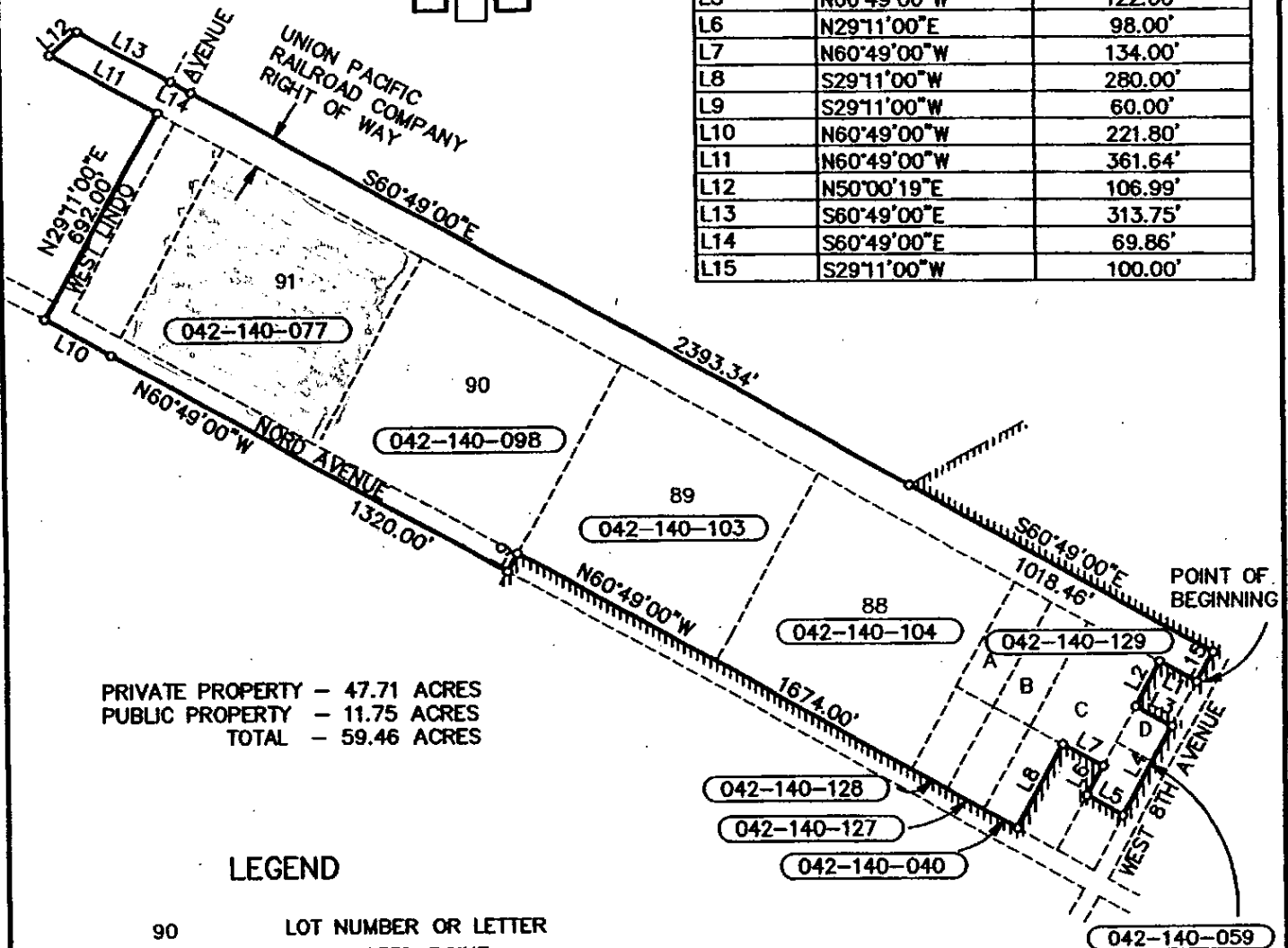
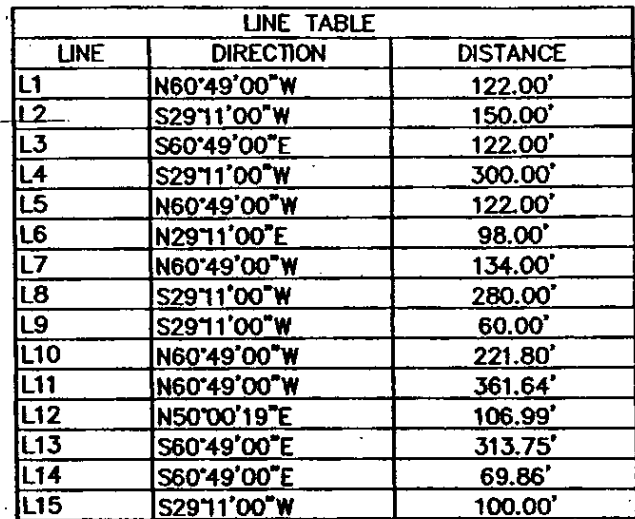
DEPARTMENT OF PUBLIC WORKS

DRAWN BY NS. E. DATE AUGUST 2004
CHECKED JMH SCALE NO SCALE
APPROVED [Signature]
DIRECTOR OF PUBLIC WORKS

NORD AVENUE ANNEXATION PLAT
NO. 18
(NEW URBAN BUILDERS)

EXHIBIT
"B"

SHEET 3 OF 3



PRIVATE PROPERTY - 47.71 ACRES
PUBLIC PROPERTY - 11.75 ACRES
TOTAL - 59.46 ACRES

LEGEND

90

LOT NUMBER OR LETTER	CALCULATED POINT
1	100
2	100
3	100
4	100
5	100
6	100
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90	100
91	100
92	100
93	100
94	100
95	100
96	100
97	100
98	100
99	100
100	100

042-140-059

ASSESSOR'S PARCEL NUMBER

~~~~~

PRESENT CITY LIMITS OF THE CITY OF CHICO

757  
Chrono #

**ANNEXED BY BUTTE COUNTY**  
**LAFCO RESOLUTION 21 2004/05**  
**ADOPTED 3 February 2005**

“B”

**SHEET 2 OF 3**

CITY OF CHICO

DEPARTMENT OF PUBLIC WORKS

NORD AVENUE ANNEXATION PLAT  
NO. 18  
(NEW URBAN BUILDERS)

DRAWN BY NS. E. DATE AUGUST 2004

CHECKED JMH SCALE 1"=500'

**APPROVED.**

**DIRECTOR OF PUBLIC WORKS**



| UNIFIED PROGRAM CONSOLIDATED FORM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  | TANKS                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------|
| UNDERGROUND STORAGE TANKS - FACILITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  | (one page per site) Page ____ of ____ |
| TYPE OF ACTION<br>(Check one item only)                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  | 400                                   |
| <input type="checkbox"/> 1. NEW SITE PERMIT <input type="checkbox"/> 3. RENEWAL PERMIT <input type="checkbox"/> 5. CHANGE OF INFORMATION<br>specify change local use only _____ <input type="checkbox"/> 7. PERMANENTLY CLOSED SITE<br><input type="checkbox"/> 4. AMENDED PERMIT <input type="checkbox"/> 6. TEMPORARY SITE CLOSURE <input type="checkbox"/> 8. TANK REMOVED                                                                                                                                       |  |                                       |
| I. FACILITY / SITE INFORMATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |                                       |
| BUSINESS NAME (Same as FACILITY NAME or DBA - Doing Business As) 3                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  | FACILITY ID#                          |
| 2240 NORD AVE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |                                       |
| NEAREST CROSS STREET                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |                                       |
| ORCHARD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |                                       |
| BUSINESS TYPE<br><input type="checkbox"/> 1. GAS STATION <input checked="" type="checkbox"/> 3. FARM <input type="checkbox"/> 5. COMMERCIAL<br><input type="checkbox"/> 2. DISTRIBUTOR <input type="checkbox"/> 4. PROCESSOR <input type="checkbox"/> 6. OTHER                                                                                                                                                                                                                                                      |  | 403                                   |
| TOTAL NUMBER OF TANKS REMAINING AT SITE                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  | 404                                   |
| Is facility on Indian Reservation or trustlands?                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  | 405                                   |
| <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                       |
| FACILITY OWNER TYPE<br><input type="checkbox"/> 1. CORPORATION <input checked="" type="checkbox"/> 2. INDIVIDUAL <input type="checkbox"/> 3. PARTNERSHIP<br><input type="checkbox"/> 4. LOCAL AGENCY/DISTRICT* <input type="checkbox"/> 5. COUNTY AGENCY* <input type="checkbox"/> 6. STATE AGENCY* <input type="checkbox"/> 7. FEDERAL AGENCY*                                                                                                                                                                     |  | 402                                   |
| *If owner of UST is a public agency: name of supervisor of division, section or office which operates the UST (This is the contact person for the tank records.)                                                                                                                                                                                                                                                                                                                                                    |  | 406                                   |
| II. PROPERTY OWNER INFORMATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |                                       |
| PROPERTY OWNER NAME                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  | 407                                   |
| NEW URBAN BUILDINGS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                       |
| MAILING OR STREET ADDRESS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  | 409                                   |
| 426 BROADWAY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |                                       |
| CITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  | 410                                   |
| CHICGO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |                                       |
| STATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  | 411                                   |
| CA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |                                       |
| ZIP CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  | 412                                   |
| 95928                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                       |
| PROPERTY OWNER TYPE<br><input type="checkbox"/> 1. CORPORATION <input type="checkbox"/> 2. INDIVIDUAL <input type="checkbox"/> 4. LOCAL AGENCY / DISTRICT <input type="checkbox"/> 6. STATE AGENCY<br><input type="checkbox"/> 3. PARTNERSHIP <input type="checkbox"/> 5. COUNTY AGENCY <input type="checkbox"/> 7. FEDERAL AGENCY                                                                                                                                                                                  |  | 413                                   |
| III. TANK OWNER INFORMATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |                                       |
| TANK OWNER NAME                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  | 414                                   |
| NEW URBAN BUILDINGS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                       |
| MAILING OR STREET ADDRESS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  | 415                                   |
| 426 BROADWAY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |                                       |
| CITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  | 417                                   |
| CHICGO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |                                       |
| STATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  | 418                                   |
| CA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |                                       |
| ZIP CODE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  | 419                                   |
| 95928                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                       |
| TANK OWNER TYPE<br><input type="checkbox"/> 1. CORPORATION <input checked="" type="checkbox"/> 2. INDIVIDUAL <input type="checkbox"/> 4. LOCAL AGENCY / DISTRICT <input type="checkbox"/> 6. STATE AGENCY<br><input type="checkbox"/> 3. PARTNERSHIP <input type="checkbox"/> 5. COUNTY AGENCY <input type="checkbox"/> 7. FEDERAL AGENCY                                                                                                                                                                           |  | 420                                   |
| IV. BOARD OF EQUALIZATION UST STORAGE FEE ACCOUNT NUMBER                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |                                       |
| TY (TK) HQ 44-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  | 421                                   |
| Call (916) 322-9669 if questions arise                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |                                       |
| V. PETROLEUM UST FINANCIAL RESPONSIBILITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |                                       |
| INDICATE METHOD(S)<br><input type="checkbox"/> 1. SELF-INSURED <input type="checkbox"/> 4. SURETY BOND <input type="checkbox"/> 7. STATE FUND <input type="checkbox"/> 10. LOCAL GOVT MECHANISM<br><input type="checkbox"/> 2. GUARANTEE <input type="checkbox"/> 5. LETTER OF CREDIT <input type="checkbox"/> 8. STATE FUND & CFO LETTER <input type="checkbox"/> 99. OTHER:<br><input type="checkbox"/> 3. INSURANCE <input checked="" type="checkbox"/> 6. EXEMPTION <input type="checkbox"/> 9. STATE FUND & CD |  | 422                                   |
| VI. LEGAL NOTIFICATION AND MAILING ADDRESS                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |                                       |
| Check one box to indicate which address should be used for legal notifications and mailing. Legal notifications and mailings will be sent to the tank owner unless box 1 or 2 is checked.                                                                                                                                                                                                                                                                                                                           |  | 423                                   |
| <input type="checkbox"/> 1. FACILITY <input checked="" type="checkbox"/> 2. PROPERTY OWNER <input type="checkbox"/> 3. TANK OWNER                                                                                                                                                                                                                                                                                                                                                                                   |  |                                       |
| VII. APPLICANT SIGNATURE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |                                       |
| Certification - I certify that the information provided herein is true and accurate to the best of my knowledge.                                                                                                                                                                                                                                                                                                                                                                                                    |  | 424                                   |
| SIGNATURE OF APPLICANT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  | 425                                   |
| [Signature]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |                                       |
| DATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  | 426                                   |
| 9/27/05                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |                                       |
| NAME OF APPLICANT (print)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  | 427                                   |
| WILL BONO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |                                       |
| TITLE OF APPLICANT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  | 428                                   |
| NANO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |                                       |
| STATE UST FACILITY NUMBER (For local use only)                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  | 429                                   |
| 1998 UPGRADE CERTIFICATE NUMBER (For local use only)                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |                                       |



## UNIFIED PROGRAM CONSOLIDATED FORM

TANKS

## UNDERGROUND STORAGE TANKS – TANK PAGE 1

(two pages per tank)

TYPE OF ACTION ☐ 1 NEW SITE PERMIT ☐ 4 AMENDED PERMIT ☐ 5 CHANGE OF INFORMATION ☐ 6 TEMPORARY SITE CLOSURE  
(Check one item only) ☐ 7 PERMANENTLY CLOSED ON SITE  
☐ 3 RENEWAL PERMIT (Specify reason – for local use only) (Specify reason – for local use only) ☒ 8 TANK REMOVED 430

BUSINESS NAME (Same as FACILITY NAME or DBA – Doing Business As) 3 FACILITY ID: 431

LOCATION WITHIN SITE (Optional)  
2240 North Ave, Chicago, IL 431

## I. TANK DESCRIPTION (A scaled plot plan with the location of the UST system including buildings and landmarks shall be submitted to the local agency.)

TANK ID # 432 TANK MANUFACTURER 433 COMPARTMENTALIZED TANK ☐ Yes ☒ No 434  
If "Yes", complete one page for each compartment.

DATE INSTALLED (YEAR/MO) 435 TANK CAPACITY IN GALLONS 436 NUMBER OF COMPARTMENTS 437  
NA 6000 1

ADDITIONAL DESCRIPTION (For local use only) 438

## II. TANK CONTENTS

TANK USE 439 PETROLEUM TYPE 440  
☐ 1. MOTOR VEHICLE FUEL (If marked complete Petroleum Type)  
☒ 2. NON-FUEL PETROLEUM  
☐ 3. CHEMICAL PRODUCT  
☐ 4. HAZARDOUS WASTE (Includes Used Oil)  
☐ 95. UNKNOWN  
☐ 1a. REGULAR UNLEADED ☐ 2. LEADED ☐ 5. JET FUEL  
☐ 1b. PREMIUM UNLEADED ☐ 3. DIESEL ☐ 6. AVIATION FUEL  
☐ 1c. MIDGRADE UNLEADED ☐ 4. GASOLIN ☐ 99. OTHER  
COMMON NAME (from Hazardous Materials Inventory page) 441 CAS# (from Hazardous Materials Inventory page) 442

## III. TANK CONSTRUCTION

TYPE OF TANK ☒ 1. SINGLE WALL ☐ 3. SINGLE WALL WITH EXTERIOR MEMBRANE LINER ☐ 5. SINGLE WALL WITH INTERNAL BLADDER SYSTEM 443  
(Check one item only) ☐ 2. DOUBLE WALL ☐ 4. SINGLE WALL IN VAULT ☐ 95. UNKNOWN  
☐ 99. OTHER  
TANK MATERIAL – primary tank ☐ 1. BARE STEEL ☐ 3. FIBERGLASS / PLASTIC ☒ 5. CONCRETE 444  
(Check one item only) ☐ 2. STAINLESS STEEL ☐ 4. STEEL CLAD W/FIBERGLASS REINFORCED PLASTIC (FRP) ☐ 8. FRP COMPATIBLE W/100% METHANOL ☐ 95. UNKNOWN  
☐ 99. OTHER  
TANK MATERIAL – secondary tank ☐ 1. BARE STEEL ☐ 3. FIBERGLASS / PLASTIC ☒ 5. CONCRETE 445  
(Check one item only) ☐ 2. STAINLESS STEEL ☐ 4. STEEL CLAD W/FIBERGLASS REINFORCED PLASTIC (FRP) ☐ 8. FRP COMPATIBLE W/100% METHANOL ☐ 95. UNKNOWN  
☐ 10. COATED STEEL  
TANK INTERIOR LINING ☐ 1. RUBBER LINED ☐ 3. EPOXY LINING ☐ 5. GLASS LINING ☒ 95. UNKNOWN 446 DATE INSTALLED 447  
OR COATING ☐ 2. ALKYD LINING ☐ 4. PHENOLIC LINING ☐ 6. UNLINED ☐ 99 OTHER  
(Check one item only) (For local use only)  
OTHER CORROSION PROTECTION IF APPLICABLE ☐ 1 MANUFACTURED CATHODIC PROTECTION ☐ 3 FIBERGLASS REINFORCED PLASTIC ☒ 95 UNKNOWN 448 DATE INSTALLED 449  
(Check one item only) ☐ 2 SACRIFICIAL ANODE ☐ 4 IMPRESSED CURRENT ☐ 99 OTHER  
(For local use only)

SPILL AND OVERFILL YEAR INSTALLED 450 TYPE (local use only) 451 OVERFILL PROTECTION EQUIPMENT: YEAR INSTALLED 452  
(Check all that apply) ☐ 1 SPILL CONTAINMENT ☐ 1 ALARM ☐ 3 FILL TUBE SHUT OFF VALVE  
☐ 2 DROP TUBE ☐ 2 BALL FLOAT ☐ 4 EXEMPT  
☐ 3 STRIKER PLATE NA

## IV. TANK LEAK DETECTION (A description of the monitoring program shall be submitted to the local agency.)

IF SINGLE WALL TANK (Check all that apply) 453 IF DOUBLE WALL TANK OR TANK WITH BLADDER 454  
(Check one item only)  
☒ 1 VISUAL (EXPOSED PORTION ONLY) ☐ 5 MANUAL TANK GAUGING (MTG) ☐ 1 VISUAL (SINGLE WALL IN VAULT ONLY)  
☐ 2 AUTOMATIC TANK GAUGING (ATG) ☐ 6 VADOSE ZONE ☐ 2 CONTINUOUS INTERSTITIAL MONITORING  
☐ 3 CONTINUOUS ATG ☐ 7 GROUNDWATER ☐ 3 MANUAL MONITORING  
☐ 4 STATISTICAL INVENTORY RECONCILIATION (SIR) BIENNIAL TANK TESTING ☐ 8 TANK TESTING  
☐ 99 OTHER

## IV. TANK CLOSURE INFORMATION / PERMANENT CLOSURE IN PLACE

ESTIMATED DATE LAST USED (YR/MO/DAY) 455 ESTIMATED QUANTITY OF SUBSTANCE REMAINING 456 TANK FILLED WITH INERT MATERIAL? 457  
1950 600 gallons ☐ Yes ☒ No



| UNIFIED PROGRAM CONSOLIDATED FORM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                 |                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TANKS                                       |     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-----|
| UNDERGROUND STORAGE TANKS – TANK PAGE 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                 |                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                             |     |
| VI. PIPING CONSTRUCTION (Check all that apply)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                 |                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                             |     |
| UNDERGROUND PIPING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                 |                                                       | ABOVEGROUND PIPING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                             |     |
| SYSTEM TYPE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/> 1. PRESSURE                                                                                            | <input type="checkbox"/> 2. SUCTION                   | <input checked="" type="checkbox"/> 3. GRAVITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 458                                         |     |
| CONSTRUCTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <input type="checkbox"/> 1. SINGLE WALL                                                                                         | <input type="checkbox"/> 3. LINED TRENCH              | <input type="checkbox"/> 99. OTHER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 460                                         |     |
| MANUFACTURER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <input type="checkbox"/> 2. DOUBLE WALL                                                                                         | <input type="checkbox"/> 95. UNKNOWN                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 461                                         |     |
| <input type="checkbox"/> 1. BARE STEEL<br><input type="checkbox"/> 2. STAINLESS STEEL<br><input type="checkbox"/> 3. PLASTIC COMPATIBLE W/ CONTENTS<br><input type="checkbox"/> 4. FIBERGLASS<br><input type="checkbox"/> 5. STEEL W/ COATING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                 |                                                       | <input type="checkbox"/> 6. FRP COMPATIBLE W/ 100% METHANOL<br><input type="checkbox"/> 7. GALVANIZED STEEL<br><input type="checkbox"/> 8. FLEXIBLE (HDPE)<br><input type="checkbox"/> 9. CATHODIC PROTECTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                             |     |
| <input type="checkbox"/> 1. BARE STEEL<br><input type="checkbox"/> 2. STAINLESS STEEL<br><input type="checkbox"/> 3. PLASTIC COMPATIBLE W/ CONTENTS<br><input type="checkbox"/> 4. FIBERGLASS<br><input type="checkbox"/> 5. STEEL W/ COATING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                 |                                                       | <input type="checkbox"/> 6. FRP COMPATIBLE W/ 100% METHANOL<br><input type="checkbox"/> 7. GALVANIZED STEEL<br><input type="checkbox"/> 8. FLEXIBLE (HDPE)<br><input type="checkbox"/> 9. CATHODIC PROTECTION<br><input type="checkbox"/> 95. UNKNOWN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                             |     |
| VII. PIPING LEAK DETECTION (Check all that apply) (A description of the monitoring program shall be submitted to the local agency.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                 |                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                             |     |
| UNDERGROUND PIPING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                 |                                                       | ABOVEGROUND PIPING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                             |     |
| SINGLE WALL PIPING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                 |                                                       | SINGLE WALL PIPING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                             |     |
| 466                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                 |                                                       | 467                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                             |     |
| PRESSURIZED PIPING (Check all that apply):<br><input type="checkbox"/> 1. ELECTRONIC LINE LEAK DETECTOR 3.0 GPH TEST <u>WITH</u> AUTO PUMP SHUT OFF FOR LEAK, SYSTEM FAILURE, AND SYSTEM DISCONNECTION + AUDIBLE AND VISUAL ALARMS.<br><input type="checkbox"/> 2. MONTHLY 0.2 GPH TEST<br><input type="checkbox"/> 3. ANNUAL INTEGRITY TEST (0.1 GPH)<br><br>CONVENTIONAL SUCTION SYSTEMS<br><input type="checkbox"/> 5. DAILY VISUAL MONITORING OF PUMPING SYSTEM + TRIENNIAL PIPING INTEGRITY TEST (0.1 GPH)<br>SAFE SUCTION SYSTEMS (NO VALVES IN BELOW GROUND PIPING):<br><input type="checkbox"/> 7. SELF MONITORING<br>GRAVITY FLOW<br><input type="checkbox"/> 9. BIENNIAL INTEGRITY TEST (0.1 GPH)                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                 |                                                       | PRESSURIZED PIPING (Check all that apply):<br><input type="checkbox"/> 1. ELECTRONIC LINE LEAK DETECTOR 3.0 GPH TEST <u>WITH</u> AUTO PUMP SHUT OFF FOR LEAK, SYSTEM FAILURE, AND SYSTEM DISCONNECTION + AUDIBLE AND VISUAL ALARMS.<br><input type="checkbox"/> 2. MONTHLY 0.2 GPH TEST<br><input type="checkbox"/> 3. ANNUAL INTEGRITY TEST (0.1 GPH)<br><input type="checkbox"/> 4. DAILY VISUAL CHECK<br>CONVENTIONAL SUCTION SYSTEMS (Check all that apply):<br><input type="checkbox"/> 5. DAILY VISUAL MONITORING OF PIPING AND PUMPING SYSTEM<br><input type="checkbox"/> 6. TRIENNIAL INTEGRITY TEST (0.1 GPH)<br>SAFE SUCTION SYSTEMS (NO VALVES IN BELOW GROUND PIPING):<br><input type="checkbox"/> 7. SELF MONITORING<br>GRAVITY FLOW (Check all that apply):<br><input type="checkbox"/> 8. DAILY VISUAL MONITORING<br><input type="checkbox"/> 9. BIENNIAL INTEGRITY TEST (0.1 GPH)                                                                                                           |                                             |     |
| SECONDARILY CONTAINED PIPING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                 |                                                       | SECONDARILY CONTAINED PIPING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                             |     |
| PRESSURIZED PIPING (Check all that apply):<br><input type="checkbox"/> 10. CONTINUOUS TURBINE SUMP SENSOR <u>WITH</u> AUDIBLE AND VISUAL ALARMS AND (Check one)<br><input type="checkbox"/> a. AUTO PUMP SHUT OFF WHEN A LEAK OCCURS<br><input type="checkbox"/> b. AUTO PUMP SHUT OFF FOR LEAKS, SYSTEM FAILURE AND SYSTEM DISCONNECTION<br><input type="checkbox"/> c. NO AUTO PUMP SHUT OFF<br><input type="checkbox"/> 11. AUTOMATIC LINE LEAK DETECTOR (3.0 GPH TEST) <u>WITH</u> FLOW SHUT OFF OR RESTRICTION<br><input type="checkbox"/> 12. ANNUAL INTEGRITY TEST (0.1 GPH)<br>SUCTION/GRAVITY SYSTEM<br><input type="checkbox"/> 13. CONTINUOUS SUMP SENSOR + AUDIBLE AND VISUAL ALARMS<br>EMERGENCY GENERATORS ONLY (Check all that apply)<br><input type="checkbox"/> 14. CONTINUOUS SUMP SENSOR <u>WITHOUT</u> AUTO PUMP SHUT OFF + AUDIBLE AND VISUAL ALARMS<br><input type="checkbox"/> 15. AUTOMATIC LINE LEAK DETECTOR (3.0 GPH TEST) <u>WITHOUT</u> FLOW SHUT OFF OR RESTRICTION<br><input type="checkbox"/> 16. ANNUAL INTEGRITY TEST (0.1 GPH)<br><input type="checkbox"/> 17. DAILY VISUAL CHECK |                                                                                                                                 |                                                       | PRESSURIZED PIPING (Check all that apply):<br><input type="checkbox"/> 10. CONTINUOUS TURBINE SUMP SENSOR <u>WITH</u> AUDIBLE AND VISUAL ALARMS AND (Check one)<br><input type="checkbox"/> a. AUTO PUMP SHUT OFF WHEN A LEAK OCCURS<br><input type="checkbox"/> b. AUTO PUMP SHUT OFF FOR LEAKS, SYSTEM FAILURE AND SYSTEM DISCONNECTION<br><input type="checkbox"/> c. NO AUTO PUMP SHUT OFF<br><input type="checkbox"/> 11. AUTOMATIC LEAK DETECTOR<br><input type="checkbox"/> 12. ANNUAL INTEGRITY TEST (0.1 GPH)<br>SUCTION/GRAVITY SYSTEM<br><input type="checkbox"/> 13. CONTINUOUS SUMP SENSOR + AUDIBLE AND VISUAL ALARMS<br>EMERGENCY GENERATORS ONLY (Check all that apply)<br><input type="checkbox"/> 14. CONTINUOUS SUMP SENSOR <u>WITHOUT</u> AUTO PUMP SHUT OFF + AUDIBLE AND VISUAL ALARMS<br><input type="checkbox"/> 15. AUTOMATIC LINE LEAK DETECTOR (3.0 GPH TEST)<br><input type="checkbox"/> 16. ANNUAL INTEGRITY TEST (0.1 GPH)<br><input type="checkbox"/> 17. DAILY VISUAL CHECK |                                             |     |
| VIII. DISPENSER CONTAINMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                 |                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                             |     |
| DISPENSER CONTAINMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <input type="checkbox"/> 1. FLOAT MECHANISM THAT SHUTS OFF SHEAR VALVE                                                          | <input type="checkbox"/> 4. DAILY VISUAL CHECK        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                             |     |
| DATE INSTALLED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <input type="checkbox"/> 2. CONTINUOUS DISPENSER PAN SENSOR + AUDIBLE AND VISUAL ALARMS                                         | <input type="checkbox"/> 5. TRENCH LINER / MONITORING |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                             |     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <input type="checkbox"/> 3. CONTINUOUS DISPENSER PAN SENSOR <u>WITH</u> AUTO SHUT OFF FOR DISPENSER + AUDIBLE AND VISUAL ALARMS | <input type="checkbox"/> 6. NONE                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                             |     |
| IX. OWNER/OPERATOR SIGNATURE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                 |                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                             |     |
| I certify that the information provided herein is true and accurate to the best of my knowledge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                 |                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                             |     |
| SIGNATURE OF OWNER/OPERATOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                 |                                                       | DATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                             |     |
| NAME OF OWNER/OPERATOR (print)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                 |                                                       | TITLE OF OWNER/OPERATOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                             |     |
| Permit Number (for local use only)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 473                                                                                                                             | Permit Approved (for local use only)                  | 474                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Permit Expiration Date (for local use only) | 475 |



CHICO DRAIN OIL SERVICE, L.L.C.  
CHP # 125559  
HAULER # 0812  
Since 1972  
1618 W. 5th St.  
Chico, CA 95928  
E.P.A. CAL 930256136  
TAG # 142289  
Date: 8/24/2005  
Be there Please  
New Room is 1500 sq ft

Contact: Will Bono @ Hanover Will give a EPA

Generator/Job Location

Billing Information

|         |                  |                |                  |
|---------|------------------|----------------|------------------|
| Name    | Hanover Job Site | Name           | Hanover Job Site |
| Address | 2240 Nord Ave    | Address        | 2240 Nord Ave    |
| City    | Chico            | City           | Chico            |
| State   | CA               | State          | CA               |
| Zip     | 95928            | Zip            | 95928            |
| Phone   | (530) 342-1333   | Phone          | (530) 342-1333   |
| EPA ID  | CA1002594470     | Billing Method |                  |
| P.O.    |                  | Customer Code  | 35818            |

| Product                                            | Waste Code | Manifest Number | Quantity | Units | Price  | Amount      |
|----------------------------------------------------|------------|-----------------|----------|-------|--------|-------------|
| Used Oil/Mixed Oil Non-RCRA Hazardous Waste Liquid | 221        |                 |          | GAL.  |        |             |
| Used Antifreeze - Non-RCRA Hazardous Waste Liquid  | 343        |                 |          | GAL.  |        |             |
| Oil Water Mixed - Non-RCRA Hazardous Waste Liquid  | 221        | 2455579         | 735      | GAL.  | \$1.20 | 18 \$882.50 |
| Non-Hazardous Water                                | N/A        |                 |          | GAL.  |        |             |
| Oily Sludge - Non-RCRA Hazardous Waste Liquid      | 222        |                 |          | GAL.  |        |             |
| Drained Used Oil Filters                           | N/A        |                 |          | DRUM  |        |             |
| Non-RCRA Hazardous Waste (Solid-Liquid)            |            |                 |          |       |        |             |
| Parts Washer Service                               | N/A        |                 |          | N/A   |        |             |
| Haz-Waste Drums (Empty)                            | N/A        |                 |          | DRUM  |        |             |
| Drum Delivery                                      | N/A        |                 |          | DRUM  |        |             |
| Disposal Drums                                     | N/A        |                 |          | DRUMS |        |             |
| Transportation/Stand-by                            | N/A        |                 |          | HRS.  |        |             |
| Other:                                             |            |                 |          | DRUM  |        |             |
| U.S. D.O.T. Description                            |            |                 |          |       |        |             |

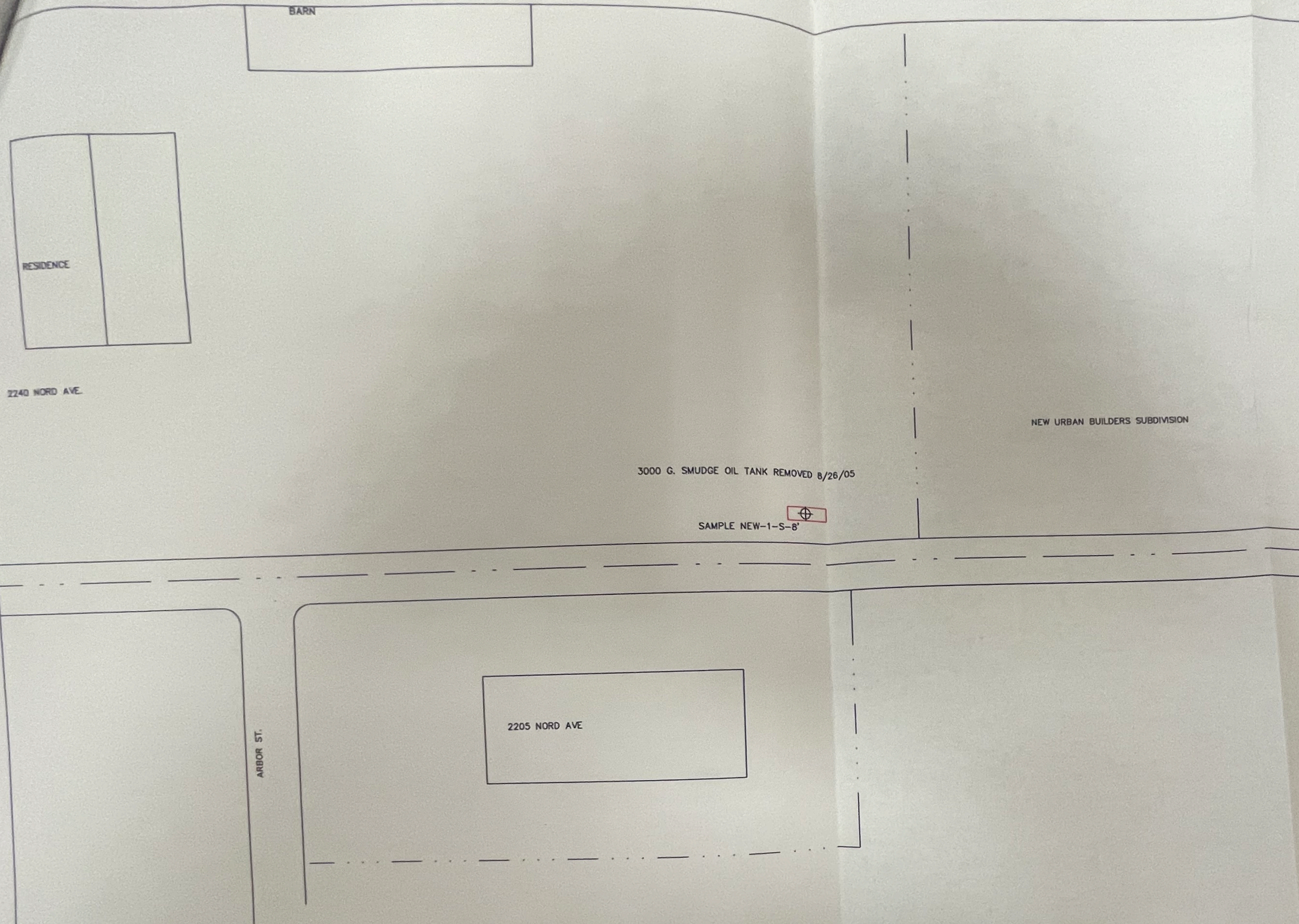
|                  |                                                                                                                        |                  |                                        |          |               |
|------------------|------------------------------------------------------------------------------------------------------------------------|------------------|----------------------------------------|----------|---------------|
| Clor-D-Test:     | Pass                                                                                                                   | Fail             | PPM                                    | Per Test | Total: 882.50 |
| Comments:        | appx 1,000 gallons See Will Bono for EPA and amount But Make sure truck has room for 1,500 just in case 10am appt MUST |                  |                                        |          |               |
| TSD#             | Chico Drain Oil Service, LLC                                                                                           | Driver Signature | Customer Signature - Read and Approved |          |               |
|                  | 1618 W. 5th St.                                                                                                        | Truck #          | Print Name                             |          |               |
|                  | Chico CA 95928                                                                                                         | 112              | Chico Smith                            |          |               |
| Manifest Number: | 2455579                                                                                                                | Date             | Date                                   |          |               |
|                  |                                                                                                                        | 8-25-05          | 8-25-05                                |          |               |

GENERATOR CERTIFIES THAT IT HAS A PROGRAM IN PLACE TO REDUCE THE VOLUME AND TOXICITY OF WASTE GENERATED TO THE DEGREE IT HAS DETERMINED TO BE ECONOMICALLY PRACTICABLE. WHEN USING THE CONSOLIDATED MANIFESTING PROCEDURE, CHICO DRAIN OIL SERVICES AGREES WITH THE GENERATOR LISTED ABOVE TO HAVE THE GENERATOR'S HAZARDOUS WASTE TRANSPORTED TO AN AUTHORIZED HAZARDOUS WASTE TREATMENT FACILITY FOR APPROPRIATE TREATMENT.

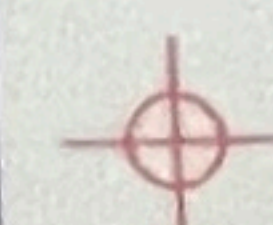
**Certificate of Recycling**  
CHICO DRAIN OIL SERVICE OFFERS PICKUP, TRANSPORTATION, AND RECYCLING OF YOUR WASTE STREAMS. CHICO DRAIN OIL SERVICE ASSURES THAT THE USED OIL, USED ANTIFREEZE, OILY WATER, DRUMMED WASTE AND USED OIL FILTERS WILL MEET OR EXCEED ALL EPA AND STATE OF CALIFORNIA REQUIREMENTS. CHICO DRAIN OIL SERVICE ALSO OFFERS VACUUM CLEANING OF CLARIFIERS, PARTS WASHERS, AND SUMPS. YOUR HAZARDOUS WASTE NEEDS OF DRUM WASTE FROM RCRA TO OILY LIQUIDS AND SOLIDS CAN BE MANAGED. CHICO DRAIN OIL SERVICE OFFERS A COMPLETE LINE OF ENVIRONMENTALLY SAFE PARTS WASHERS TO REPLACE OUTDATED SOLVENT MACHINES.

IMPORTANT NOTICE REGARDING THE DISPOSITION OF YOUR USED OIL  
PLEASE SIGN AFTER READING  
(used oil generator) hereby advises (generator's) shipment of used oil may be transported to a facility that is required to comply with federal regulations applicable to management of used oil, but that is not required to comply with the more stringent requirements applicable to hazardous waste management facilities. California facilities that handle or process used oil are required to meet those more stringent requirements, and some out-of-state facilities that process used oil also meet those requirements. These include more stringent leak detection and prevention requirements, engineering certifications of tank integrity, and financial assurances for closure and accidental releases. It is lawful to send used oil to out-of-state facilities that comply only with federal used oil management standards and not those more stringent requirements.  
This notification is for information purposes only.  
(signed, Transporter) Date: \_\_\_\_\_  
(signed, Generator) Date: \_\_\_\_\_

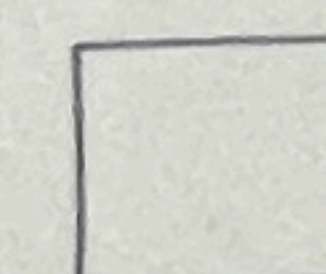




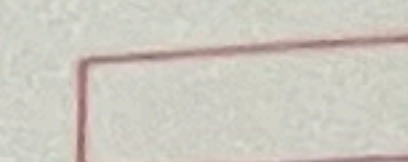
## LEGEND



SAMPLE  
LOCATION AND I.D



EXISTING  
BUILDING

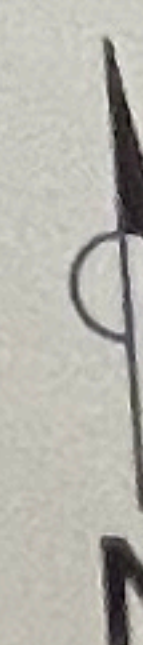


UST TO BE  
REMOVED

Environmental Health

SEP 20 2005

Chico, CA



SCALE: NOT TO  
SCALE

## HANOVER, INC.

1072 MARAUDER, SUITE 220  
CHICO, CA 95973  
(530) 342-1333  
FAX (530) 342-1490

NOTES:

FIG.2  
SAMPLE LOCATION MAP

PROJECT NO.:

BIG101

DRAWING NO.:

F1

DRAWN BY/DATE:

WB / 9-15-05

APPROVED BY/DATE:

CHO / 9-13-05



# TANK CLOSURE CERTIFICATION FORM

## I. FACILITY IDENTIFICATION

|                    |                                           |     |               |         |
|--------------------|-------------------------------------------|-----|---------------|---------|
| BUSINESS NAME      | 2240 NOD AVE                              | 3   | FACILITY ID # | 1       |
| SITE ADDRESS       | 2240 NOD AVE                              | 104 |               |         |
| BUSINESS CITY      | CHICO, CA 95926                           | 105 | BUSINESS ZIP  | 106     |
| TANK OWNER NAME    | NEW URBAN BUILDERS, ATT: CHRIS TACKMUSSEN | 500 |               |         |
| TANK OWNER ADDRESS | 426 BROADWAY, # 205                       | 501 |               |         |
| TANK OWNER CITY    | CHICO, CA 95928                           | 502 | STATE 503     | ZIP 504 |

## II. TANK CLOSURE INFORMATION

| Tank #<br>(State Tank ID#, if applicable) | Flammable Vapor |        |        | Oxygen |        |        |
|-------------------------------------------|-----------------|--------|--------|--------|--------|--------|
|                                           | Top             | Center | Bottom | Top    | Center | Bottom |
| TANK #1                                   | 0.0             | 0.0    | 0.0    | 21.0   | 21.0   | 21.0   |
|                                           |                 |        |        |        |        |        |
|                                           |                 |        |        |        |        |        |

## III. CERTIFICATION

On examination of the tank, I certify the tank is visually free from product, sludge, scale (thin, flaky residual of tank contents), residue and debris. I further certify that the information provided herein is true and accurate to the best of my knowledge.

|                        |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |     |
|------------------------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| CERTIFIER SIGNATURE    | 506 | <b>STATUS OR AFFILIATION OF CERTIFYING PERSON</b><br>Certifier is a representative of the CUPA/LIA: YES <input type="checkbox"/> NO <input type="checkbox"/><br><br>Name of CUPA/LIA _____<br><br>If certifier is other than CUPA/LIA check appropriate box below:<br><input type="checkbox"/> Certified Industrial Hygienist (CIH)<br><input type="checkbox"/> Certified Safety Professional (CSP)<br><input type="checkbox"/> Certified Marine Chemist (CMC)<br><input type="checkbox"/> Registered Environmental Health Specialist (REHS)<br><input type="checkbox"/> Professional Engineer (PE)<br><input type="checkbox"/> Class II Registered Environmental Assessor<br><input checked="" type="checkbox"/> CSLB licensed contractor (with hazardous substance certificate) |     |
| CERTIFIER NAME (PRINT) | 507 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |     |
| CERTIFIER TITLE        |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |     |
| ADDRESS                |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |     |
| CITY                   |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |     |
| PHONE                  |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |     |
| DATE CERTIFIED         | 508 | CERTIFICATION TIME                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 509 |
| 8/26/05                |     | 8:45                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |

☒ Yes ☐ No This tank previously held flammable or combustible materials. If yes, the tank interior atmosphere shall be re-checked with a combustible gas indicator prior to work being conducted on the tank.

Certifier's tank management instructions for scrap dealer, disposal facility, etc:

A copy of this certificate shall accompany the tank to the recycling/disposal facility.

Environmental Health  
SEP 20 2005  
Chico, CA





## Shasta Analytical Laboratory

Client  
Attention  
Address

Hanover Environmental, Inc.  
Will Bono  
1072 Marauder Street, Ste. 220  
Chico, CA 95973

Date Reported: 09/12/05  
Job Number: NEW101

DOHS Certification #1971

Source: N/A  
Lab. No.: 52160  
Sample I.D.: NEW-S-1-8  
Matrix: Soil  
Depth: 8'  
Date Collected: 08/26/05  
Time Collected: 1100  
Date Received: 09/01/05  
Date Extracted: N/A  
Date Analyzed: 09/01/05

| Parameter                  | Results | Reporting Limit | Units | Method |
|----------------------------|---------|-----------------|-------|--------|
| Volatile Aromatics:        |         |                 |       | 8021B  |
| Benzene                    | ND      | 10 *            | ug/Kg |        |
| Toluene                    | ND      | 10 *            | ug/Kg |        |
| Ethylbenzene               | ND      | 10 *            | ug/Kg |        |
| Xylenes                    | ND      | 20 *            | ug/Kg |        |
| MTBE                       | ND      | 100 *           | ug/Kg |        |
| Surrogate Recovery:<br>TFT | 80%     |                 |       |        |

\* Higher detection limit than usual due to the relatively high concentration of bunker oil in the sample.

Verified:

Lynn Carter  
Laboratory Director

Environmental Health  
SEP 20 2005  
Chico, CA





## Shasta Analytical Laboratory

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Address

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1072 Marauder Street, Ste. 220  
Chico, CA 95973

Date Reported: 09/12/05  
Job Number: NEW101

DOHS Certification #1971

Source: N/A  
Lab. No.: 52160

### QUALITY CONTROL DATA

| Parameter           | Reporting Limit | Units | Blank Results* | LCS Recovery, % | LCS Dup. Recovery, % | RPD   |
|---------------------|-----------------|-------|----------------|-----------------|----------------------|-------|
| Volatile Aromatics: |                 |       |                |                 |                      |       |
| Benzene             | 0.5             | ug/Kg | ND             | 77%             | 82%                  | 6.3%  |
| Toluene             | 0.5             | ug/Kg | ND             | 91%             | 100%                 | 9.4%  |
| Ethylbenzene        | 0.5             | ug/Kg | ND             | 97%             | 111%                 | 13.5% |

\* Blank results were ND on all other analytes tested.

Verified:

Tyng Carter  
Laboratory Director

20280 Skypark Drive • Redding, CA 96002 • (530) 226-5400 • Fax (530) 226-7722

Environmental Health  
SEP 20 2005  
Chico, CA





## Shasta Analytical Laboratory

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Date Reported: 09/12/05  
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Source: N/A  
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Depth: 8'  
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Date Analyzed: 09/01/05

| Parameter  | Results | Reporting<br>Limit | Units | Method    |
|------------|---------|--------------------|-------|-----------|
| Bunker Oil | 58      | 1.0                | mg/Kg | 8015 Mod. |

Verified:

*John Carlin*  
Laboratory Director

20280 Skypark Drive • Redding, CA 96002 • (530) 226-5400 • Fax (530) 226-7722

Environmental Health  
SEP 20 2005  
Chico, CA





## Shasta Analytical Laboratory

Client  
Attention  
Address

Hanover Environmental, Inc.  
Will Bono  
1072 Marauder Street, Ste. 220  
Chico, CA 95973

Date Reported: 09/12/05  
Job Number: NEW101

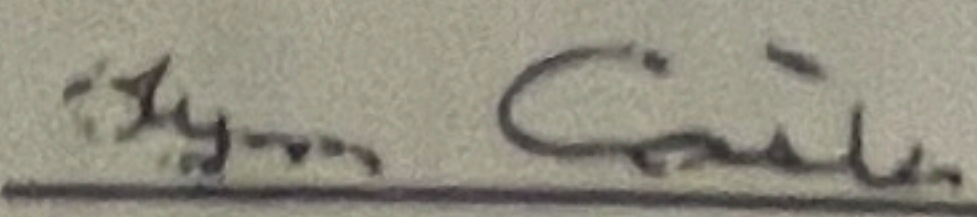
DOHS Certification #1971

Source: N/A  
Lab. No.: 52160

### QUALITY CONTROL DATA

| Parameter | Reporting Limit | Units | Blank Results | LCS Recovery, % | LCS Dup. Recovery, % | RPD   |
|-----------|-----------------|-------|---------------|-----------------|----------------------|-------|
| Diesel:   | 1.0             | mg/Kg | ND            | 92%             | 80%                  | 13.3% |

Verified:

  
Laboratory Director

20280 Skypark Drive • Redding, CA 96002 • (530) 226-5400 • Fax (530) 226-7722

Environmental Health  
SEP 20 2005  
Chico, CA



# SAMPLE CHAIN-OF-CUSTODY ANALYSIS REQUEST

**Shasta Analytical Laboratory**  
 20280 Skypark Drive • Redding, CA 96001  
 (530) 226-5400 • Fax (530) 226-7702

POSSIBLE HAZARDS: \_\_\_\_\_

Date 8-26-05  
 Source of Samples \_\_\_\_\_  
 Sampler Name LSM TH  
 Company HANOVER  
 \_\_\_\_\_  
 Project No. NEW 101

Report to WILL BONO  
 Company HANOVER  
 Address 1072 MARAUDER ST  
STE 220  
CHICO, CA  
 Phone: 530-8342-1333  
 Fax: 530-8342-1490

| ANALYSES REQUESTED                  |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |
|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| BTEX                                | MTBE                                | BUNN                                | OIL                                 |                                     |                                     |                                     |                                     |                                     |                                     |

EDF Report Required \_\_\_\_\_  
 Global I.D. \_\_\_\_\_

| LAB ID No. | Client ID No. | COLLECTION |      | Type | Depth | Compo-site | Note 4 | Turn-around time |  |  |   |   |   |   |  |  |  |  |
|------------|---------------|------------|------|------|-------|------------|--------|------------------|--|--|---|---|---|---|--|--|--|--|
|            |               | Date       | Time |      |       |            |        |                  |  |  |   |   |   |   |  |  |  |  |
| S2160      | NEW-S-1-8     | 8/26       | 1100 | S    | 8'    |            |        | STWO             |  |  | X | X | X | X |  |  |  |  |
|            |               |            |      |      |       |            |        |                  |  |  |   |   |   |   |  |  |  |  |
|            |               |            |      |      |       |            |        |                  |  |  |   |   |   |   |  |  |  |  |
|            |               |            |      |      |       |            |        |                  |  |  |   |   |   |   |  |  |  |  |
|            |               |            |      |      |       |            |        |                  |  |  |   |   |   |   |  |  |  |  |
|            |               |            |      |      |       |            |        |                  |  |  |   |   |   |   |  |  |  |  |
|            |               |            |      |      |       |            |        |                  |  |  |   |   |   |   |  |  |  |  |
|            |               |            |      |      |       |            |        |                  |  |  |   |   |   |   |  |  |  |  |
|            |               |            |      |      |       |            |        |                  |  |  |   |   |   |   |  |  |  |  |
|            |               |            |      |      |       |            |        |                  |  |  |   |   |   |   |  |  |  |  |

COMMENTS/CONDITIONS:  
 (Container type, container number, etc.)

1 brass tube

- 1) Write only one sample number in each space.
- 2) Specify type of sample(s): Water(W), Solid (S), or indicate type.
- 3) Mark each sample which should be composited in Laboratory as follows: Place an "A" in box for each sample that should be composited into one sample; use sequential letter for additional groups.

- 4) Preservation of sample.
- 5) Write each analyses requested across top. Place an "X" in appropriate column to indicate type of analysis needed for each sample.

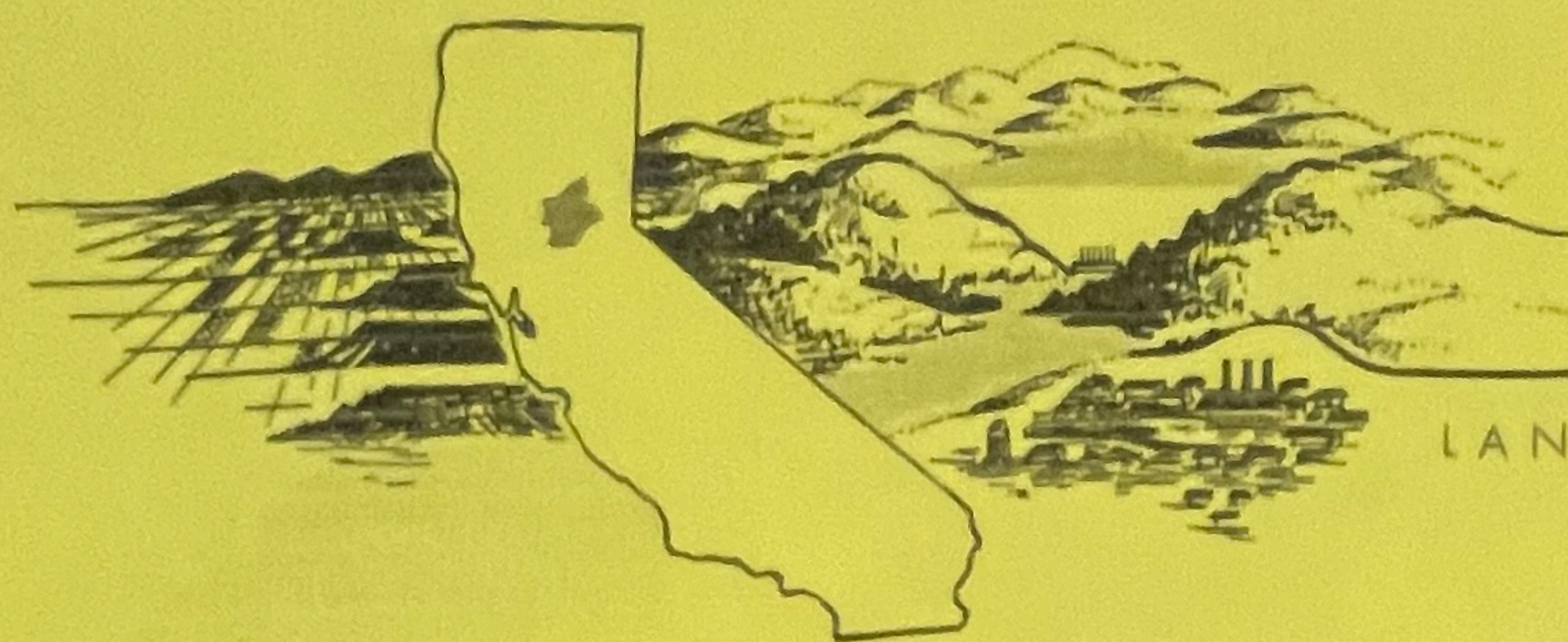
SAMPLE RELINQUISHED BY:

| Print Name  | Signature          | Company | Date | Time | Print Name | Signature      | Company | Date | Time |
|-------------|--------------------|---------|------|------|------------|----------------|---------|------|------|
| Luke Samson | <i>Luke Samson</i> | HANOVER | 8/26 | 1445 | Gail SE    | <i>Gail SE</i> | SHASTA  | 9/1  | 1400 |

SAMPLE RECEIVED BY:

Carrier: \_\_\_\_\_





# Butte County

LAND OF NATURAL WEALTH AND BEAUTY

## DEPARTMENT OF PUBLIC HEALTH DIVISION OF ENVIRONMENTAL HEALTH

September 23, 2005

☐ 202 Mira Loma Drive  
Oroville, CA 95965  
TEL: (530) 538-7282  
FAX: (530) 538-2165

☒ 411 Main Street  
P.O. Box 5364  
Chico, CA 95927  
TEL: (530) 891-2727  
FAX: (530) 895-6512

☐ 7 County Center Drive  
Oroville, CA 95965  
TEL: (530) 538-7281  
FAX: (530) 538-7785

New Urban Builders  
426 Broadway  
Chico, CA 95928

RE: UST Removal @ 2240 Nord Avenue, Chico, CA

Dear Sir:

I have reviewed the underground storage tank excavation report dated September 19, 2005.

This letter confirms the completion of a site investigation for the smudge oil tank located at the above described location. Thank you for your cooperation throughout this removal.

Based on the information in the above referenced file and with the provision that the information provided to this agency was accurate and representative of site conditions, no further action related to the underground storage tank is required.

This notice is issued pursuant to a regulation contained in Section 2721(e) of Title 23 of the California Code of Regulations.

Please contact me at the Chico office if you have any questions.

Sincerely,

Leslie Roberts, R.E.H.S. III  
Division of Environmental Health

LR/kg/ustclosure/2240nordave



BUTTE COUNTY DEPARTMENT OF PUBLIC HEALTH  
Division of Environmental Health  
P.O. Box 5364 (411 Main Street) Chico, CA 95927-5364  
Telephone (530) 891-2727 FAX (530) 895-6512

APPLICATION FOR PERMIT TO CLOSE OR REMOVE  
UNDERGROUND HAZARDOUS MATERIALS STORAGE TANK(S)

Name of Establishment: 2240 NORD

Assessor Parcel Nbr \_\_\_\_\_

Site Address/Location: 2240 NORD

Mailing Address: \_\_\_\_\_

Tank Owner: NEW URBAN BUILDINGS

Telephone: 530-893-8400

Tank Owner's Address: 426 BROADWAY, #205  
CHICO, CA 95928

Applicant's Name: HANOUR INC

Telephone: 530 342-1333

Mailing Address: 1072 MARSHALL ST, #220  
CHICO, 95923

Closure Methods Proposed: REMOVE

Proposed Disposition of Tank(s): \_\_\_\_\_

Closure Contractor: HANOUR INC

Telephone: \_\_\_\_\_

Lic. Nbr. 323819

Mailing Address: \_\_\_\_\_

Lic. Type: HD2

**Workers' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations:**

( ) I have and will maintain a certificate of consent to self-insure for workers' compensation as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

X I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: \_\_\_\_\_

Policy Number: \_\_\_\_\_

(The above sections need not be completed if the permit is for work of a valuation of one hundred dollars (\$100) or less).

( ) I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Signature of Applicant

DATE 8/23/05

ATTACHMENTS TO BE INCLUDED: Closure Workplan  
Site Specific Health & Safety Plan

Date Recd 08/23/05

Date Recd 08/23/05

PERMIT FEES:

Number of Tanks: 1

Plan Review: 119.00

Permanent Closure Fee: 205.00

TOTAL FEES: 324.00

DEPARTMENT USE ONLY:

Receipt No. 436755

Date 8-23-05

CK11371

Permit Issued

Leslie Roberts By 08/23/05



## TANK CLOSURE CERTIFICATION FORM

Page 1 of 1

## I. FACILITY IDENTIFICATION

|                    |                    |               |           |
|--------------------|--------------------|---------------|-----------|
| BUSINESS NAME      | 2240 NORD AVE      | FACILITY ID # | 1         |
| SITE ADDRESS       | 2240 NORD AVE      |               | 104       |
| BUSINESS CITY      | CHICO, CA          | BUSINESS ZIP  | 95926     |
| TANK OWNER NAME    | NEW URBAN BUILDERS |               | 500       |
| TANK OWNER ADDRESS | 426 BROADWAY, #205 |               | 501       |
| TANK OWNER CITY    | CHICO              | STATE         | 502 CA    |
|                    |                    | ZIP           | 504 95928 |

## II. TANK CLOSURE INFORMATION

| Tank Interior Atmosphere Readings | Tank #<br>(State Tank ID#, if applicable) | Flammable Vapor |        |        | Oxygen |        |        |
|-----------------------------------|-------------------------------------------|-----------------|--------|--------|--------|--------|--------|
|                                   |                                           | Top             | Center | Bottom | Top    | Center | Bottom |
|                                   | TANK #1                                   | 000             | 000    | 000    | 20.9   | 20.0   | 20.9   |
|                                   |                                           |                 |        |        |        |        |        |
|                                   |                                           |                 |        |        |        |        |        |

## III. CERTIFICATION

On examination of the tank, I certify the tank is visually free from product, sludge, scale (thin, flaky residual of tank contents), residue and debris. I further certify that the information provided herein is true and accurate to the best of my knowledge.

|                                                                                                                                                                                                                                                                        |                                                                                                         |     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|-----|
| CERTIFIER SIGNATURE                                                                                                                                                                                                                                                    | STATUS OR AFFILIATION OF CERTIFYING PERSON                                                              | 505 |
| CERTIFIER NAME (PRINT)                                                                                                                                                                                                                                                 | Certifier is a representative of the CUPA/LIA: YES <input type="checkbox"/> NO <input type="checkbox"/> | 506 |
| CERTIFIER TITLE                                                                                                                                                                                                                                                        | Name of CUPA/LIA                                                                                        | 507 |
| ADDRESS                                                                                                                                                                                                                                                                | If certifier is other than CUPA/LIA check appropriate box below:                                        |     |
| CITY                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Certified Industrial Hygienist (CIH)                                           |     |
| PHONE                                                                                                                                                                                                                                                                  | <input type="checkbox"/> Certified Safety Professional (CSP)                                            |     |
| DATE CERTIFIED                                                                                                                                                                                                                                                         | <input type="checkbox"/> Certified Marine Chemist (CMC)                                                 |     |
| CERTIFICATION TIME                                                                                                                                                                                                                                                     | <input type="checkbox"/> Registered Environmental Health Specialist (REHS)                              |     |
|                                                                                                                                                                                                                                                                        | <input type="checkbox"/> Professional Engineer (PE)                                                     |     |
|                                                                                                                                                                                                                                                                        | <input type="checkbox"/> Class II Registered Environmental Assessor                                     |     |
|                                                                                                                                                                                                                                                                        | <input type="checkbox"/> CSLB licensed contractor (with hazardous substance certificate)                |     |
| <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No This tank previously held flammable or combustible materials. If yes, the tank interior atmosphere shall be re-checked with a combustible gas indicator prior to work being conducted on the tank. |                                                                                                         |     |

Certifier's tank management instructions for scrap dealer, disposal facility, etc:

A copy of this certificate shall accompany the tank to the recycling/disposal facility.



**BUTTE COUNTY**  
**DEPARTMENT OF ENVIRONMENTAL HEALTH**  
**TANK CLOSURE WORKSHEET**

Tank Owner NWB

Phone \_\_\_\_\_

Address

2240 Nood Avenue

Chester

Regulating Agency(ies)

Butte Co EH

Notified

☒

☐

Permit Issued

☒

☐

Contractor name(s)

Hanover Env. Inc

Job

Smudge oil tank  
emptied, cleaned,  
broken up, removed

(excavation, de-gassing, sludge disposal, tank disposal, cleanup, transport, other - describe)

with 1 soil sample

Insurance Carrier \_\_\_\_\_

Hazardous Substance Removal Cert # \_\_\_\_\_

Tank Closure Start Date 08/26/05

Tank Closure Completion Date 08/ /05

**TANK CLOSURE INITIAL PROCEDURES:**

- Follow safety measures
  - ☐ Obtain recommended safety equipment
  - ☐ Avoid contact with produce
  - ☐ Bond or ground equipment
- ☐ Drain produce from piping
- ☐ Disconnect, then cap or remove piping
- ☐ Remove product and residuals from tank
- ☐ Excavate to tank top
- ☐ Remove drop tube, fill pipe, gauge pipe, vapor recovery tank connections, submersible pumps and other fixtures
- ☐ Temporarily plug all other tank openings except the vent line

**ABANDONMENT IN-PLACE**

(see below if tank is removed)

- ☐ Document site is clean
- ☐ Sample results received
  - ☐ Samples acceptable
  - ☐ Samples not acceptable
- ☐ Clean and inspect tank interior
- ☐ Inert tank with 15 lbs dry ice/1,000 gallon cap min
- ☐ Fill tank as full as possible with inert mixture until filling overflows tank
- ☐ Plug or cap all openings
- ☐ Disconnect and cap or remove vent line



**UPDATED (2/3/2023)**



## **Mid Valley Title & Escrow Company**

601 Main Street, Chico, CA 95928

Affiliated with

First American Title Insurance Company

Escrow Officer: Tami Renae Barlow  
Phone: (530)893-5644  
Fax No.: (866)739-4927  
E-Mail: tbarlow@firstam.com

E-Mail Loan Documents to: ChicoEdocs.ca@firstam.com

Title Officer: Vicki Petrucha  
Phone: (530)893-5644  
Fax No.: (530)893-1853  
E-Mail: vpetrucha@firstam.com

Buyer: TBD  
Owner: Laurene M. Vrisimo  
Property: 2280 Nord Avenue  
Chico, CA 95926

### **PRELIMINARY REPORT**

In response to the above referenced application for a policy of title insurance, this company hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a Policy or Policies of Title Insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an Exception below or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations of said Policy forms.

The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said policy or policies are set forth in Exhibit A attached. *The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties.* Limitations on Covered Risks applicable to the CLTA and ALTA Homeowner's Policies of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limit of Liability for certain coverages are also set forth in Exhibit A. Copies of the policy forms should be read. They are available from the office which issued this report.

**Please read the exceptions shown or referred to below and the exceptions and exclusions set forth in Exhibit A of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.**

**It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects, and encumbrances affecting title to the land.**

**Please be advised that any provision contained in this document, or in a document that is attached, linked or referenced in this document, that under applicable law illegally discriminates against a class of individuals based upon personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or any other legally protected class, is illegal and unenforceable by law.**

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

*Mid Valley Title & Escrow Company*



Dated as of February 02, 2023 at 7:30 A.M.

The form of Policy of title insurance contemplated by this report is:

ALTA Homeowners (Eagle Owner) Policy

A specific request should be made if another form or additional coverage is desired.

Title to said estate or interest at the date hereof is vested in:

Robert E. Crabb, Successor Trustee of The Helena S. Vrisimo Revocable Living Trust, dated May 31, 2000

The estate or interest in the land hereinafter described or referred to covered by this Report is:

A fee.

The Land referred to herein is described as follows:

(See attached Legal Description)

At the date hereof exceptions to coverage in addition to the printed Exceptions and Exclusions in said policy form would be as follows:

1. General and special taxes and assessments for the fiscal year 2023-2024, a lien not yet due or payable.
2. General and special taxes and assessments for the fiscal year 2022-2023.

|                     |                     |
|---------------------|---------------------|
| First Installment:  | \$1,197.10, DUE     |
| Penalty:            | \$0.00              |
| Second Installment: | \$1,197.10, PAYABLE |
| Penalty:            | \$0.00              |
| Tax Rate Area:      | 002-423             |
| A. P. No.:          | 042-140-078         |
3. General and special taxes and assessments for the fiscal year 2022-2023.

|                     |                     |
|---------------------|---------------------|
| First Installment:  | \$4,752.66, PAID    |
| Penalty:            | \$0.00              |
| Second Installment: | \$4,752.66, PAYABLE |
| Penalty:            | \$0.00              |
| Tax Rate Area:      | 002-423             |
| A. P. No.:          | 042-140-077         |

Affects: The land and other property.



4. The lien of supplemental taxes, if any, assessed pursuant to Chapter 3.5 commencing with Section 75 of the California Revenue and Taxation Code.

RE-CHECK SUPPLEMENTAL TAXES PRIOR TO THE CLOSE OF ESCROW.

5. An easement for public utilities and incidental purposes in the document recorded June 10, 2012 in Book 130 of Deeds, Page 283.

The location of the easement cannot be determined from record information.

6. A waiver of any claims for damages by reason of the location, construction, landscaping or maintenance of a contiguous freeway, highway, roadway or transit facility as contained in the document recorded August 15, 1967 as Book 1482, Page 429 of Official Records.

Document re-recorded September 12, 1967 as Book 1486, Page 130 of Official Records.

7. The terms and provisions contained in the document entitled "Ordinance No. 2110 of the City Council of the City of Chico amending Ordinance No. 1968 approving and adopting the Redevelopment Plan for the Greater Chico Urban Area Redevelopment Project", recorded July 24, 1996, Serial No. 96-27513.

Notice of Adoption of an Amendment to the Redevelopment Plan for the Greater Chico Urban Area Redevelopment Project, recorded October 11, 2004, Serial No. 2004-0062586.

8. The terms and provisions contained in the document entitled Agreement Establishing Buffer Zone recorded August 25, 2005 as Serial No. 2005-0050436 of Official Records.

Document(s) declaring modifications thereof recorded October 31, 2005 as Serial No. 2005-0065997 of Official Records.

9. An easement for pipeline, storm drainage facilities and incidental purposes in the document recorded August 25, 2005 as Serial No. 2005-0050437 of Official Records.

Affects: as depicted on said document.

10. An easement for public utilities and incidental purposes in the document recorded January 31, 2014 as Serial No. 2014-0003435 of Official Records.

The location of the easement cannot be determined from record information.

11. The effect of deed executed by Robert E. Crabb, Successor Trustee of The Helena S. Vrisimo Revocable Living Trust, dated May 31, 2000 to Laurene M. Vrisimo, a single woman as her sole and separate property, recorded August 03, 2022 as Serial No. 2022-0025801 of Official Records.

The Company will require satisfactory evidence that the deed was an absolute conveyance for value and that there are no other agreements, oral or written, regarding the ownership or occupancy of the land described in the deed.

12. A waiver of any claims for damages by reason of the location, construction, landscaping or maintenance of a contiguous freeway, highway, roadway or transit facility as contained in the document recorded January 26, 2023 as Serial No. 2023-0003366 of Official Records.

13. Water rights, claims or title to water, whether or not shown by the Public Records.



14. Any rights, interests, or claims of parties in possession of the land not shown by the public records.
15. Any claim that the Title is subject to a trust or lien created under The Perishable Agricultural Commodities Act (7 U.S.C. §§499a, et seq.) or the Poultry and Stockyards Act (7 U.S.C. §§181 et seq.) or under similar state laws.

NOTE: This file involves The Perishable Agricultural Commodities Act (7 U.S.C. §§499a, et seq.) or the Poultry and Stockyards Act (7 U.S.C. §§181 et seq.) and will require First American Senior Underwriting Approval prior to the close of escrow.

16. With respect to the trust referred to in the vesting:
  - a. A certification pursuant to Section 18100.5 of the California Probate Code in a form satisfactory to the Company.
  - b. Copies of those excerpts from the original trust documents and amendments thereto which designate the trustee and confer upon the trustee the power to act in the pending transaction.
  - c. Other requirements which the Company may impose following its review of the material required herein and other information which the Company may require.

VP:md



|                            |
|----------------------------|
| <b>INFORMATIONAL NOTES</b> |
|----------------------------|

Note: The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than the certain dollar amount set forth in any applicable arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. If you desire to review the terms of the policy, including any arbitration clause that may be included, contact the office that issued this Commitment or Report to obtain a sample of the policy jacket for the policy that is to be issued in connection with your transaction.

1. The Vestee herein acquired Title by Document (s) Recorded June 7, 2000, Serial No. 2000-0020938 and April 7, 2022, Serial No. 2022-0012467.

The map attached, if any, may or may not be a survey of the land depicted hereon. Mid Valley Title & Escrow Company expressly disclaims any liability for loss or damage which may result from reliance on this map except to the extent coverage for such loss or damage is expressly provided by the terms and provisions of the title insurance policy, if any, to which this map is attached.



**LEGAL DESCRIPTION**

Real property in the City of Chico, County of Butte, State of California, described as follows:

LOT 92, AS SHOWN ON THAT CERTAIN MAP ENTITLED, "SECOND SUBDIVISION OF THE JOHN BIDWELL RANCHO", WHICH MAP WAS FILED IN THE OFFICE OF THE RECORDER OF THE COUNTY OF BUTTE, STATE OF CALIFORNIA, ON SEPTEMBER 17, 1900, IN BOOK 5 OF MAPS, AT PAGE(S) 27.

EXCEPTING THEREFROM ALL THAT PORTION CONTAINED IN FINAL ORDER OF CONDEMNATION RECORDED JULY 12, 1967, IN BOOK 1478, PAGE 292, OFFICIAL RECORDS OF BUTTE COUNTY.

ALSO EXCEPTING THEREFROM ALL THAT PORTION DEEDED TO THE STATE OF CALIFORNIA IN GRANT DEED RECORDED AUGUST 15, 1967 IN BOOK 1482, PAGE 429 AND RE-RECORDED SEPTEMBER 12, 1967 IN BOOK 1486, PAGE 130, OFFICIAL RECORDS OF BUTTE COUNTY.

ALSO EXCEPTING THEREFROM ALL THOSE PORTIONS OF LAND CONVEYED TO THE STATE OF CALIFORNIA IN GRANT DEED RECORDED JANUARY 26, 2023, SERIAL NO. 2023-0003366.

APN: 042-140-078 and 042-140-077 (Portion)



***NOTICE***

Section 12413.1 of the California Insurance Code, effective January 1, 1990, requires that any title insurance company, underwritten title company, or controlled escrow company handling funds in an escrow or sub-escrow capacity, wait a specified number of days after depositing funds, before recording any documents in connection with the transaction or disbursing funds. This statute allows for funds deposited by wire transfer to be disbursed the same day as deposit. In the case of cashier's checks or certified checks, funds may be disbursed the next day after deposit. In order to avoid unnecessary delays of three to seven days, or more, please use wire transfer, cashier's checks, or certified checks whenever possible.

If you have any questions about the effect of this new law, please contact your local Mid Valley Title & Escrow Company Office for more details.



**EXHIBIT A**  
**LIST OF PRINTED EXCEPTIONS AND EXCLUSIONS (BY POLICY TYPE)**  
**CLTA/ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE [(07-01-2021) v. 01.00]**  
**EXCLUSIONS FROM COVERAGE**

The following matters are excluded from the coverage of this policy and We will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
  - i. the occupancy, use, or enjoyment of the Land;
  - ii. the character, dimensions, or location of any improvement on the Land;
  - iii. the subdivision of land; or
  - iv. environmental remediation or protection.
- b. any governmental forfeiture, police, or regulatory, or national security power.
- c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.  
 Exclusion 1 does not modify or limit the coverage provided under Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23, or 27.
2. Any power to take the Land by condemnation. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 17.
3. Any defect, lien, encumbrance, adverse claim, or other matter:
  - a. created, suffered, assumed, or agreed to by You;
  - b. not Known to Us, not recorded in the Public Records at the Date of Policy, but Known to You and not disclosed in writing to Us by You prior to the date You became an Insured under this policy;
  - c. resulting in no loss or damage to You;
  - d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 5, 8.f., 25, 26, 27, 28, or 32); or
  - e. resulting in loss or damage that would not have been sustained if You paid consideration sufficient to qualify You as a bona fide purchaser of the Title at the Date of Policy.
4. Lack of a right:
  - a. to any land outside the area specifically described and referred to in Item 3 of Schedule A; and
  - b. in any street, road, avenue, alley, lane, right-of-way, body of water, or waterway that abut the Land.
 Exclusion 4 does not modify or limit the coverage provided under Covered Risk 11 or 21.
5. The failure of Your existing structures, or any portion of Your existing structures, to have been constructed before, on, or after the Date of Policy in accordance with applicable building codes. Exclusion 5 does not modify or limit the coverage provided under Covered Risk 14 or 15.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transfer of the Title to You is a:
  - a. fraudulent conveyance or fraudulent transfer;
  - b. voidable transfer under the Uniform Voidable Transactions Act; or
  - c. preferential transfer:
    - i. to the extent the instrument of transfer vesting the Title as shown in Schedule A is not a transfer made as a contemporaneous exchange for new value; or
    - ii. for any other reason not stated in Covered Risk 30.
7. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake, or subsidence.
8. Negligence by a person or an entity exercising a right to extract or develop oil, gas, minerals, groundwater, or any other subsurface substance.
9. Any lien on Your Title for real estate taxes or assessments imposed or collected by a governmental authority that becomes due and payable after the Date of Policy. Exclusion 9 does not modify or limit the coverage provided under Covered Risk 8.a. or 27.
10. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

**LIMITATIONS ON COVERED RISKS**

Your insurance for the following Covered Risks is limited on the Owner's Coverage Statement as follows:

For Covered Risk 16, 18, 19, and 21 Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.

The deductible amounts and maximum dollar limits shown on Schedule A are as follows:

|                  | <u>Your Deductible Amount</u>                                             | <u>Our Maximum Dollar Limit of Liability</u> |
|------------------|---------------------------------------------------------------------------|----------------------------------------------|
| Covered Risk 16: | 1% of Policy Amount Shown in Schedule A or \$2,500<br>(whichever is less) | \$10,000                                     |
| Covered Risk 18: | 1% of Policy Amount Shown in Schedule A or \$5,000<br>(whichever is less) | \$25,000                                     |
| Covered Risk 19: | 1% of Policy Amount Shown on Schedule A or \$5,000<br>(whichever is less) | \$25,000                                     |
| Covered Risk 21: | 1% of Policy Amount Shown on Schedule A or \$2,500<br>(whichever is less) | \$5,000                                      |

**ALTA OWNER'S POLICY [(07-01-2021) V. 01.00]**  
**CLTA STANDARD COVERAGE OWNER'S POLICY [(02-04-22) V. 01.00]**



**EXCLUSIONS FROM COVERAGE**

The following matters are excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
    - i. the occupancy, use, or enjoyment of the Land;
    - ii. the character, dimensions, or location of any improvement on the Land;
    - iii. the subdivision of land; or
    - iv. environmental remediation or protection.
  - b. any governmental forfeiture, police, regulatory, or national security power.
  - c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.
- Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.
2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
  3. Any defect, lien, encumbrance, adverse claim, or other matter:
    - a. created, suffered, assumed, or agreed to by the Insured Claimant;
    - b. not Known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
    - c. resulting in no loss or damage to the Insured Claimant;
    - d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 9 or 10); or
    - e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser had been given for the Title at the Date of Policy.
  4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction vesting the Title as shown in Schedule A is a:
    - a. fraudulent conveyance or fraudulent transfer;
    - b. voidable transfer under the Uniform Voidable Transactions Act; or
    - c. preferential transfer:
      - i. to the extent the instrument of transfer vesting the Title as shown in Schedule A is not a transfer made as a contemporaneous exchange for new value; or
      - ii. for any other reason not stated in Covered Risk 9.b.
  5. Any claim of a PACA-PSA Trust. Exclusion 5 does not modify or limit the coverage provided under Covered Risk 8.
  6. Any lien on the Title for real estate taxes or assessments imposed or collected by a governmental authority that becomes due and payable after the Date of Policy. Exclusion 6 does not modify or limit the coverage provided under Covered Risk 2.b.
  7. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

NOTE: The 2021 ALTA Owner's Policy may be issued to afford either Standard Coverage or Extended Coverage. In addition to variable exceptions such as taxes, easements, CC&R's, etc., the Exceptions from Coverage in a Standard Coverage policy will also include the Western Regional Standard Coverage Exceptions listed below as numbers 1 through 7. The 2021 CLTA Standard Coverage Owner's Policy will include the Western Regional Standard Coverage Exceptions listed below as numbers 1 through 7.

**EXCEPTIONS FROM COVERAGE**

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This policy treats any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document are excepted from coverage.

This policy does not insure against loss or damage and the Company will not pay costs, attorneys' fees, or expenses resulting from the terms and conditions of any lease or easement identified in Schedule A, and the following matters:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material unless such lien is shown by the Public Records at Date of Policy.
7. Any claim to (a) ownership of or rights to minerals and similar substances, including but not limited to ores, metals, coal, lignite, oil, gas, uranium, clay, rock, sand, and gravel located in, on, or under the Land or produced from the Land, whether such ownership or rights arise by lease, grant, exception, conveyance, reservation, or otherwise; and (b) any rights, privileges, immunities, rights of way, and easements associated therewith or appurtenant thereto, whether or not the interests or rights excepted in (a) or (b) appear in the Public Records or are shown in Schedule B.



**2006 ALTA OWNER'S POLICY (06-17-06)**  
**EXCLUSIONS FROM COVERAGE**

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
  - (i) the occupancy, use, or enjoyment of the Land;
  - (ii) the character, dimensions, or location of any improvement erected on the Land;
  - (iii) the subdivision of land; or
  - (iv) environmental protection;or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
  - (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
  - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
  - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
  - (c) resulting in no loss or damage to the Insured Claimant;
  - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
  - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
  - (a) a fraudulent conveyance or fraudulent transfer; or
  - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

NOTE: The 2006 ALTA Owner's Policy may be issued to afford either Standard Coverage or Extended Coverage. In addition to variable exceptions such as taxes, easements, CC&R's, etc., the Exceptions from Coverage in a Standard Coverage policy will also include the Western Regional Standard Coverage Exceptions listed below as numbers 1 through 7.

**EXCEPTIONS FROM COVERAGE**

This policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees or expenses, that arise by reason of:

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown in the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and that are not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material unless such lien is shown by the Public Records at Date of Policy.
7. Any claim to (a) ownership of or rights to minerals and similar substances, including but not limited to ores, metals, coal, lignite, oil, gas, uranium, clay, rock, sand, and gravel located in, on, or under the Land or produced from the Land, whether such ownership or rights arise by lease, grant, exception, conveyance, reservation, or otherwise; and (b) any rights, privileges, immunities, rights of way, and easements associated therewith or appurtenant thereto, whether or not the interests or rights excepted in (a) or (b) appear in the Public Records or are shown in Schedule B.





## Privacy Notice

**Effective:** October 1, 2019

**Notice Last Updated:** December 1, 2022

This Privacy Policy ("Policy") describes how First American Financial Corporation and its subsidiaries and affiliates (collectively, "First American," "we," "us," or "our") collect, use, store, and share your information when: (1) when you access or use our websites, mobile applications, web-based applications, or other digital platforms where this Policy is posted ("Sites"); (2) when you use our products and services ("Services"); (3) when you communicate with us in any manner, including by e-mail, in-person, telephone, or other communication method ("Communications"); and (4) when we obtain your information from third parties, including service providers, business partners, and governmental departments and agencies ("Third Parties").

This Policy applies wherever it is posted. To the extent a First American subsidiary or affiliate has different privacy practices, such entity shall have their own privacy statement posted as applicable.

**What Type Of Information Do We Collect About You?** We collect a variety of categories of information about you. To learn more about the categories of information we collect, please visit <https://www.firstam.com/privacy-policy/>.

**How Do We Collect Your Information?** We collect your information: (1) directly from you; (2) automatically when you interact with us; and (3) from third parties, including business parties and affiliates.

**How Do We Use Your Information?** We may use your information in a variety of ways, including but not limited to providing the services you have requested, fulfilling your transactions, comply with relevant laws and our policies, and handling a claim. To learn more about how we may use your information, please visit <https://www.firstam.com/privacy-policy/>.

**How Do We Share Your Information?** We do not sell your personal information. We only share your information, including to subsidiaries, affiliates, and to unaffiliated third parties: (1) with your consent; (2) in a business transfer; (3) to service providers; (4) to subsidiaries and affiliates; and (5) for legal process and protection. To learn more about how we share your information, please visit <https://www.firstam.com/privacy-policy/>.

**How Do We Store and Protect Your Information?** The security of your information is important to us. That is why we take commercially reasonable steps to make sure your information is protected. We use our best efforts to maintain commercially reasonable technical, organizational, and physical safeguards, consistent with applicable law, to protect your information.

**How Long Do We Keep Your Information?** We keep your information for as long as necessary in accordance with the purpose for which it was collected, our business needs, and our legal and regulatory obligations.

**Your Choices** We provide you the ability to exercise certain controls and choices regarding our collection, use, storage, and sharing of your information. You can learn more about your choices by visiting <https://www.firstam.com/privacy-policy/>.

**International Jurisdictions:** Our Products are offered in the United States of America (US), and are subject to US federal, state, and local law. If you are accessing the Products from another country, please be advised that you may be transferring your information to us in the US, and you consent to that transfer and use of your information in accordance with this Privacy Notice. You also agree to abide by the applicable laws of applicable US federal, state, and local laws concerning your use of the Products, and your agreements with us.

We may change this Privacy Notice from time to time. Any and all changes to this Privacy Notice will be reflected on this page, and where appropriate provided in person or by another electronic method. **YOUR CONTINUED USE, ACCESS, OR INTERACTION WITH OUR PRODUCTS OR YOUR CONTINUED COMMUNICATIONS WITH US AFTER THIS NOTICE HAS BEEN PROVIDED TO YOU WILL REPRESENT THAT YOU HAVE READ AND UNDERSTOOD THIS PRIVACY NOTICE.**

**Contact Us** [dataprivacy@firstam.com](mailto:dataprivacy@firstam.com) or toll free at 1-866-718-0097.





### **For California Residents**

If you are a California resident, you may have certain rights under California law, including but not limited to the California Consumer Privacy Act of 2018, as amended by the California Privacy Rights Act and its implementing regulations ("CCPA"). All phrases used in this section shall have the same meaning as those phrases are used under California law, including the CCPA.

**Right to Know.** You have a right to request that we disclose the following information to you: (1) the categories of personal information we have collected about or from you; (2) the categories of sources from which the personal information was collected; (3) the business or commercial purpose for such collection and/or disclosure; (4) the categories of third parties with whom we have shared your personal information; and (5) the specific pieces of your personal information we have collected. To submit a verified request for this information, go to our online privacy policy at [www.firstam.com/privacy-policy](http://www.firstam.com/privacy-policy) or call toll-free at 1-866-718-0097. You may also designate an authorized agent to submit a request on your behalf by going to our online privacy policy at [www.firstam.com/privacy-policy](http://www.firstam.com/privacy-policy) or by calling toll-free at 1-866-718-0097.

**Right to Correct.** You have a right to request that we correct your personal information. This right is subject to certain exceptions available under the CCPA and other applicable law. To submit a verified request for correction, go to our online privacy policy at [www.firstam.com/privacy-policy](http://www.firstam.com/privacy-policy) or call toll-free at 1-866-718-0097.

**Right of Deletion.** You also have a right to request that we delete the personal information we have collected from and about you. This right is subject to certain exceptions available under the CCPA and other applicable law. To submit a verified request for deletion, go to our online privacy policy at [www.firstam.com/privacy-policy](http://www.firstam.com/privacy-policy) or call toll-free at 1-866-718-0097. You may also designate an authorized agent to submit a request on your behalf by going to our online privacy policy at [www.firstam.com/privacy-policy](http://www.firstam.com/privacy-policy) or by calling toll-free at 1-866-718-0097.

**Verification Process.** For a request to know, correct or delete, we will verify your identity before responding to your request. To verify your identity, we will generally match the identifying information provided in your request with the information we have on file about you. Depending on the sensitivity of the information requested, we may also utilize more stringent verification methods to verify your identity, including but not limited to requesting additional information from you and/or requiring you to sign a declaration under penalty of perjury.

**Notice of Sale and Share.** We have not sold or shared the personal information of California residents in the past 12 months. To the extent any First American affiliated entity has a different practice, it will be stated in the applicable privacy policy. We do not knowingly sell or share the personal information of any California resident under the age of 16.

**Right of Non-Discrimination.** You have a right to exercise your rights under California law, including under the CCPA, without suffering discrimination. Accordingly, First American will not discriminate against you in any way if you choose to exercise your rights under the CCPA.

**Notice of Collection.** To learn more about the categories of personal information we have collected about California residents over the last 12 months, how we have used that information, and how we share that information, please see "California Privacy Rights Act and Disclosures" in <https://www.firstam.com/privacy-policy>.

**Notice of Disclosure.** To learn more about the categories of personal information we may have disclosed about California residents in the past 12 months, please see "California Privacy Rights Act and Disclosures" in <https://www.firstam.com/privacy-policy>.



## APPENDIX J

### **Environmental Noise Assessment**

*(Bollard Acoustical Consultants, Inc.; November 17, 2023)*



# Environmental Noise Assessment

## 2240 Nord Avenue Apartments

Chico, California

BAC Job # 2023-132

Prepared For:

**LACO Associates**

Megan Marruffo  
Senior Planner

Prepared By:

**Bollard Acoustical Consultants, Inc.**



Paul Bollard, President

November 17, 2023





## Introduction

The 2240 Nord Avenue Apartments (project) is located in the City of Chico, California. The project proposes the development of approximately 208 apartment units within 21 buildings with a common outdoor area and clubhouse on a 11.7-acre parcel. The project site is bordered by railroad tracks to the north, Nord Avenue to the south, West Lindo Avenue to the west, and an existing residential development to the east. The Ranchoero Airport is located approximately 1.25 miles to the south of the project site. The project area and site plan are provided as Figures 1 and 2, respectively.

Due to the noise-sensitivity of the proposed residential project, the proximity of the project site to Nord Avenue and the Union Pacific Railroad tracks, and the potential for aircraft noise exposure at the project site related to Ranchoero Airport operations, Bollard Acoustical Consultants, Inc. (BAC) was retained by the project applicant to prepare this noise assessment. Specifically, the purposes of this assessment are to quantify noise levels at the project site associated with traffic, railroad, and aircraft operations, to compare those levels against the applicable City of Chico noise standards for acceptable noise exposure, and to recommend noise mitigation measures where needed to achieve satisfaction with those standards. This report contains BAC's evaluation.

## Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

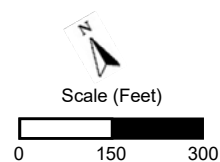
Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ) over a given time period (usually one hour). The  $L_{eq}$  is the foundation of the Day-Night Average Level noise descriptor,  $L_{dn}$  or DNL, and shows very good correlation with community response to noise.





### Legend

- Project Boundary (Approximate)
- ▲ Long-Term Noise Measurement Locations

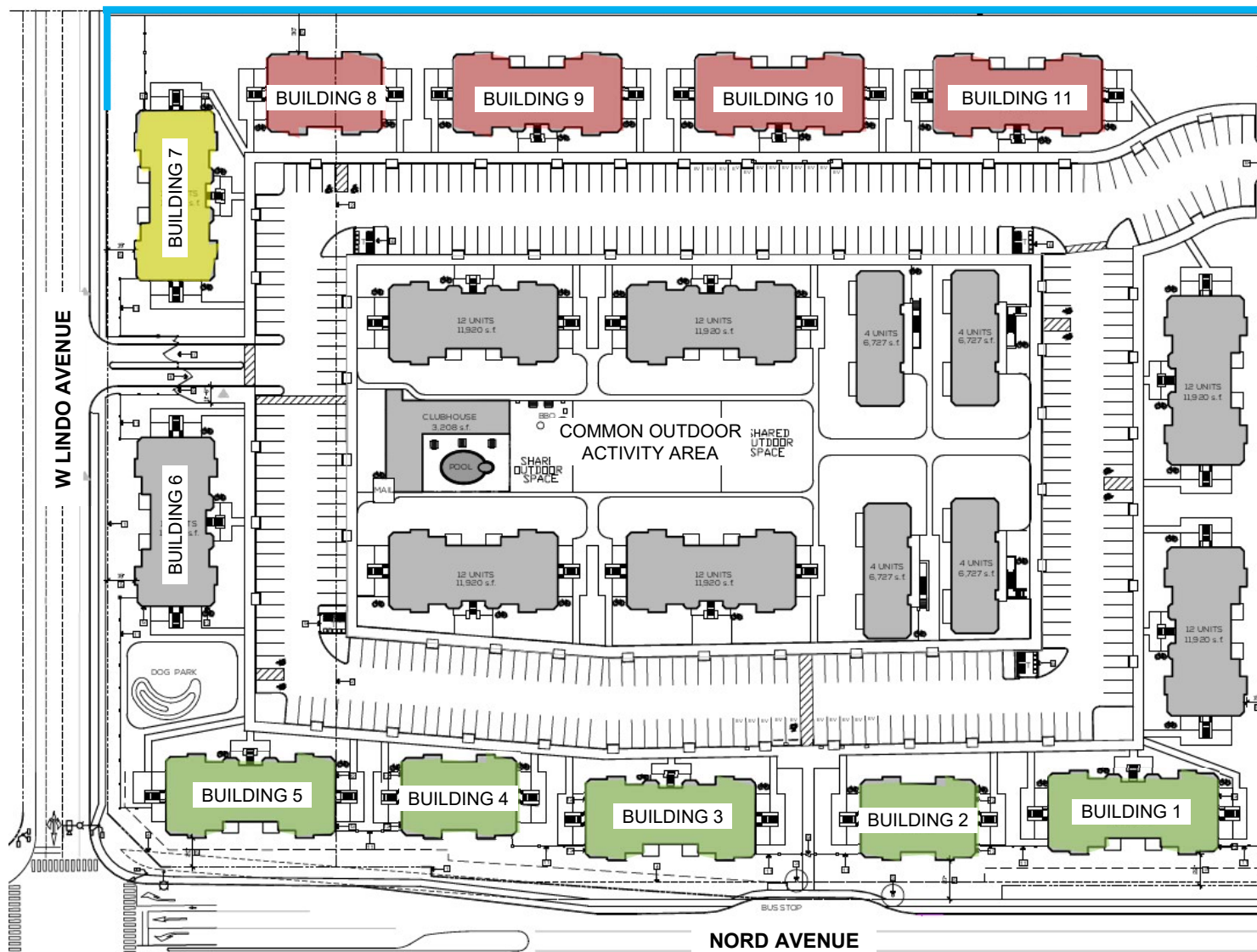


Project Area  
2240 Nord Avenue Apartments  
Chico, California

Figure 1

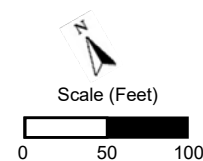






### Legend

- Proposed 10-foot Tall CMU Noise Barrier
- Window Upgrades: STC 32 All Floors (with View of Nord Avenue)
- Window Upgrades: STC 32 First Floors, STC 36 Upper Floors (with View of RR)
- Window Upgrades: STC 32 First Floors, STC 40 Upper Floors (with View of RR)



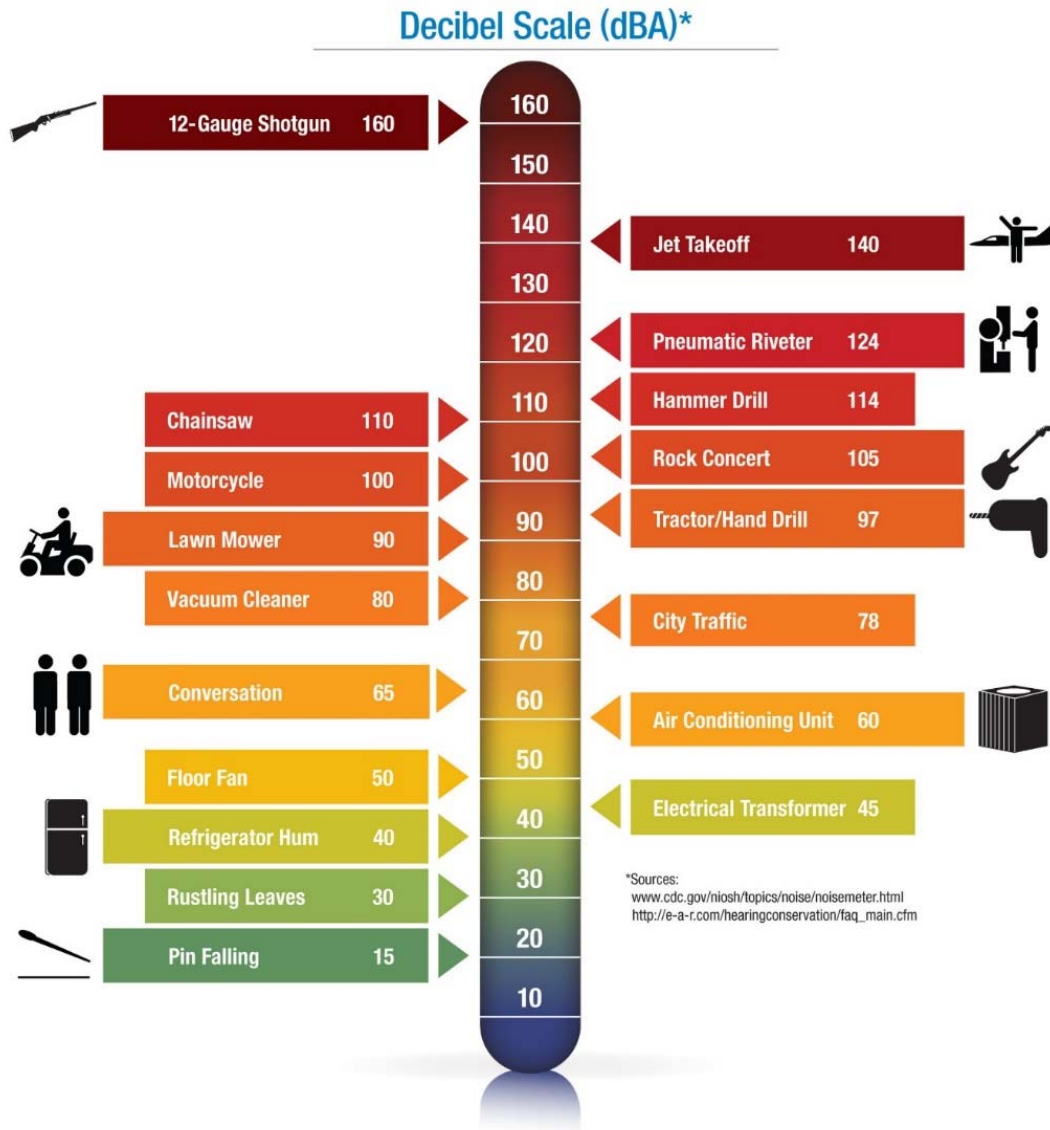
### Site Plan

2240 Nord Avenue Apartments  
Chico, California

Figure 2



**Figure 3**  
**Typical A-Weighted Sound Levels of Common Noise Sources**



The Day-Night Average Level (DNL) is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.



## Criteria for Acceptable Noise Exposure

### Chico General Plan Noise Element

The Noise Element of the City of Chico General Plan contains goals, policies and actions to ensure that City residents are not subjected to noise beyond acceptable levels. Noise impacts associated with this project would occur if projected future traffic noise levels exceed City noise standards at proposed residences within the project site, or if the project would result in a substantial increase in traffic noise levels at existing residences in the immediate project vicinity. The City General Plan policies and actions which are applicable to these to potential impacts are reproduced below:

- Policy N-1.1 (New Development and Transportation Noise)** - New development of noise-sensitive land uses will not be permitted in areas exposed to existing or planned transportation noise sources that exceed the levels specified in Table N-1 [Table 1 of this report], unless the project design includes measures to reduce exterior and interior noise levels to those specified in Table N-1 [Table 1 of this report].
- Policy N-1.3 (Acoustical Analysis)** - Where proposed projects are likely to expose noise-sensitive land uses to noise levels exceeding the City's standards, require an acoustical analysis as part of environmental review so that noise mitigation measures may be identified and included in the project design. The requirements for the content of an acoustical analysis are outlined in Table N-3 [Table 2 of this report].
- Policy N-1.6 (Construction Activity)** - Maintain special standards in the Municipal Code to allow temporary construction activity to exceed the noise standards established in this element, with limits on the time of disturbance to nearby noise-sensitive uses.
- Policy N-2.1 (Well-Designed Noise Mitigation)** - Utilize effective noise attenuation measures that complement the Community Design Element's Goals.
- Action N-2.1.1 (Noise Control Measures)** - Limit noise exposure through the use of insulation, building design and orientation, staggered operating hours, and other techniques. Utilize physical barriers such as landscaped sound walls only when other solutions are unable to achieve the desired level of mitigation.

**Table 1**  
**Maximum Allowable Noise Levels from Transportation Noise Sources**

| Land Use                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Outdoor Activity Areas <sup>1</sup><br>Ldn/CNEL [dB] | Interior Spaces |                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-----------------|-----------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                      | Ldn/CNEL [dB]   | Leq [dB] <sup>2</sup> |
| Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 65 <sup>3</sup>                                      | 45              | --                    |
| Transient Lodging                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | --                                                   | 45              | --                    |
| Hospitals, Nursing Homes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 65 <sup>3</sup>                                      | 45              | --                    |
| Theaters, Auditoriums, Music Halls                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | --                                                   | --              | 35                    |
| Churches, Meeting Halls                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 65 <sup>3</sup>                                      | --              | 40                    |
| Office Buildings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | --                                                   | --              | 45                    |
| Schools, Libraries, Museums                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 65 <sup>3</sup>                                      | --              | 45                    |
| Playgrounds, Neighborhood Parks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 70                                                   | --              | --                    |
| Notes:<br>1. Noise standards are to be applied at outdoor activity areas with the greatest exposure to the noise source. When it is not practical to mitigate exterior noise levels at the patios or balconies of multi-family dwellings, a common area or onsite park may be designated as the outdoor activity area. For noise-sensitive land uses that do not include outdoor activity areas, only the interior noise standard shall apply.<br>2. As determined for a typical worst-case hour during periods of use.<br>3. Where it is not possible to reduce noise in outdoor activity areas to 65 dB Ldn/CNEL or less using all feasible noise reduction measures, an exterior noise level of up to 70 dB Ldn/CNEL may be allowed provided that interior noise levels are in compliance with this table. |                                                      |                 |                       |
| Source: Chico General Plan Noise Element, Table N-1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                      |                 |                       |

**Table 2**  
**Requirements for an Acoustical Analysis**

| <b>An acoustical analysis prepared pursuant to the Noise Element shall:</b>                                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A. Be the financial responsibility of the applicant.                                                                                                                                                                                                                                                                                                            |
| B. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.                                                                                                                                                                                                                                   |
| C. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.                                                                                                                                                                                    |
| D. Estimate existing and projected cumulative (20 years) noise levels in terms of Ldn, CNEL, and the standards of Table N-1 [Table 1 in this report] or Table N-2, as applicable, and compare those levels to the adopted policies of the Noise Element. Where the noise source consists of intermittent single events, address the impact on sleep disturbance |
| E. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element, giving preference to site planning and design over mitigation measures which require the construction of noise barriers or structural modifications to buildings which                                                                  |
| F. Estimate noise exposure after the prescribed mitigation measures have been implemented.                                                                                                                                                                                                                                                                      |
| G. Describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.                                                                                                                                                                                                                            |
| Source: Chico General Plan Noise Element, Table N-3                                                                                                                                                                                                                                                                                                             |



## City of Chico Municipal Code

Policy N-1.6 of the City of Chico General Plan references maintaining special standards in the Municipal Code applicable to temporary construction activities. Specifically, Section 9.38.060 of the City of Chico Municipal Code (Categorical Exemptions) identifies noise exemptions and special standards for certain activities and noise sources. The following noise criteria is applicable to the project:

### 9.38.060 Categorical exemptions.

#### B. Construction and Alteration of Structures.

1. Notwithstanding any other provision of this chapter, between the hours of 10:00 a.m. and 6:00 p.m. on Sundays and holidays, and 7:00 a.m. and 9:00 p.m. on other days, construction, alteration or repair of structures shall be subject to one of the following limits:
  - a. No individual device or piece of equipment shall produce a noise level exceeding 83 dBA at a distance of 25 feet from the source. If the device or equipment is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close as possible to 25 feet from the equipment.
  - b. The noise level at any point outside of the property plane of the project shall not exceed 86 dBA.
2. Notwithstanding any other provision of this chapter, including but not limited to subsection B.1 of this section, for new residential development projects, or construction, alteration or repairs taking place in commercial or industrial zones between June 15-September 15, of each calendar year, and 6:00 a.m. and 9:00 p.m. on other days. Construction, alteration or repairs of structures shall be subject to one of the following limits:
  - a. No individual device or piece of equipment shall produce a noise level exceeding 83 dBA at a distance of 25 feet from the source. If the device or equipment is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close as possible to 25 feet from the equipment.
  - b. The noise level at any point outside the property plane of the project shall not exceed 86 dBA.

## Existing Ambient Noise Environment within the Project Vicinity

The existing ambient noise environment at the project site is defined primarily by traffic on Nord Avenue, by intermittent train passbys to the north, and railroad crossings operations. To quantify the existing ambient noise level environment at the project site, BAC conducted a long-term (72-hour) noise level survey from October 13 through October 15, 2023 at the locations shown on Figure 1. Long-term noise measurement site LT-1 was selected to quantify noise generated by Nord Avenue traffic. LT-2 was selected to quantify noise generated by railroad operations. Photographs of the noise survey locations are provided in Appendix B.

Larson-Davis Laboratories (LDL) Model 831 and Model LxT precision integrating sound level meters were used to complete the ambient noise level survey. The meters were calibrated immediately before and after use with an LDL Model CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

The long-term ambient noise level survey results are summarized in Table 3. The detailed results of the ambient noise survey are contained in Appendix C in tabular format and graphically in Appendix D.

**Table 3**  
**Summary of Long-Term Noise Survey Measurement Results<sup>1</sup>**

|                                                                                           |                                          |            |           | Average Hourly Noise Levels [dBA] |      |                        |      |
|-------------------------------------------------------------------------------------------|------------------------------------------|------------|-----------|-----------------------------------|------|------------------------|------|
| Site <sup>2</sup>                                                                         | Description                              | Date       | DNL [dBA] | Daytime <sup>3</sup>              |      | Nighttime <sup>4</sup> |      |
|                                                                                           |                                          |            |           | Leq                               | Lmax | Leq                    | Lmax |
| LT-1                                                                                      | 45 ft to Nord Ave Centerline             | 10/13/2023 | 73        | 71                                | 85   | 65                     | 84   |
|                                                                                           |                                          | 10/14/2023 | 72        | 70                                | 87   | 64                     | 82   |
|                                                                                           |                                          | 10/15/2023 | 71        | 69                                | 86   | 64                     | 83   |
|                                                                                           |                                          | Average    | 72        | 70                                | 86   | 64                     | 83   |
| LT-2                                                                                      | 70 ft to Railroad Centerline at Crossing | 10/13/2023 | 78        | 71                                | 82   | 71                     | 93   |
|                                                                                           |                                          | 10/14/2023 | 75        | 70                                | 88   | 69                     | 83   |
|                                                                                           |                                          | 10/15/2023 | 79        | 71                                | 89   | 73                     | 85   |
|                                                                                           |                                          | Average    | 77        | 70                                | 86   | 71                     | 87   |
| Notes                                                                                     |                                          |            |           |                                   |      |                        |      |
| 4. Detailed summaries of the noise monitoring results are provided in Appendices C and D. |                                          |            |           |                                   |      |                        |      |
| 5. Long-term noise survey locations are identified on Figure 1.                           |                                          |            |           |                                   |      |                        |      |
| 6. Daytime hours: 7:00 a.m. to 10:00 p.m.                                                 |                                          |            |           |                                   |      |                        |      |
| 7. Nighttime hours: 10:00 p.m. to 7:00 a.m.                                               |                                          |            |           |                                   |      |                        |      |
| Source: Bollard Acoustical Consultants, Inc. (2023)                                       |                                          |            |           |                                   |      |                        |      |

Table 3 indicates that the measured day-night average noise levels (DNL) at LT-1 averaged 72 dB—above the City’s 65 dB DNL exterior noise level standard. The measured DNL at LT-2 averaged 77 dB—above the City’s exterior noise level standard. The graphical noise level data, shown in Appendix D, indicates that an average of approximately 16 heavy rail train passbys occurred during a 24-hour period. Furthermore, the Appendix D data indicates that the maximum noise levels measured at Site LT-1 were also driven by the heavy rail train passbys.



## Evaluation of Future Traffic Noise Environment at the Project Site

### Methodology

To predict future traffic noise level exposure at the project site, BAC utilized the long-term ambient data collected at measurement site LT-1. Specifically, the noise measurement data were projected to the nearest noise-sensitive locations on the project site. In addition, future traffic volumes on Nord Avenue were conservatively assumed to double in the future, resulting in a 3 dB increase in traffic noise levels relative to measured existing noise levels. Future traffic noise levels were projected to the nearest proposed outdoor activity areas and building facades of the development based on a 4.5 dB decrease per doubling of distance from the noise source. The predicted future noise levels are summarized in Table 4.

**Table 4**  
**Predicted Future Traffic Noise Levels at the Project**

| Roadway                                                                                                                                                                                                                                                                                                                                                                                                                                  | Buildings <sup>a</sup> | Location              | Offsets [dBA]      | Predicted DNL [dBA] | Noise Standard [dBA] | Additional Mitigation Required? |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------|--------------------|---------------------|----------------------|---------------------------------|
| Nord Ave                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1, 2, 3                | 1st-floor interior    | -25 <sup>b</sup>   | 48                  | 45                   | <b>Yes</b>                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                          |                        | upper floors interior | -23 <sup>b,c</sup> | 50                  | 45                   | <b>Yes</b>                      |
| Nord Ave                                                                                                                                                                                                                                                                                                                                                                                                                                 | 4, 5                   | 1st-floor interior    | -25 <sup>b</sup>   | 47                  | 45                   | <b>Yes</b>                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                          |                        | upper floors interior | -23 <sup>b,c</sup> | 49                  | 45                   | <b>Yes</b>                      |
| Nord Ave                                                                                                                                                                                                                                                                                                                                                                                                                                 | NA                     | Common Outdoor Area   | -10 <sup>d</sup>   | 52                  | 65                   | No                              |
| Notes<br>a. Building locations are shown on Figure 2.<br>b. A -25 dB offset was as applied for exterior-to-interior noise level attenuation provided by new standard residential construction.<br>c. A +2 dB offset was applied at all upper-floor building facades to account for reduced ground absorption of sound at elevated positions.<br>d. A -10 dB offset was applied for shielding provided by proposed intervening buildings. |                        |                       |                    |                     |                      |                                 |
| Source: Bollard Acoustical Consultants, Inc (2023)                                                                                                                                                                                                                                                                                                                                                                                       |                        |                       |                    |                     |                      |                                 |

### Analysis of Future Exterior Traffic Noise Exposure at Outdoor Activity Areas

The development features a shared outdoor space (common outdoor activity area) approximately 330 feet to the center of Nord Avenue. As indicated in Table 4, future traffic noise levels at the proposed outdoor activity area are predicted to be satisfactory relative to the City of Chico General Plan exterior noise level standard of 65 dB DNL. As a result, no further consideration of exterior traffic noise mitigation measures would be warranted for the project.

### Analysis of Future Interior Traffic Noise Exposure within Residences

Standard residential construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof) typically attenuates exterior noise levels by 25 dB. Table 5 shows that future interior traffic noise levels are predicted to range from 47 to 48 dB DNL at the first-floor building interiors proposed nearest to the roadway. Due to reduced ground absorption of sound at elevated positions, exterior noise exposure is estimated to be approximately 2 dB higher at second-floor facades than at first-floor facades. Table 4 shows that the resulting noise levels at the second-floor interiors of the residences nearest to the noise sources are calculated to range from 49 to 50 dB DNL with standard residential construction.

**Table 5**  
**Predicted Future Traffic Interior Noise Levels with Window Upgrades**

| Source                                                                                                                                                | Lots <sup>1</sup> | Receiver Location | Total Offsets <sup>2</sup> [dBA] | Predicted DNL w/ Std Construction <sup>3</sup> [dBA] | Recommended STC Rating <sup>4</sup> [dBA] | Resulting Interior DNL [dBA] |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------------|----------------------------------|------------------------------------------------------|-------------------------------------------|------------------------------|
| Nord Ave                                                                                                                                              | 1, 2, 3           | 1st-floor         | 0                                | 48                                                   | 32                                        | 43                           |
|                                                                                                                                                       |                   | Upper floors      | 2                                | 50                                                   | 32                                        | 45                           |
| Nord Ave                                                                                                                                              | 4, 5              | 1st-floor         | 0                                | 47                                                   | 32                                        | 42                           |
|                                                                                                                                                       |                   | Upper Floors      | 2                                | 49                                                   | 32                                        | 44                           |
| Notes                                                                                                                                                 |                   |                   |                                  |                                                      |                                           |                              |
| 1. Lots are shown on Figure 2.                                                                                                                        |                   |                   |                                  |                                                      |                                           |                              |
| 2. Total offsets include offset shown in Table 4 (due to elevated receiver position) and offset due to shielding provided by the proposed barrier(s). |                   |                   |                                  |                                                      |                                           |                              |
| 3. A -25 dB offset was as applied for exterior-to-interior noise levels due to standard residential construction (STC 27 with 2 dB margin).           |                   |                   |                                  |                                                      |                                           |                              |
| 4. Recommended STC Rating is provided with a 2 dB margin.                                                                                             |                   |                   |                                  |                                                      |                                           |                              |
| Source: Bollard Acoustical Consultants, Inc (2023)                                                                                                    |                   |                   |                                  |                                                      |                                           |                              |

Because future exterior traffic noise levels are predicted to exceed 45 dB DNL, upgrades to window and door assemblies would be required to ensure compliance with the City's 45 dB DNL interior noise level standard. Table 5 summarizes the recommended STC rating glazing upgrades and the resulting interior sound level with those upgrades. The recommended window and door assembly upgrades is STC 32 for all floors with Nord Avenue noise exposure.

The specific recommendations for window and door assembly Sound Transmission Class (STC) ratings are illustrated on Figure 2. At the first-floor building facades, and at second-floor building facades further removed from roadway without an annotated STC rating recommendation on Figure 2, standard STC 27 window and door assemblies would provide the necessary exterior to interior noise reduction to achieve satisfaction with the City's 45 dB DNL standard.

It should be noted that mechanical ventilation (air conditioning) will be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve additional acoustical isolation.

## Evaluation of Future Railroad Noise Levels at the Project Site

As mentioned previously, noise measurement site LT-2 was specifically selected to be representative of the existing ambient noise level environment associated with heavy rail operations at the development. According to the 72-hour ambient noise monitoring effort, railroad activity adjacent to the project site consists of approximately 16 daily railroad passbys (evenly distributed between daytime and nighttime hours).

The noise generation for individual train passbys varies depending on train length, speed, warning horn usage, track condition and number of locomotives. The measured noise levels at site LT-2 included noise generated from locomotives, rail cars, warning horns, and bells from a crossing located north of the project site.



The degree by which rail activity will increase on the track located east of the project site is difficult to predict. Ultimately, daily rail activity is limited by the capacity of the track. As such, it is unlikely that rail activity adjacent to the project site would increase by more than 50% along this track in the future. A 50% increase in activity corresponds to a 2 dB increase in noise exposure. Conservatively assuming a 2 dB increase over existing levels, future railroad noise levels were projected to the nearest proposed outdoor activity areas and building interiors of the development based on a 4.5 dB decrease per doubling of distance from the noise source. The predicted future noise levels are summarized in Table 6.

The project proposes a 10-foot-tall CMU noise barrier between the railroad tracks and the development. As a result, BAC evaluated the effectiveness of noise barriers constructed adjacent to the railroad track. The noise attenuation provided by the barrier is summarized in Table 6.

**Table 6**  
**Predicted Future Railroad Noise Levels at the Project**

| <b>Buildings <sup>a</sup></b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>Location</b>       | <b>Barrier Offset [dBA]</b> | <b>Other Offsets [dBA]</b> | <b>Predicted DNL [dBA]</b> | <b>Noise Standard [dBA]</b> | <b>Additional Mitigation Required?</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------------|----------------------------|----------------------------|-----------------------------|----------------------------------------|
| 7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1st-floor interior    | -5                          | 1 <sup>b,e</sup>           | 49                         | 45                          | <b>Yes</b>                             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | upper-floors interior | -1                          | 2 <sup>b,c</sup>           | 54                         | 45                          | <b>Yes</b>                             |
| 8 - 11                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1st-floor interior    | -6                          | 1 <sup>b,e</sup>           | 50                         | 45                          | <b>Yes</b>                             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | upper-floors interior | -1                          | 2 <sup>b,c</sup>           | 57                         | 45                          | <b>Yes</b>                             |
| NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Common Outdoor Area   | -5                          | -10 <sup>d</sup>           | 55                         | 65                          | No                                     |
| <b>Notes</b><br>a. Buildings are identified on Figure 2.<br>b. A -25 dB offset was as applied for exterior-to-interior noise levels due to standard residential construction.<br>c. A +2 dB offset was applied at all upper-floor building facades to account for reduced ground absorption of sound at elevated positions.<br>d. A -10 dB offset was applied for shielding provided by proposed intervening buildings.<br>e. A +1 dB offset was applied at all first-floor building facades to account for elevated railroad tracks.<br><i>Source: Bollard Acoustical Consultants, Inc (2023)</i> |                       |                             |                            |                            |                             |                                        |

### **Analysis of Future Exterior Railroad Noise Exposure at Outdoor Activity Areas**

The development features a shared outdoor space (common outdoor activity area) approximately 330 feet to the railroad tracks. The proposed intervening buildings are estimated to provide a conservative 10 dB of noise reduction at the outdoor activity area. As indicated in Table 4, future railroad noise levels at the proposed outdoor activity area are predicted to be satisfactory relative to the City of Chico General Plan exterior noise level standard of 65 dB DNL. As a result, no further consideration of exterior traffic noise mitigation measures would be warranted for the project.

### **Analysis of Future Interior Railroad Noise Exposure within Residences**

As noted previously, standard residential construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof) typically attenuates exterior noise levels by 25 dB.

At the first-floor building interiors, the proposed sound wall would break-line-of sight to the main noise source of a heavy locomotive. Table 7 shows that future interior railroad noise levels are predicted to range from 49 to 50 dB DNL at the first-floor building interiors proposed nearest to the roadway including consideration of the noise attenuation provided by the proposed sound wall.

Due to reduced ground absorption of sound at elevated positions and less noise attenuation provided by the proposed sound wall, exterior noise exposure is estimated to be higher at second-floor and third-floor facades than at first-floor facades. Table 7 shows that the resulting noise levels at the upper-floor interiors of the building facades nearest to the railroad tracks are calculated to range from 54 to 57 dB DNL with standard residential construction.

**Table 7**  
**Predicted Future Traffic & Railroad Interior Noise Levels with Window Upgrades**

| Source                                                                                                                                      | Building <sup>1</sup> | Receiver Location | Total Offsets <sup>2</sup> [dBA] | Predicted DNL w/ Std Construction <sup>3</sup> [dBA] | Recommended STC Rating [dBA] | Resulting Interior DNL [dBA] |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------|----------------------------------|------------------------------------------------------|------------------------------|------------------------------|
| Heavy Rail                                                                                                                                  | 7                     | 1st-floor         | -4                               | 49                                                   | 32                           | 44                           |
|                                                                                                                                             |                       | upper floors      | -1                               | 52                                                   | 36                           | 45                           |
| Heavy Rail                                                                                                                                  | 8 - 11                | 1st-floor         | -5                               | 49                                                   | 32                           | 44                           |
|                                                                                                                                             |                       | upper floors      | 2                                | 56                                                   | 40                           | 44                           |
| Notes                                                                                                                                       |                       |                   |                                  |                                                      |                              |                              |
| 1. Buildings are shown on Figure 2.                                                                                                         |                       |                   |                                  |                                                      |                              |                              |
| 2. Total offsets include offset shown in Table 2 (due to relative elevation, noise barrier).                                                |                       |                   |                                  |                                                      |                              |                              |
| 3. A -25 dB offset was as applied for exterior-to-interior noise levels due to standard residential construction (STC 27 with 2 dB margin). |                       |                   |                                  |                                                      |                              |                              |
| Source: <i>Bollard Acoustical Consultants, Inc (2023)</i>                                                                                   |                       |                   |                                  |                                                      |                              |                              |

Because future exterior traffic noise levels are predicted to exceed 45 dB DNL, upgrades to window and door assemblies would be required to ensure compliance with the City's 45 dB DNL interior noise level standard. Table 7 summarizes the recommended STC rating glazing upgrades and the resulting interior sound level with those upgrades. The recommended window and door assembly upgrades is STC 32 for the first-floors. The recommended window and door assembly upgrades is STC 36 for Building 7 and STC 40 for Buildings 8 – 11. The assembly upgrades are recommended for windows and doors facing the railroad tracks. The locations of the buildings having window construction upgrades are illustrated on Figure 2.

Although these recommendations should result in compliance with the City's interior noise levels standards, BAC recommends an additional 2 dB margin of safety due to the maximum noise levels associated with heavy rail operations at a crossing. To increase the margin of safety, higher STC rated windows may be used and careful workmanship should be required during window installation to ensure the windows fit correctly within the frames with no gaps or acoustic leaks.

It should be noted that mechanical ventilation (air conditioning) will be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve additional acoustical isolation.



It is further recommended that disclosure statements be provided to all prospective residents of this development notifying of elevated noise levels during railroad passages, particularly during nighttime operations and periods of warning horn usage.

## Evaluation of Ranchaero Airport Noise Affecting the Project Site

The Ranchaero Airport is located approximately 1.25 miles south of the project site. Figure 4 shows the relationship of the project site to the airport. Figure 4 also shows the noise contours for Ranchaero Airport. As indicated on Figure 4, the 50 dB DNL noise contour for the airport is located well south of the project site (approximately 5,000 feet from the project site), indicating that aircraft noise exposure at the project site would be below 50 dB DNL. Because aircraft noise exposure at the project site is well below the City of Chico 65 dBA DNL noise standard applicable to new residential uses, no aircraft noise mitigation measures would be warranted for this project.

## Conclusions

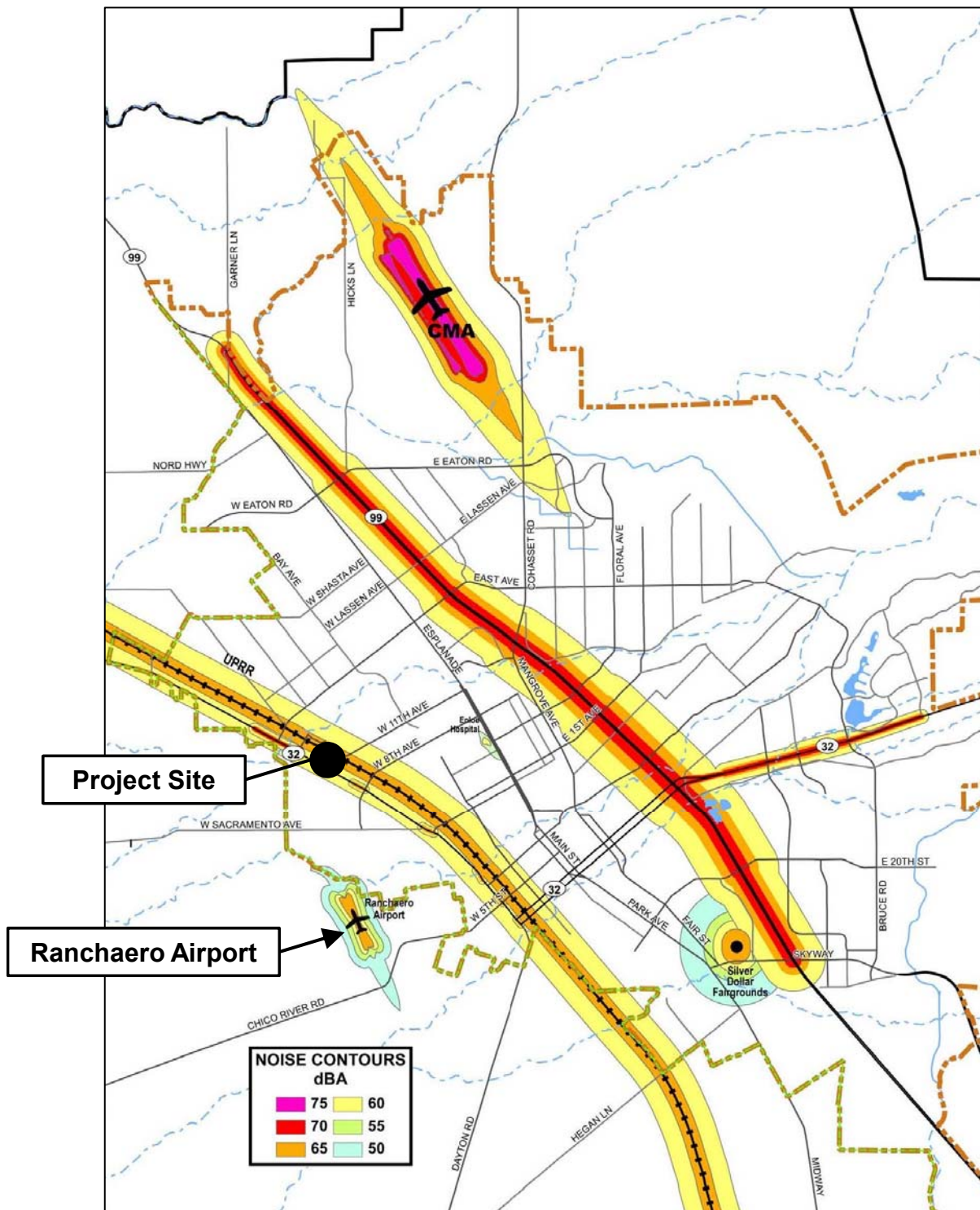
Future traffic and railroad noise levels are predicted to satisfy the City of Chico exterior noise level standard but will exceed the City of Chico interior noise level standard at some locations within this development. In order to satisfy the City of Chico 45 dB DNL interior noise level criteria, the following noise mitigation is recommended for the project:

1. Upgraded windows with STC ratings would be required as indicated on Figure 2 of this report. This applies only to window and doors from which the railroad tracks would be visible, including those that will ultimately be shielded by the proposed sound wall.
2. A suitable form of forced-air mechanical ventilation or air-conditioning shall be provided so that windows can be kept closed as desired for additional acoustical isolation.
3. A minimum 10-foot-tall noise barrier should be constructed as shown on Figure 2. The noise barrier height shown is relative to the building pad elevation.

These conclusions are based on the measured traffic and railroad noise levels, and on noise reduction data for standard residential dwellings. Deviations from the project site plan shown in Figure 2 could cause future traffic or railroad noise levels to differ from those predicted in this analysis. In addition, BAC is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's noise evaluation for the 2240 Nord Avenue Apartments project in Chico, California. Please contact BAC at (530) 537-2328 or paulb@bacnoise.com with any questions regarding this assessment.

Figure 4  
City of Chico Noise Contour Map  
(Chico 2020 General Plan Figure N-2)





## Appendix A

### Acoustical Terminology

|                        |                                                                                                                                                                                                                                                                                              |
|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Acoustics</b>       | The science of sound.                                                                                                                                                                                                                                                                        |
| <b>Ambient Noise</b>   | The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.                          |
| <b>Attenuation</b>     | The reduction of an acoustic signal.                                                                                                                                                                                                                                                         |
| <b>A-Weighting</b>     | A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.                                                                                                                                                                      |
| <b>Decibel or dB</b>   | Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.                                                                                                              |
| <b>CNEL</b>            | Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.                                                        |
| <b>Frequency</b>       | The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.                                                                                                                                                                                    |
| <b>IIC</b>             | Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.                                                                                           |
| <b>Ldn</b>             | Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.                                                                                                                                                                                                                |
| <b>Leq</b>             | Equivalent or energy-averaged sound level.                                                                                                                                                                                                                                                   |
| <b>Lmax</b>            | The highest root-mean-square (RMS) sound level measured over a given period of time.                                                                                                                                                                                                         |
| <b>Loudness</b>        | A subjective term for the sensation of the magnitude of sound.                                                                                                                                                                                                                               |
| <b>Masking</b>         | The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.                                                                                                                                                      |
| <b>Noise</b>           | Unwanted sound.                                                                                                                                                                                                                                                                              |
| <b>Peak Noise</b>      | The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.                                                                                                  |
| <b>RT<sub>60</sub></b> | The time it takes reverberant sound to decay by 60 dB once the source has been removed.                                                                                                                                                                                                      |
| <b>STC</b>             | Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC. |





**Legend**

- A** Site LT-1 Facing South
- B** Site LT-2 Facing Southwest

Noise Survey Photographs  
2240 Nord Avenue Apartments  
Chico, California

Appendix B





**Appendix C-1**  
**Long-Term Ambient Noise Monitoring Results, LT-1**  
**2240 Nord Avenue Apartments - Chico, California**  
**Friday, October 13, 2023**

| Hour     | Leq | Lmax | L50 | L90 |
|----------|-----|------|-----|-----|
| 12:00 AM | 64  | 83   | 50  | 36  |
| 1:00 AM  | 62  | 83   | 46  | 34  |
| 2:00 AM  | 60  | 79   | 42  | 32  |
| 3:00 AM  | 61  | 85   | 39  | 32  |
| 4:00 AM  | 65  | 91   | 50  | 39  |
| 5:00 AM  | 66  | 80   | 54  | 45  |
| 6:00 AM  | 69  | 81   | 65  | 51  |
| 7:00 AM  | 72  | 98   | 70  | 55  |
| 8:00 AM  | 72  | 86   | 71  | 60  |
| 9:00 AM  | 70  | 83   | 68  | 56  |
| 10:00 AM | 70  | 84   | 68  | 56  |
| 11:00 AM | 71  | 81   | 70  | 60  |
| 12:00 PM | 71  | 84   | 70  | 58  |
| 1:00 PM  | 71  | 87   | 70  | 61  |
| 2:00 PM  | 72  | 86   | 71  | 62  |
| 3:00 PM  | 72  | 82   | 71  | 59  |
| 4:00 PM  | 71  | 85   | 71  | 60  |
| 5:00 PM  | 72  | 91   | 71  | 62  |
| 6:00 PM  | 70  | 84   | 69  | 56  |
| 7:00 PM  | 70  | 81   | 68  | 54  |
| 8:00 PM  | 70  | 94   | 67  | 54  |
| 9:00 PM  | 68  | 79   | 64  | 50  |
| 10:00 PM | 67  | 86   | 62  | 47  |
| 11:00 PM | 66  | 89   | 56  | 42  |

| Statistical Summary        |     |         |                              |     |         |
|----------------------------|-----|---------|------------------------------|-----|---------|
| Daytime (7 a.m. - 10 p.m.) |     |         | Nighttime (10 p.m. - 7 a.m.) |     |         |
| High                       | Low | Average | High                         | Low | Average |
| 72                         | 68  | 71      | 69                           | 60  | 65      |
| 98                         | 79  | 85      | 91                           | 79  | 84      |
| 71                         | 64  | 69      | 65                           | 39  | 51      |
| 62                         | 50  | 58      | 51                           | 32  | 40      |

|                    |     |
|--------------------|-----|
| Computed DNL, dB   | 73  |
| % Daytime Energy   | 86% |
| % Nighttime Energy | 14% |

|                 |
|-----------------|
| GPS Coordinates |
| 39°44'24.09"N   |
| 121°52'41.49"W  |

**Appendix C-2**  
**Long-Term Ambient Noise Monitoring Results, LT-1**  
**2240 Nord Avenue Apartments - Chico, California**  
**Saturday, October 14, 2023**

| Hour     | Leq | Lmax | L50 | L90 |
|----------|-----|------|-----|-----|
| 12:00 AM | 64  | 86   | 49  | 39  |
| 1:00 AM  | 62  | 80   | 49  | 36  |
| 2:00 AM  | 62  | 77   | 47  | 36  |
| 3:00 AM  | 59  | 77   | 39  | 33  |
| 4:00 AM  | 61  | 82   | 42  | 34  |
| 5:00 AM  | 63  | 88   | 45  | 35  |
| 6:00 AM  | 67  | 87   | 55  | 42  |
| 7:00 AM  | 68  | 84   | 61  | 48  |
| 8:00 AM  | 69  | 88   | 65  | 51  |
| 9:00 AM  | 69  | 83   | 66  | 53  |
| 10:00 AM | 70  | 86   | 68  | 54  |
| 11:00 AM | 71  | 93   | 69  | 57  |
| 12:00 PM | 70  | 83   | 69  | 56  |
| 1:00 PM  | 70  | 82   | 69  | 56  |
| 2:00 PM  | 70  | 81   | 68  | 54  |
| 3:00 PM  | 71  | 89   | 69  | 56  |
| 4:00 PM  | 72  | 100  | 69  | 55  |
| 5:00 PM  | 71  | 94   | 68  | 55  |
| 6:00 PM  | 69  | 85   | 67  | 54  |
| 7:00 PM  | 69  | 87   | 67  | 54  |
| 8:00 PM  | 68  | 80   | 66  | 52  |
| 9:00 PM  | 69  | 94   | 62  | 50  |
| 10:00 PM | 66  | 81   | 59  | 48  |
| 11:00 PM | 65  | 78   | 54  | 43  |

| Statistical Summary        |     |         |                              |     |         |
|----------------------------|-----|---------|------------------------------|-----|---------|
| Daytime (7 a.m. - 10 p.m.) |     |         | Nighttime (10 p.m. - 7 a.m.) |     |         |
| High                       | Low | Average | High                         | Low | Average |
| 72                         | 68  | 70      | 67                           | 59  | 64      |
| 100                        | 80  | 87      | 88                           | 77  | 82      |
| 69                         | 61  | 67      | 59                           | 39  | 49      |
| 57                         | 48  | 54      | 48                           | 33  | 39      |

|                    |     |
|--------------------|-----|
| Computed DNL, dB   | 72  |
| % Daytime Energy   | 87% |
| % Nighttime Energy | 13% |

|                 |
|-----------------|
| GPS Coordinates |
| 39°44'24.09"N   |
| 121°52'41.49"W  |



**Appendix C-3**  
**Long-Term Ambient Noise Monitoring Results, LT-1**  
**2240 Nord Avenue Apartments - Chico, California**  
**Sunday, October 15, 2023**

| Hour     | Leq | Lmax | L50 | L90 |
|----------|-----|------|-----|-----|
| 12:00 AM | 63  | 79   | 48  | 41  |
| 1:00 AM  | 62  | 82   | 46  | 38  |
| 2:00 AM  | 64  | 81   | 47  | 36  |
| 3:00 AM  | 59  | 77   | 40  | 33  |
| 4:00 AM  | 63  | 91   | 38  | 33  |
| 5:00 AM  | 60  | 79   | 41  | 34  |
| 6:00 AM  | 64  | 82   | 48  | 41  |
| 7:00 AM  | 66  | 85   | 55  | 45  |
| 8:00 AM  | 68  | 89   | 59  | 46  |
| 9:00 AM  | 69  | 84   | 66  | 50  |
| 10:00 AM | 69  | 83   | 66  | 51  |
| 11:00 AM | 70  | 83   | 66  | 51  |
| 12:00 PM | 70  | 80   | 67  | 53  |
| 1:00 PM  | 70  | 88   | 67  | 54  |
| 2:00 PM  | 70  | 88   | 67  | 53  |
| 3:00 PM  | 70  | 83   | 67  | 51  |
| 4:00 PM  | 70  | 85   | 68  | 53  |
| 5:00 PM  | 70  | 90   | 67  | 54  |
| 6:00 PM  | 70  | 95   | 66  | 52  |
| 7:00 PM  | 69  | 85   | 65  | 54  |
| 8:00 PM  | 67  | 82   | 62  | 51  |
| 9:00 PM  | 67  | 87   | 58  | 46  |
| 10:00 PM | 68  | 92   | 57  | 45  |
| 11:00 PM | 64  | 86   | 52  | 38  |

|                  | Statistical Summary        |     |         |                              |     |         |
|------------------|----------------------------|-----|---------|------------------------------|-----|---------|
|                  | Daytime (7 a.m. - 10 p.m.) |     |         | Nighttime (10 p.m. - 7 a.m.) |     |         |
|                  | High                       | Low | Average | High                         | Low | Average |
| Leq (Average)    | 70                         | 66  | 69      | 68                           | 59  | 64      |
| Lmax (Maximum)   | 95                         | 80  | 86      | 92                           | 77  | 83      |
| L50 (Median)     | 68                         | 55  | 64      | 57                           | 38  | 46      |
| L90 (Background) | 54                         | 45  | 51      | 45                           | 33  | 38      |

|                    |     |
|--------------------|-----|
| Computed DNL, dB   | 71  |
| % Daytime Energy   | 85% |
| % Nighttime Energy | 15% |

|                 |
|-----------------|
| GPS Coordinates |
| 39°44'24.09"N   |
| 121°52'41.49"W  |

**Appendix C-4**  
**Long-Term Ambient Noise Monitoring Results, LT-2**  
**2240 Nord Avenue Apartments - Chico, California**  
**Friday, October 13, 2023**

| Hour     | Leq | Lmax | L50 | L90 |
|----------|-----|------|-----|-----|
| 12:00 AM | 76  | 105  | 43  | 35  |
| 1:00 AM  | 70  | 103  | 40  | 33  |
| 2:00 AM  | 44  | 64   | 37  | 33  |
| 3:00 AM  | 76  | 107  | 36  | 33  |
| 4:00 AM  | 62  | 92   | 44  | 36  |
| 5:00 AM  | 49  | 71   | 46  | 42  |
| 6:00 AM  | 67  | 96   | 50  | 47  |
| 7:00 AM  | 57  | 75   | 52  | 49  |
| 8:00 AM  | 76  | 106  | 50  | 46  |
| 9:00 AM  | 54  | 72   | 46  | 43  |
| 10:00 AM | 53  | 70   | 46  | 42  |
| 11:00 AM | 54  | 71   | 48  | 45  |
| 12:00 PM | 55  | 72   | 48  | 45  |
| 1:00 PM  | 55  | 77   | 48  | 45  |
| 2:00 PM  | 74  | 103  | 49  | 46  |
| 3:00 PM  | 56  | 78   | 49  | 46  |
| 4:00 PM  | 71  | 102  | 50  | 47  |
| 5:00 PM  | 81  | 113  | 50  | 47  |
| 6:00 PM  | 53  | 72   | 46  | 44  |
| 7:00 PM  | 53  | 69   | 49  | 46  |
| 8:00 PM  | 53  | 70   | 47  | 45  |
| 9:00 PM  | 55  | 80   | 46  | 44  |
| 10:00 PM | 69  | 100  | 47  | 43  |
| 11:00 PM | 72  | 98   | 43  | 39  |

| Statistical Summary        |     |         |                              |     |         |
|----------------------------|-----|---------|------------------------------|-----|---------|
| Daytime (7 a.m. - 10 p.m.) |     |         | Nighttime (10 p.m. - 7 a.m.) |     |         |
| High                       | Low | Average | High                         | Low | Average |
| 81                         | 53  | 71      | 76                           | 44  | 71      |
| 113                        | 69  | 82      | 107                          | 64  | 93      |
| 52                         | 46  | 48      | 50                           | 36  | 43      |
| 49                         | 42  | 45      | 47                           | 33  | 38      |

|                    |     |
|--------------------|-----|
| Computed DNL, dB   | 78  |
| % Daytime Energy   | 61% |
| % Nighttime Energy | 39% |

|                 |
|-----------------|
| GPS Coordinates |
| 39°44'33.00"N   |
| 121°52'42.93"W  |



**Appendix C-5**  
**Long-Term Ambient Noise Monitoring Results, LT-2**  
**2240 Nord Avenue Apartments - Chico, California**  
**Saturday, October 14, 2023**

| Hour     | Leq | Lmax | L50 | L90 |
|----------|-----|------|-----|-----|
| 12:00 AM | 71  | 101  | 41  | 38  |
| 1:00 AM  | 68  | 100  | 43  | 37  |
| 2:00 AM  | 47  | 66   | 42  | 35  |
| 3:00 AM  | 44  | 66   | 36  | 33  |
| 4:00 AM  | 60  | 92   | 37  | 33  |
| 5:00 AM  | 44  | 69   | 38  | 33  |
| 6:00 AM  | 77  | 106  | 45  | 38  |
| 7:00 AM  | 55  | 81   | 46  | 42  |
| 8:00 AM  | 69  | 100  | 47  | 44  |
| 9:00 AM  | 57  | 81   | 50  | 46  |
| 10:00 AM | 75  | 106  | 48  | 44  |
| 11:00 AM | 75  | 106  | 50  | 46  |
| 12:00 PM | 54  | 72   | 50  | 45  |
| 1:00 PM  | 72  | 103  | 48  | 44  |
| 2:00 PM  | 55  | 74   | 47  | 43  |
| 3:00 PM  | 75  | 105  | 47  | 43  |
| 4:00 PM  | 72  | 101  | 48  | 44  |
| 5:00 PM  | 54  | 70   | 47  | 44  |
| 6:00 PM  | 56  | 83   | 50  | 46  |
| 7:00 PM  | 55  | 83   | 51  | 48  |
| 8:00 PM  | 52  | 67   | 50  | 47  |
| 9:00 PM  | 60  | 89   | 49  | 45  |
| 10:00 PM | 51  | 76   | 47  | 44  |
| 11:00 PM | 49  | 67   | 45  | 40  |

|                  | Statistical Summary        |     |         |                              |     |         |
|------------------|----------------------------|-----|---------|------------------------------|-----|---------|
|                  | Daytime (7 a.m. - 10 p.m.) |     |         | Nighttime (10 p.m. - 7 a.m.) |     |         |
|                  | High                       | Low | Average | High                         | Low | Average |
| Leq (Average)    | 75                         | 52  | 70      | 77                           | 44  | 69      |
| Lmax (Maximum)   | 106                        | 67  | 88      | 106                          | 66  | 83      |
| L50 (Median)     | 51                         | 46  | 48      | 47                           | 36  | 42      |
| L90 (Background) | 48                         | 42  | 45      | 44                           | 33  | 37      |

|                    |     |
|--------------------|-----|
| Computed DNL, dB   | 75  |
| % Daytime Energy   | 67% |
| % Nighttime Energy | 33% |

|                 |
|-----------------|
| GPS Coordinates |
| 39°44'33.00"N   |
| 121°52'42.93"W  |

**Appendix C-6**  
**Long-Term Ambient Noise Monitoring Results, LT-2**  
**2240 Nord Avenue Apartments - Chico, California**  
**Sunday, October 15, 2023**

| Hour     | Leq | Lmax | L50 | L90 |
|----------|-----|------|-----|-----|
| 12:00 AM | 46  | 68   | 42  | 38  |
| 1:00 AM  | 66  | 99   | 41  | 37  |
| 2:00 AM  | 76  | 106  | 40  | 35  |
| 3:00 AM  | 40  | 65   | 36  | 33  |
| 4:00 AM  | 63  | 94   | 36  | 33  |
| 5:00 AM  | 50  | 79   | 38  | 34  |
| 6:00 AM  | 47  | 75   | 41  | 37  |
| 7:00 AM  | 72  | 104  | 44  | 41  |
| 8:00 AM  | 53  | 76   | 44  | 41  |
| 9:00 AM  | 77  | 107  | 45  | 42  |
| 10:00 AM | 69  | 100  | 47  | 42  |
| 11:00 AM | 54  | 70   | 47  | 41  |
| 12:00 PM | 56  | 87   | 44  | 40  |
| 1:00 PM  | 75  | 105  | 46  | 42  |
| 2:00 PM  | 71  | 103  | 46  | 42  |
| 3:00 PM  | 55  | 74   | 47  | 43  |
| 4:00 PM  | 55  | 75   | 46  | 42  |
| 5:00 PM  | 76  | 107  | 47  | 44  |
| 6:00 PM  | 74  | 106  | 50  | 46  |
| 7:00 PM  | 55  | 75   | 52  | 48  |
| 8:00 PM  | 54  | 71   | 51  | 46  |
| 9:00 PM  | 53  | 73   | 48  | 43  |
| 10:00 PM | 81  | 112  | 47  | 42  |
| 11:00 PM | 48  | 67   | 44  | 39  |

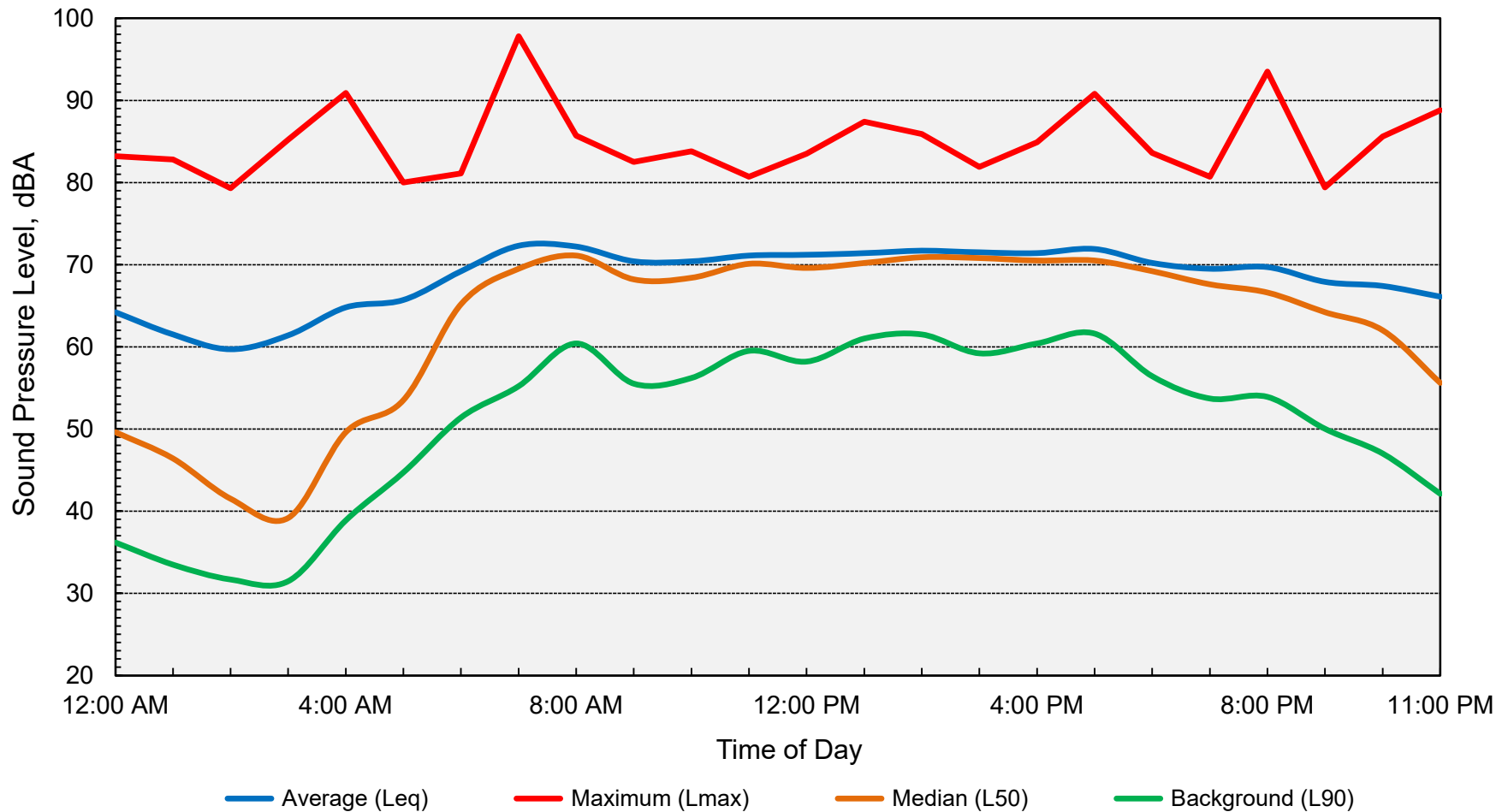
|                  | Statistical Summary        |     |         |                              |     |         |
|------------------|----------------------------|-----|---------|------------------------------|-----|---------|
|                  | Daytime (7 a.m. - 10 p.m.) |     |         | Nighttime (10 p.m. - 7 a.m.) |     |         |
|                  | High                       | Low | Average | High                         | Low | Average |
| Leq (Average)    | 77                         | 53  | 71      | 81                           | 40  | 73      |
| Lmax (Maximum)   | 107                        | 70  | 89      | 112                          | 65  | 85      |
| L50 (Median)     | 52                         | 44  | 47      | 47                           | 36  | 40      |
| L90 (Background) | 48                         | 40  | 43      | 42                           | 33  | 37      |

|                    |     |
|--------------------|-----|
| Computed DNL, dB   | 79  |
| % Daytime Energy   | 53% |
| % Nighttime Energy | 47% |

|                 |
|-----------------|
| GPS Coordinates |
| 39°44'33.00"N   |
| 121°52'42.93"W  |

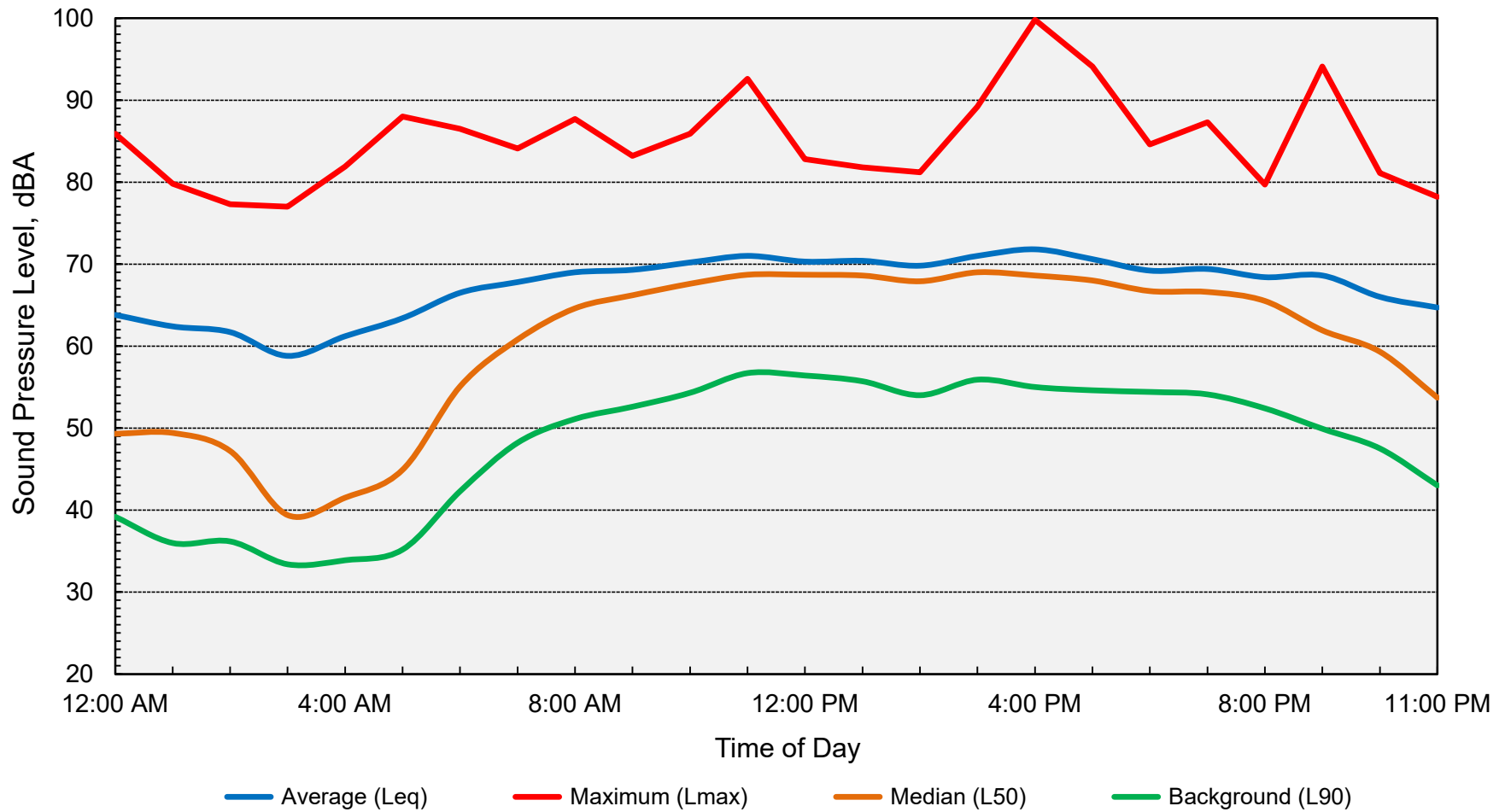


**Appendix D-1**  
**Long-Term Ambient Noise Monitoring Results, LT-1**  
**2240 Nord Avenue Apartments - Chico, California**  
**Friday, October 13, 2023**



**Computed DNL = 73 dB**

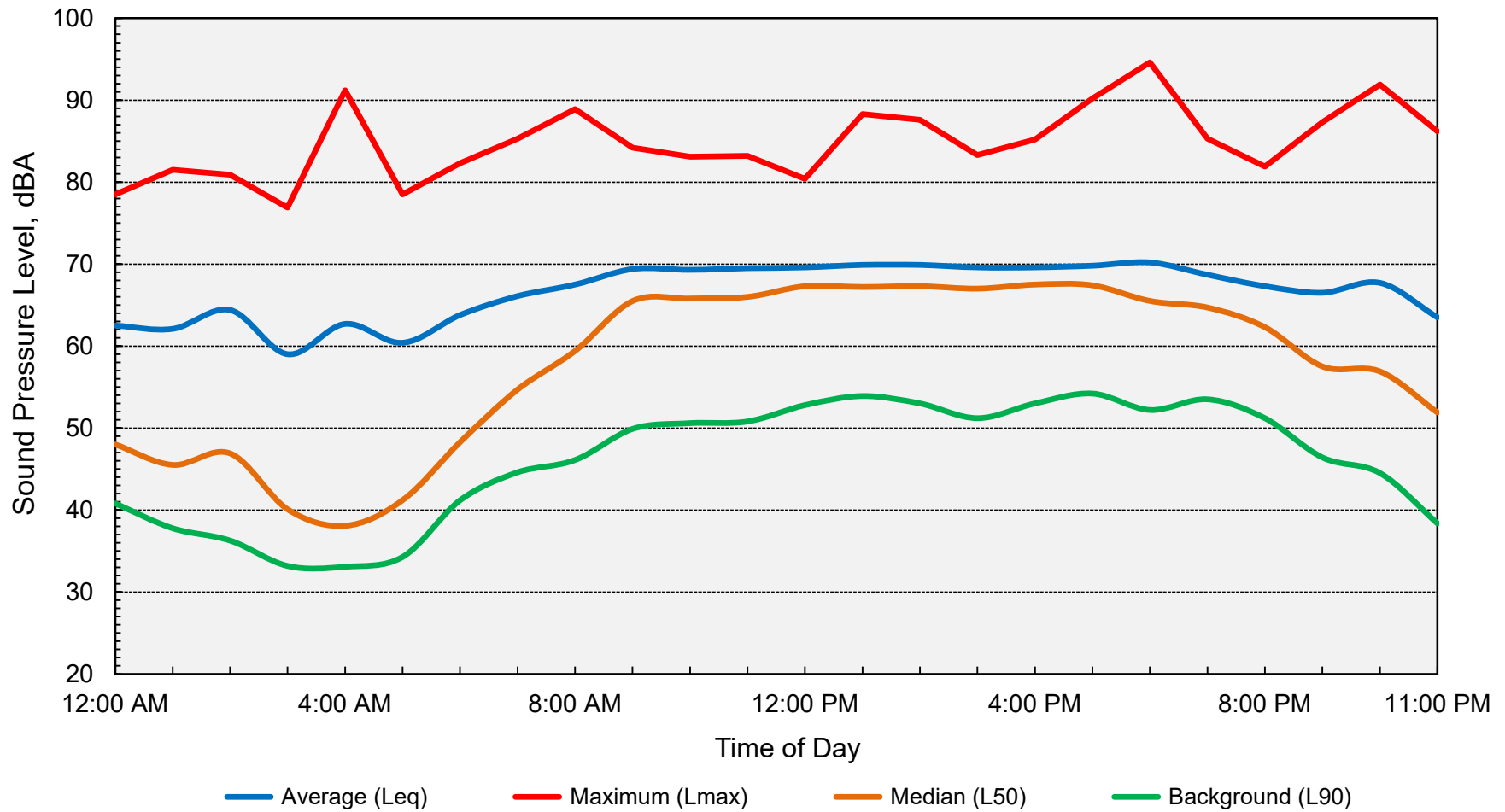
**Appendix D-2**  
**Long-Term Ambient Noise Monitoring Results, LT-1**  
**2240 Nord Avenue Apartments - Chico, California**  
**Saturday, October 14, 2023**



**Computed DNL = 72 dB**

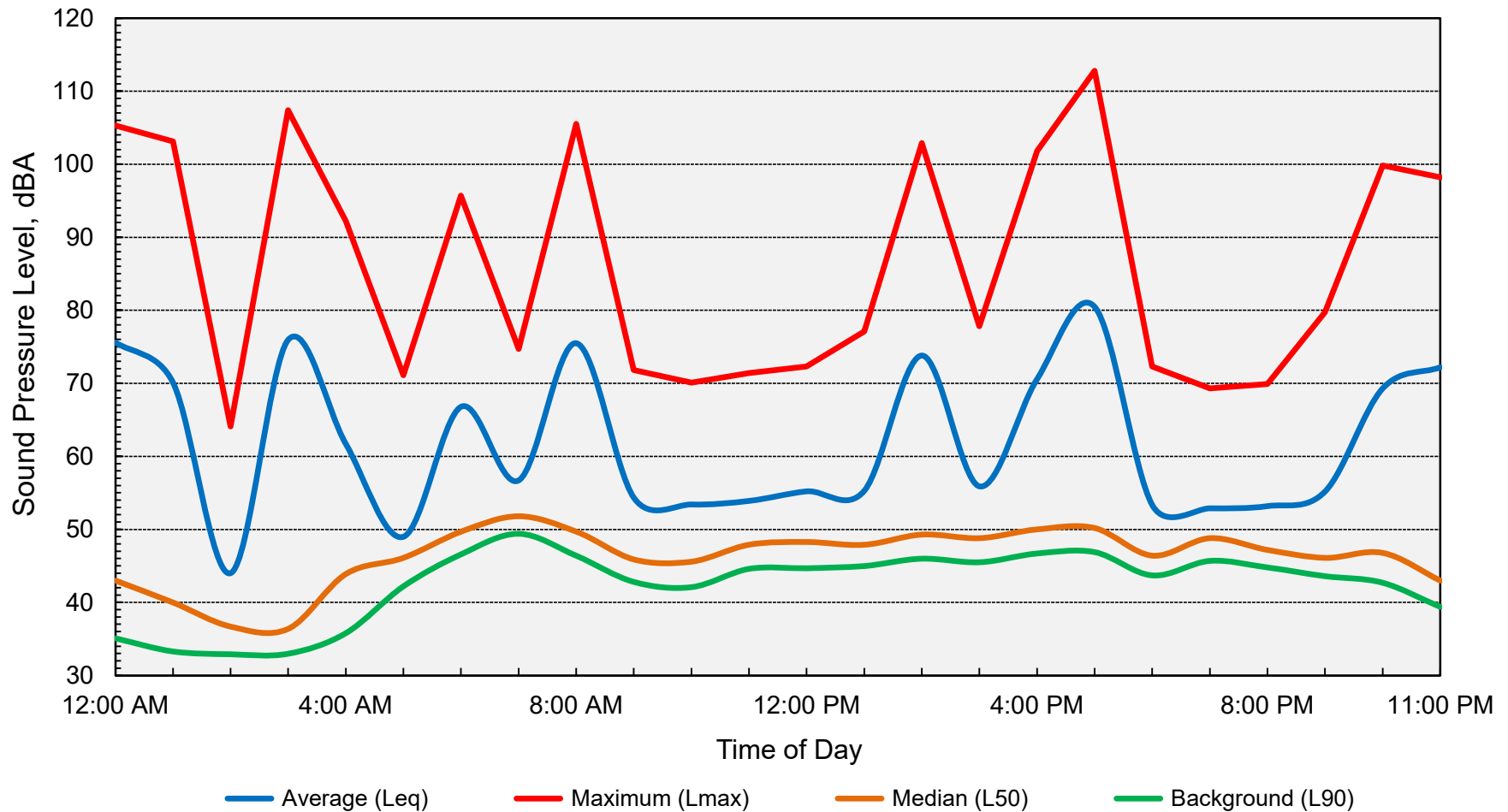


**Appendix D-3**  
**Long-Term Ambient Noise Monitoring Results, LT-1**  
**2240 Nord Avenue Apartments - Chico, California**  
**Sunday, October 15, 2023**



**Computed DNL = 71 dB**

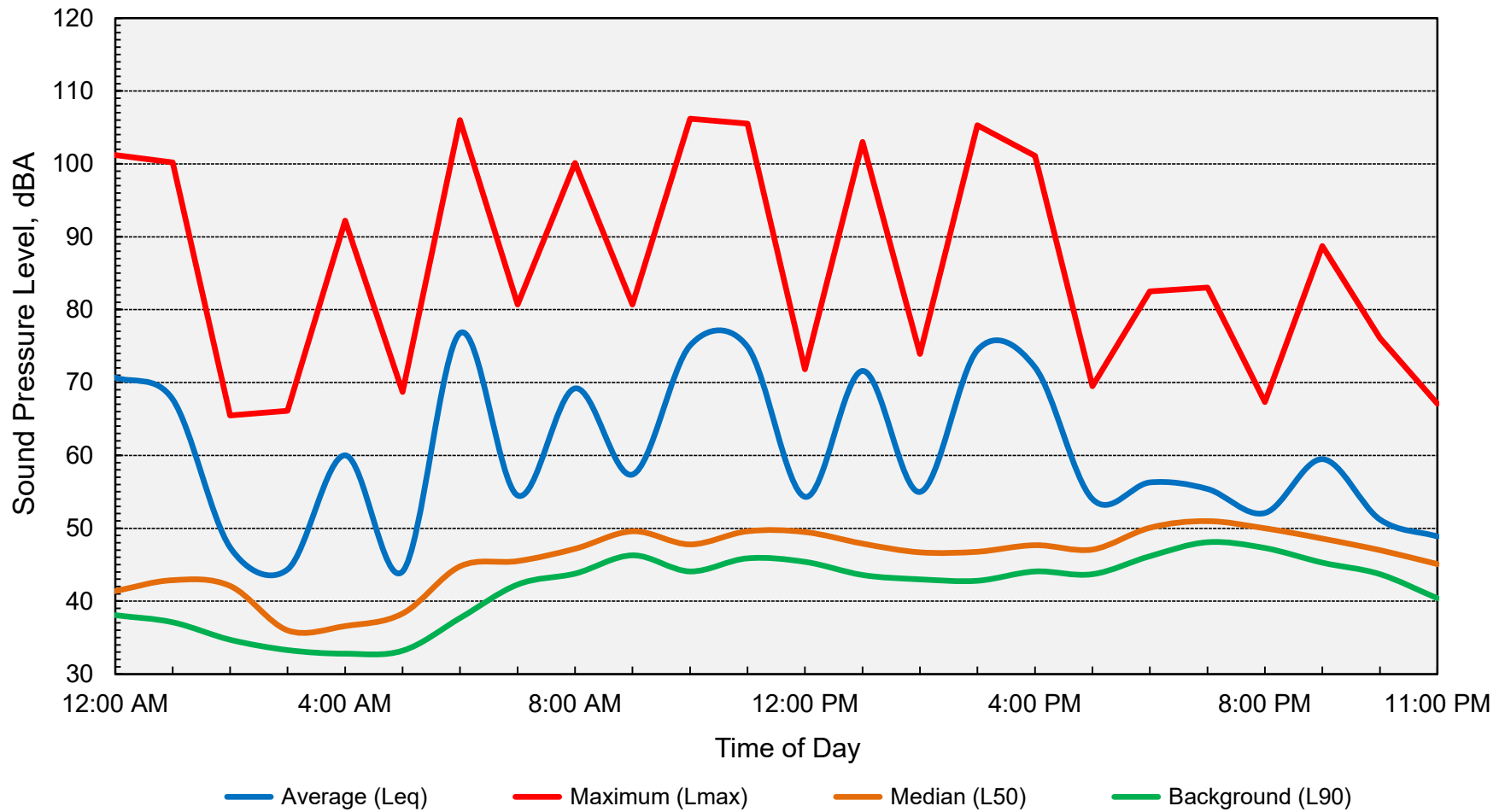
**Appendix D-4**  
**Long-Term Ambient Noise Monitoring Results, LT-2**  
**2240 Nord Avenue Apartments - Chico, California**  
**Friday, October 13, 2023**



**Computed DNL = 78 dB**

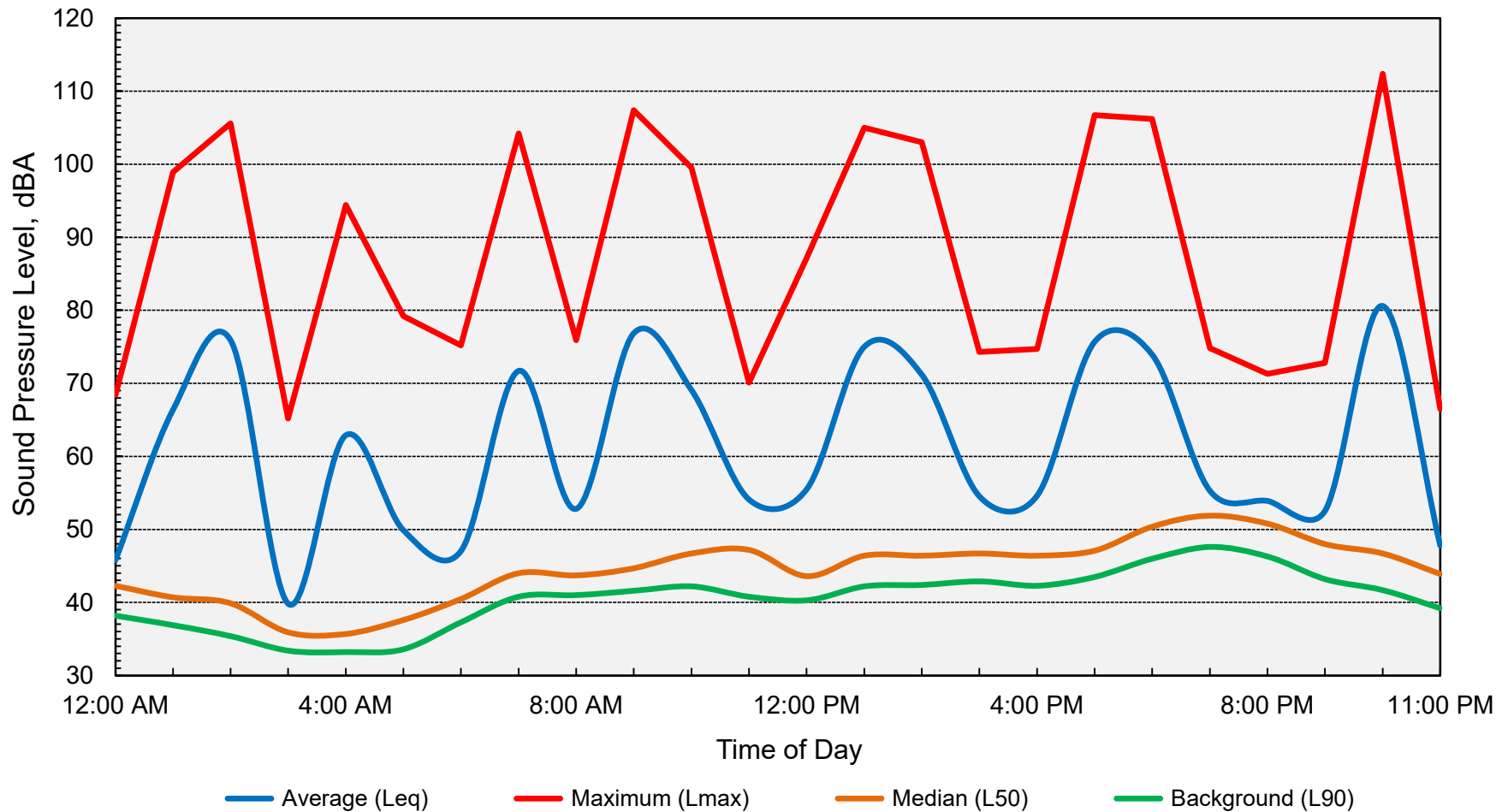


**Appendix D-5**  
**Long-Term Ambient Noise Monitoring Results, LT-2**  
**2240 Nord Avenue Apartments - Chico, California**  
**Saturday, October 14, 2023**



**Computed DNL = 75 dB**

**Appendix D-6**  
**Long-Term Ambient Noise Monitoring Results, LT-2**  
**2240 Nord Avenue Apartments - Chico, California**  
**Sunday, October 15, 2023**



**Computed DNL = 79 dB**



## APPENDIX K

### **Transportation Impact Study** *(W-Trans; February 1, 2024)*



# Transportation Impact Study for the 2240 Nord Avenue Apartments Project



Prepared for the City of Chico

Submitted by  
**W-Trans**

February 1, 2024



**TRAFFIC ENGINEERING  
TRANSPORTATION PLANNING**  
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- A. Collision Rate Calculations
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- D. Intersection Queuing Calculations
- E. Intersection Level of Service Calculations

# Executive Summary

---

The proposed project would include 208 multi-family apartment units and be located on a currently vacant site on the north side of Nord Avenue east of West Lindo Avenue. The project would be expected to generate an average of 1,402 new trips per day, including 83 trips during the weekday a.m. peak hour and 106 trips during the weekday p.m. peak hour.

The study area consisted of the sections of Nord Avenue and West Lindo Avenue fronting the project site and the intersections of Nord Avenue/East Avenue, Nord Avenue/West Lindo Avenue, and Nord Avenue/West 8<sup>th</sup> Avenue.

The proposed project would not conflict with any plans or policies for transportation facilities assuming the design of the frontage improvements on West Lindo Avenue and Nord Avenue is coordinated with City and Caltrans staff in consideration of the planned Highway 32 corridor improvements and the future provision of a Class I pathway on West Lindo Avenue, as identified in the City's Draft *Active Transportation Plan* (ATP).

Based on OPR guidance and information contained within the Butte County Association of Governments (BCAG) travel demand model, the project's impact on VMT would be considered less than significant.

The project site would be accessed by a new gated driveway on West Lindo Avenue; an emergency access only connection would be provided to Ruskin Street. Existing sight lines are adequate to accommodate all turns into and out of the proposed project access on West Lindo Avenue. To maintain adequate sight lines, it is recommended that the placement of signs or tall landscaping be avoided near the driveway, as appears to be indicated on the site plans provided. A left-turn lane is not warranted on West Lindo Avenue at the project driveway. Queueing at the entrance gate is not anticipated to spill onto West Lindo Avenue due to the service rate of the gate and the available storage between the gate and the public street.

The proposed frontage improvements for West Lindo Avenue are consistent with the City's requirements for arterial roadways and site access and circulation would function acceptably for emergency response vehicles with implementation of applicable design standards to the site layout. The proposed project would have a less-than-significant impact on emergency access and response times.

Queues would remain within existing and proposed left-turn storage at all three study intersections except for the eastbound and southbound left-turn lanes at Nord Avenue/West East Avenue. Eastbound left-turn queues could extend into the existing TWLTL on Nord Avenue and while the project would increase southbound left-turn queues by one to two vehicles during each peak hour, queues would not extend to the railroad tracks and adequate following sight distance would be available on southbound West East Avenue so the project would not create any new safety hazards. Its impact on queuing would therefore be considered less than significant.

Upon the addition of project trips to the existing traffic volumes, Nord Avenue/West East Avenue would operate at LOS E, Nord Avenue/West Lindo Avenue would operate at LOS B with signalization, and Nord Avenue/West 8<sup>th</sup> Avenue would operate at LOS D. Caltrans does not have a policy related to Levels of Service, though these service levels would meet City standards since the Nord Avenue corridor is served by scheduled transit. The project's effect on operations is therefore considered acceptable.

Upon the addition of project trips to the anticipated future volumes and with signalization of Nord Avenue/West Lindo Avenue, the study intersections are expected to continue operating at the same Levels of Service as without project trips. As a result, the project's long-term effect on operations is considered acceptable, though capacity improvements to the intersection of Nord Avenue/East Avenue would be needed to address the high delays and LOS F operations expected under buildout volumes without the project.

The proposed vehicle parking supply of 368 parking spaces and bicycle parking supply of 212 spaces would satisfy the City's parking requirements.



# Introduction

---

This report presents an analysis of the potential transportation impacts and adverse operational effects that would be associated with development of the proposed multi-family residential project to be located on the north side of Nord Avenue (Highway 32) east of West Lindo Avenue in the City of Chico. The transportation study was completed in accordance with the criteria established by the City of Chico, reflects a scope of work requested by City staff, and is consistent with standard traffic engineering techniques.

## Prelude

The purpose of a transportation impact study (TIS) is to provide City staff and policy makers with data that they can use to make an informed decision regarding the potential transportation impacts of a proposed project, and any associated improvements that would be required to mitigate these impacts to an acceptable level under the California Environmental Quality Act (CEQA), the City's General Plan, or other policies. This report provides an analysis of those items that are identified as areas of environmental concern under CEQA and that, if significant, require an Environmental Impact Report (EIR). Impacts associated with access for pedestrians, bicyclists, and to transit; the vehicle miles traveled (VMT) generated by the project; potential safety concerns; and emergency access are addressed in the context of the CEQA criteria. While no longer a part of the CEQA review process, vehicular traffic service levels at key intersections were evaluated for consistency with General Plan policies by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on anticipated travel patterns specific to the proposed project, then analyzing the effect the new traffic would be expected to have on the study intersections and need for improvements to maintain acceptable operation. Adequacy of parking is also addressed as a policy issue.

The report is organized to provide background data that supports the various aspects of the analysis, followed by the assessment of CEQA issues and then evaluation of policy-related issues. The CEQA criteria evaluated are as follows.

Would the project:

- a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d. Result in inadequate emergency access?

## Project Profile

The project as proposed includes 208 multi-family apartment units to be located on a currently vacant site on the north side of Nord Avenue east of West Lindo Avenue, as shown in Figure 1. The site would be accessed via a driveway on West Lindo Avenue and an emergency vehicle access (EVA) gate on Ruskin Street. The project would provide 368 vehicle parking spaces and 212 bicycle parking spaces via bike racks located near each apartment building.



Transportation Impact Study for 2240 Nord Avenue Apartments Project  
**Figure 1 – Study Area and Existing Lane Configurations**



# Transportation Setting

---

## Study Area and Periods

The study area varies depending on the topic. For pedestrian trips it consists of all streets within a half-mile of the project site that would lie along primary routes of pedestrian travel, or those leading to nearby attractors. For bicycle trips it consists of all streets within one mile of the project site that would lie along primary routes of bicycle travel. For the safety and operational analyses, it consists of the project frontage on West Lindo Avenue, the project access point, and the following intersections selected with input from City staff:

1. Nord Avenue/West East Avenue
2. Nord Avenue/West Lindo Avenue
3. Nord Avenue/West 8<sup>th</sup> Avenue

Operating conditions during the weekday a.m. and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute. Multimodal intersection turning movement counts were obtained for the study intersections on Tuesday October 24, 2023, during clear weather and while local schools were in session.

## Study Intersections

**Nord Avenue/West East Avenue** is a signalized intersection with dedicated left-turn lanes and protected left-turn phasing on all four approaches. Marked crosswalks, curb ramps, and pedestrian phasing are provided on all legs of the intersection. No truncated domes are present on the curb ramps. There are sidewalks provided along the north side of Nord Avenue and along the east side of the north leg of West East Avenue.

**Nord Avenue/West Lindo Avenue** is a four-legged intersection with stop controls on the northbound and southbound minor street approaches of West Lindo Avenue. There are no marked crosswalks or sidewalks at the intersection. A traffic signal is planned to be installed by Caltrans along with new sidewalk as part of a corridor improvements project for Highway 32; Caltrans staff has indicated that construction of the improvements is expected to begin during the summer of 2024.

**Nord Avenue/West 8<sup>th</sup> Avenue** is a four-legged signalized intersection with marked crosswalks, curb ramps, sidewalks, and pedestrian phasing on all legs of the intersection, though truncated domes are not present on the curb ramps. All four approaches have protected left-turn phasing.

The locations of the study intersections and the existing lane configurations and controls are shown in Figure 1.

## Study Streets

**Nord Avenue (Highway 32)** is an east-west arterial street with one vehicle travel lane in each direction, a center two-way left-turn lane (TWLTL), and a posted speed limit of 35 miles per hour (mph). A Class II bicycle lane is present on the south side of the study street from Arbor Drive to 8<sup>th</sup> Street. Shoulder widths vary from nine to 11 feet along the north side of the study street and are about seven feet wide along the south side. Pedestrian access via sidewalks is provided, however sidewalks are largely discontinuous along the segment.

**West Lindo Avenue** is a north-south arterial street with one lane in each direction and a posted speed limit of 25 mph along the project frontage. A railroad crossing is present about 670 feet north of the intersection with Nord Avenue. No sidewalks or bike facilities are present in the study area.

## Collision History

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on records available from the California Highway Patrol (CHP) as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The most current five-year period available at the time of this analysis is January 1, 2018, through December 31, 2022.

As presented in Table 1, the calculated collision rates for the study intersections were compared to average collision rates for similar facilities statewide, as indicated in *2020 Collision Data on California State Highways*, California Department of Transportation (Caltrans). These average rates statewide are for intersections in the same environment (urban, suburban, or rural), with the same number of approaches (three or four), and the same controls (all-way stop, two-way stop, or traffic signal). The intersections of Nord Avenue/West East Avenue and Nord Avenue/West 8<sup>th</sup> Avenue were compared to other four-legged signalized intersections in an urban environment. The intersection of Nord Avenue and West Lindo Avenue was compared to other four-legged intersections with two-way stop controls in an urban environment. All three intersections experienced rates below the Statewide averages indicating that they are operating within normal safety parameters. The collision rate calculations are provided in Appendix A.

**Table 1 – Collision Rates for the Study Intersections**

| Study Intersection                   | Number of Collisions (2018-2022) | Calculated Collision Rate (c/mve) | Statewide Average Collision Rate (c/mve) |
|--------------------------------------|----------------------------------|-----------------------------------|------------------------------------------|
| 1. Nord Ave/West East Ave            | 2                                | 0.05                              | 0.33                                     |
| 2. Nord Ave/West Lindo Ave           | 2                                | 0.07                              | 0.20                                     |
| 3. Nord Ave/West 8 <sup>th</sup> Ave | 3                                | 0.07                              | 0.33                                     |

Note: c/mve = collisions per million vehicles entering



# Project Data

The project consists of 208 multi-family apartment units that would be built on a currently vacant lot. The proposed project site plan is shown in Figure 2.

## Trip Generation

The anticipated trip generation for the proposed project was estimated based on standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11<sup>th</sup> Edition, 2021, for “Multifamily Housing (Low-Rise) Not Close to Rail Transit” (ITE LU #220). As shown in Table 2, the proposed project would be expected to generate an average of 1,402 trips ends daily, including 83 trips during the morning peak hour and 106 trips during the evening peak hour.

**Table 2 – Trip Generation Summary**

| Land Use            | Units  | Daily |       | AM Peak Hour |       |    |     | PM Peak Hour |       |    |     |
|---------------------|--------|-------|-------|--------------|-------|----|-----|--------------|-------|----|-----|
|                     |        | Rate  | Trips | Rate         | Trips | In | Out | Rate         | Trips | In | Out |
| MF Housing Low Rise | 208 du | 6.74  | 1,402 | 0.40         | 83    | 20 | 63  | 0.51         | 106   | 67 | 39  |

Notes: du = dwelling unit; MF = Multifamily

## Trip Distribution

The project is located on the southwesterly edge of the City, so it is anticipated that most trips would be oriented to/from the east on Nord Avenue where nearby employment and school uses are located and to/from the north on East Avenue which provides the most direct access to State Route (SR) 99. The applied assumptions approved by City staff are shown in Table 3.

**Table 3 – Trip Distribution Assumptions**

| Route                         | Percent     |
|-------------------------------|-------------|
| Nord Ave East of the Project  | 65%         |
| East Ave North of the Project | 30%         |
| Nord Ave West of the Project  | 5%          |
| <b>TOTAL</b>                  | <b>100%</b> |





# Circulation System

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This section addresses the first transportation bullet point on the CEQA checklist, which relates to the potential for a project to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

## Pedestrian Facilities

### Existing and Planned Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the vicinity of the proposed project site; however, sidewalk gaps can be found along the roadways connecting to the project site. Existing gaps on Nord Avenue and West Lindo Avenue impact convenient and continuous access for pedestrians and present safety concerns in those locations where appropriate pedestrian infrastructure would address potential conflict points.

- **Nord Avenue** – Limited sidewalk coverage is provided on Nord Avenue in the vicinity of the project site with intermittent curb ramps and crosswalks at side street approaches. Lighting is provided by overhead streetlights at intersections. The project as proposed would install sidewalks along the project frontage. Sidewalks are present at the following locations:
  - North side of the street from the intersection with East Avenue to about 320 feet east of the intersection;
  - South side of the street from about 150 feet west of the intersection with Lindo Avenue to the west end of the Nord Avenue Bridge over the Lindo Channel;
  - Approximately 125 feet west of Purcell Lane to about 500 east of Rossetti Lane on the north side of the street;
  - South side of Nord Avenue between Oak Way and 8th Street; and
  - Approximately 240 feet west of 8th Avenue on the north side of the street.
- **West Lindo Avenue** – Sidewalks are provided on the east side of the street approximately 340 feet north of the project site between Trenta Drive and Fern Avenue. Sidewalks and streetlighting are not currently present along the project site frontage, though they would be installed as part of the project.

According to the *City of Chico Draft Active Transportation Plan, 2023*, (Draft ATP) pedestrian crossing improvements, including high visibility crosswalk markings and curb ramp upgrades are planned at the intersection of Nord Avenue/West 8<sup>th</sup> Avenue. Additionally, a Class I shared-use path is planned along West Lindo Avenue from Nord Avenue to SR 99 and along the railroad from West Lindo Avenue to the western City limits.

Additionally, Caltrans plans to install a traffic signal and other pedestrian improvements including sections of sidewalk at Nord Avenue/West Lindo Avenue, as shown on the design plans for the improvements and identified in the *Butte – 32 Chico Rehabilitation Project Initial Study with Proposed Negative Declaration*, Caltrans, 2021.

### Pedestrian Safety

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue for pedestrians. For the same study period detailed above, there was one reported collision involving a pedestrian in the study area which occurred at the intersection of Nord Avenue/West East Avenue; a pedestrian right-of-way violation was cited as the primary collision factor. A single collision within a five-year span involving a pedestrian and attributed to a pedestrian infraction is not generally considered a safety issue. Since no clear pattern of behavior can be determined from a single incident and given that the traffic signal already has marked crosswalks with pedestrian phasing on all four legs of the intersection, no remedial action appears necessary.

## Project Impacts on Pedestrian Facilities

Given the proximity of nearby commercial and residential land uses, it is reasonable to assume that some project residents will want to walk to reach nearby destinations. The project as proposed would result in the construction of sidewalks along the frontages with both Nord Avenue and West Lindo Avenue, consistent with City policy thereby improving circulation for pedestrians in the project vicinity. The planned signalization of the intersection of Nord Avenue/West Lindo Avenue would provide a controlled opportunity for pedestrians to cross from one side of Nord Avenue to the other which would be considered a safety enhancement compared to the existing uncontrolled condition. The project applicant should coordinate the design of the frontage improvements on Nord Avenue with Caltrans so that there is consistency between the improvements that would be constructed by the project and the planned corridor improvements to be installed by Caltrans. Additionally, the applicant should coordinate the design of the frontage improvements on West Lindo Avenue with the City to determine if any right-of-way needs to be dedicated for the planned Class I pathway on West Lindo Avenue.

**Finding** – Pedestrian facilities serving the project site would be enhanced through the provision of sidewalks along the project frontages and the planned signalization of Nord Avenue/West Lindo Avenue. The proposed facilities are compliant with City policies related to pedestrian infrastructure.

**Recommendation** – The design of the project frontage on Nord Avenue should be coordinated with Caltrans so that sidewalks are provided along the entirety of the project frontage and the applicant is responsible for constructing the sections of sidewalk that would not be installed by Caltrans. The design of the frontage improvements on West Lindo Avenue should include consideration for the planned future installation of a shared use pathway as identified in the City's Draft ATP and right-of-way dedicated to the City for these improvements, if necessary.

## Bicycle Facilities

### Existing and Planned Bicycle Facilities

The *Highway Design Manual*, Caltrans, 2020, classifies bikeways into four categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.
- **Class IV Bikeway** – also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

In the project area, Class II bike lanes exist on both Nord Avenue and West 8<sup>th</sup> Avenue. The existing bicycle facilities on Nord Avenue are planned to be expanded from the intersection with West Lindo Avenue to the western City limits. Additionally, an extension of the existing bike lanes on West 8<sup>th</sup> Avenue are planned between West Sacramento Avenue and Nord Avenue. Bicyclists ride on the roadway and/or on sidewalks along all other streets within the project study area. Table 4 summarizes the existing and planned bicycle facilities in the project vicinity, as contained in the City's Draft ATP.



**Table 4 – Bicycle Facility Summary**

| Status<br>Facility       | Class | Length<br>(miles) | Begin Point         | End Point                |
|--------------------------|-------|-------------------|---------------------|--------------------------|
| <b>Existing</b>          |       |                   |                     |                          |
| Railroad Trail           | I     | 1.90              | West Lindo Ave      | Rio Chico Way            |
| Nord Ave                 | II    | 0.47              | Arbor Dr            | West 8 <sup>th</sup> Ave |
| West 8 <sup>th</sup> Ave | II    | 1.07              | Nord Ave            | Magnolia Ave             |
| <b>Planned</b>           |       |                   |                     |                          |
| Railroad Trail           | I     | 1.70              | West Lindo Ave      | West City Limits         |
| West Lindo Ave           | I     | 1.84              | Nord Ave            | Esplanade                |
| West 8 <sup>th</sup> Ave | II    | 0.36              | West Sacramento Ave | Nord Ave                 |
| West East Ave            | II    | 1.39              | Nord Ave            | Esplanade                |
| West Lindo Ave           | II    | 0.28              | Nord Ave            | Moyer Way                |
| Nord Ave                 | II    | 2.06              | Muir Ave            | West 8 <sup>th</sup> Ave |

Source: City of Chico Draft Active Transportation Plan, GHD, 2023

## Bicyclist Safety

Collision records for the study area were reviewed to determine if there had been any bicyclist-involved crashes. During the five-year study period previously noted, there were no reported collisions involving a bicyclist at any of the study intersections.

## Project Impacts on Bicycle Facilities

Existing bicycle facilities, including the Class II bike lanes on Nord Avenue and West 8<sup>th</sup> Avenue and the shared-use path along the railroad, together with shared use of minor streets provide adequate access for bicyclists. Connectivity would be further enhanced upon completion of planned bicycle improvement projects. Assuming that the design for the frontage improvements on West Lindo Avenue accommodates the planned future shared use pathway if determined to be necessary by City staff, the project would not include any components that would preclude the City or Caltrans from being able to implement these planned future improvements.

### *Bicycle Storage*

According to *Chico Municipal Code*, Section 19.70; Parking Requirements the City requires multi-family housing projects to provide one bicycle storage space per unit. With 208 proposed apartment units, the project would need to provide at least 208 bicycle parking spaces. With a proposed supply of 212 bicycle spaces, the project would satisfy City requirements.

**Finding** – Existing and planned bicycle facilities would adequately serve the project.

## Transit Facilities

### Existing Transit Facilities

Butte Regional Transit (B-Line) provides fixed route bus service throughout Butte County including the City of Chico and Glenn Ride provides transit service within and between Glenn County and Chico. Transit stops for B-Line Route 3 and Glenn Ride are within a half mile of the project site. Route 3 runs between the Chico Transit

Center and the North Valley Plaza from 6:15 a.m. to 9:00 p.m. Monday through Friday and 8:50 a.m. to 7:00 p.m. on Saturdays with headways of one hour. Route 3 does not operate on Sundays. Glenn Ride provides service between the Chico Transit Center and the Chico Amtrak Station from 6:30 a.m. to 8:15 p.m. with headways of two hours on weekdays and from 8:00 a.m. to 7:30 p.m. with headways of four hours on Saturdays and holidays.

Bicycles can be carried on all B-Line buses. Bike rack space is on a first come, first served basis.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. B-Line Paratransit is designed to serve the needs of individuals with disabilities within Chico and the greater Butte County area. Glenn Ride Paratransit serves residents of Glenn County.

## **Impact on Transit Facilities**

Existing transit stops are within an acceptable walking distance of the project site and the planned sidewalk improvements to be installed by Caltrans together with buildout of sidewalks along the project frontages would result in adequate connectivity to transit for project residents. Existing service is anticipated to have adequate capacity to accommodate project generated transit trips and the proposed pedestrian improvements would enhance transit access consistent with City policies.

**Finding** – Transit facilities serving the project site are adequate and would be improved with the planned pedestrian improvements that would be constructed by Caltrans or installed as part of the project’s frontage improvements.

**Significance Finding** – The proposed project would not conflict with any plans or policies for transportation facilities assuming the design of the frontage improvements on West Lindo Avenue and Nord Avenue are coordinated with City and Caltrans staff in consideration of the planned Highway 32 corridor improvements and the future provision of a Class I pathway identified in the City’s Draft ATP. The project would therefore have a less-than-significant impact.



# Vehicle Miles Traveled (VMT)

The potential for the project to conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) was evaluated based on the project's anticipated Vehicle Miles Traveled (VMT).

## Background and Guidance

Senate Bill (SB) 743 established VMT as the metric to be applied for determining transportation impacts associated with development projects. Like many other jurisdictions in California, the City of Chico has not yet adopted a policy or thresholds of significance regarding VMT so the project-related VMT impacts were assessed based on guidance provided by the California Governor's Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018 as well as guidance from the Butte County Association of Governments (BCAG) as presented in *BCAG SB 743 Implementation*, 2021. Both the OPR and BCAG guidance recommend a significance threshold for residential projects that is 15 or more percent below the existing citywide or regional residential VMT per capita. Projects with a VMT per capita greater than this threshold may have a significant transportation impact.

## Project Impact

The BCAG travel demand model includes hundreds of traffic analysis zones (TAZs) within the region that contain VMT information. The project site is located within TAZ 415, which has a daily residential VMT per capita of 11.4. It is typical to assume that incoming development would generate similar travel patterns as the existing development in the TAZ; therefore, the proposed project would be expected to generate 11.4 vehicles miles traveled per day per capita.

Based on the regional model, the countywide average daily VMT per capita is 14.9. Applying OPR and BCAG guidance, a residential project generating a VMT that is 15 percent or more below this value, or 12.7 miles per capita per day or less, would have a less-than-significant VMT impact. The proposed project is expected to have a daily VMT per capita of 11.4, which is approximately 23 percent below the countywide average. Since this is more than 15 percent below the countywide average value, the project would have a less-than-significant transportation impact on VMT. This information is summarized in Table 5.

**Table 5 – Vehicle Miles Traveled Analysis Summary**

| <b>VMT Metric</b>    | <b>Countywide Baseline VMT Rate</b> | <b>Significance Threshold</b> | <b>TAZ 463 VMT Rate</b> | <b>Resulting Significance</b> |
|----------------------|-------------------------------------|-------------------------------|-------------------------|-------------------------------|
| Daily VMT per Capita | 14.9                                | 12.7                          | 11.4                    | Less Than Significant         |

Note: VMT Rate is measured in residential VMT/Capita

**Significance Finding** – Based on OPR guidance and information contained within the BCAG travel demand model, the project's impact on VMT would be considered less than significant.

# Safety Issues

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The potential for the project to impact safety was evaluated in terms of the adequacy of sight distance and need for turn lanes at the project driveway at West Lindo Avenue as well as the adequacy of stacking space in dedicated turn lanes at the study intersections to accommodate additional queuing due to adding project-generated trips. This section addresses the third transportation bullet on the CEQA checklist which is whether or not the project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

## Site Access

The project site would be accessed from a new, gated driveway on West Lindo Avenue, about 380 feet north of the intersection with Nord Avenue. An emergency access only connection would be made to the existing terminus of Ruskin Street, which would be gated to restrict access to only emergency responders.

## Sight Distance

The project access point on West Lindo Avenue would be an unsignalized urban driveway, therefore corner sight distance criterion would not be applicable; however, consideration was given to the availability of sight lines that would provide adequate stopping sight distance, which is considered the minimum sight distance needed for safe operation.

For the posted speed limit of 25 mph on West Lindo Avenue, the recommended minimum stopping sight distance is 150 feet. Based on a review of field conditions, sight lines extend more than 200 feet to and from each approach as the street is straight and flat adjacent to the project site. As a result, sight lines are adequate to accommodate all turns into and out of the project driveway. To preserve existing sight lines, any new signage, monuments, or other structures to be placed near the project entrance should be positioned outside of the vision triangles of a driver waiting on the driveway approach.

**Finding** – Sight lines at the project driveway would be adequate to accommodate all turns into and out of the project site.

**Recommendation** – To preserve existing sight lines, any new signage, monuments, or other structures to be placed near the project entrance should be positioned outside of the vision triangle of a driver waiting on the driveway.

## Turn Lane Warrants

The need for a right or left-turn lane on West Lindo Avenue at the proposed project street was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as an update of the methodology developed by the Washington State Department of Transportation and published in the *Method For Prioritizing Intersection Improvements*, January 1997. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes to determine the need for a left-turn pocket based on safety issues.

Under Existing plus Project and Future plus Project volumes, neither a left-turn lane nor a right turn lane would be warranted on West Lindo Avenue during either of the peak periods evaluated. Copies of the left turn lane warrants analysis sheets are provided in Appendix B.



**Finding** – Neither a left nor a right-turn lane would be warranted at the project access point on West Lindo Avenue.

## Traffic Signal Warrants

As requested by City staff a signal warrant analysis was performed to determine potential need for a traffic signal at the proposed intersection of West Lindo Avenue/Project driveway.

Chapter 4C of the *California Manual on Uniform Traffic Control Devices* (CA-MUTCD) provides guidance on when a traffic signal should be considered. There are nine different warrants, or criteria, presented, as follows:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour Volume
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

For the purposes of this study, Warrants 2 and 3 were used as an initial indication of traffic control needs. The use of these signal warrants is common practice for planning studies. Other warrants, which are more generally applicable to existing traffic issues, require collection of additional traffic volumes for the highest eight hours of the day, review of the collision history, and evaluation of the system surrounding the location.

**Warrant 2** is met when an engineering study finds that, for each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these four hours.

**Warrant 3**, which is often the first warrant to be met, has a notice that this signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. Under the Peak Hour Warrant the need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

- A. If all three of the following conditions exist for the same one hour (any four consecutive 15-minute periods) of an average day:
  1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: four vehicle-hours for a one-lane approach; or five vehicle-hours for a two-lane approach, and
  2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
  3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
- B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only)

for one hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Based on the application of Warrants 2 and 3 a traffic signal is not warranted at the proposed intersection of West Lindo Avenue/Project driveway. The signal warrants are provided in Appendix C.

## Queuing

The City of Chico does not prescribe thresholds of significance regarding queue lengths. However, an increase in queue length due to project traffic was considered a potentially significant impact if the increase would cause the queue to extend out of a dedicated turn lane into a through traffic lane, or the back of queue into a visually restricted area, such as a blind corner. If queues would already be expected to extend past a dedicated turn lane or into a visually restricted area without project traffic, the addition of project traffic was considered to constitute a potentially significant impact only if it would cause a new unacceptable conditions; in other words, if the queue were already beyond the turn lane and the project would cause it to stack into a visually restricted area, and that would not occur without the project, that would be considered an impact.

## Signalized Intersections

Under each scenario, the projected 95<sup>th</sup>-percentile queues in dedicated left-turn lanes at the study intersections were determined using Synchro queueing reports. Summarized in Table 6 are the predicted queue lengths for these lanes. Copies of the queuing projections are contained in Appendix D. It should be noted that while Nord Avenue/West Lindo Avenue is currently unsignalized, Caltrans has plans to install a traffic signal so the intersection was evaluated as a signalized intersection under all scenarios, per direction from City staff.

**Table 6 – Maximum Left-Turn Queues**

| Study Intersection<br>Left Turn Lane     | Available<br>Storage | Maximum Queues |            |            |            |              |            |            |            |
|------------------------------------------|----------------------|----------------|------------|------------|------------|--------------|------------|------------|------------|
|                                          |                      | AM Peak Hour   |            |            |            | PM Peak Hour |            |            |            |
|                                          |                      | E              | E+P        | F          | F+P        | E            | E+P        | F          | F+P        |
| 1. Nord Ave/W East Ave                   |                      |                |            |            |            |              |            |            |            |
| Eastbound                                | *300                 | <b>536</b>     | <b>536</b> | <b>624</b> | <b>635</b> | <b>445</b>   | <b>448</b> | <b>512</b> | <b>539</b> |
| Westbound                                | 180                  | 6              | 6          | 6          | 6          | 6            | 6          | 6          | 6          |
| Northbound                               | 75                   | 6              | 6          | 6          | 6          | 0            | 0          | 0          | 0          |
| Southbound                               | 260                  | <b>424</b>     | <b>431</b> | <b>501</b> | <b>502</b> | <b>449</b>   | <b>468</b> | <b>514</b> | <b>569</b> |
| 2. Nord Ave/W Lindo Ave-<br>Glenwood Ave |                      |                |            |            |            |              |            |            |            |
| Eastbound                                | **150                | 21             | 28         | 25         | 31         | 23           | 39         | 27         | 43         |
| Westbound                                | **180                | 16             | 16         | 18         | 18         | 18           | 18         | 21         | 21         |
| 3. Nord Ave/W 8 <sup>th</sup> Ave        |                      |                |            |            |            |              |            |            |            |
| Eastbound                                | 260                  | 184            | 184        | 202        | 202        | 93           | 93         | 108        | 108        |
| Westbound                                | 200                  | 91             | 91         | 99         | 99         | 28           | 28         | 31         | 31         |
| Southbound                               | 200                  | 95             | 95         | 105        | 105        | 128          | 128        | 140        | 140        |

Notes: Maximum Queue based on the 95<sup>th</sup> percentile queue reported from Synchro; all distances are measured in feet; E = existing conditions; E+P = existing plus project conditions; F = future conditions; F+P = future plus project conditions; **Bold** text = queue length exceeds available storage; \* denotes turn lane is connected to a two-way left-turn lane so the effective storage is longer; \*\* left-turn lane length is proposed



At the intersection of Nord Avenue/East Avenue, the eastbound and southbound left-turn queues exceed storage capacity and would be expected to continue doing so without and with the project under all scenarios evaluated. However, the eastbound left-turn lane is connected to a TWLTL so this provides space for vehicles to queue without impacting through traffic. In consideration of this and because the project would not exacerbate queuing, the project's impact was considered less-than-significant.

In the southbound left turn lane, queuing currently exceeds available storage capacity without project trips and would continue to do so with the addition of project trips to existing and future volumes. Project trips would increase the queue by less than one vehicle length during the a.m. peak hour and by one to two vehicle lengths during the p.m. peak hour. While this is undesirable, the additional project trips would not create a new safety concern since queues already exceed storage capacity without project trips and adequate sight lines would remain available for motorists approaching the queue on southbound West East Avenue. Further, because there are two southbound travel lanes on West East Avenue and few through movements (five a.m. and two p.m.) on this approach, motorists turning left at the intersection are able to stack in the number one travel lane with minimal impact to operations. While queues would potentially extend into the upstream Kennedy Avenue intersection during the p.m. peak hour with the addition of project trips to existing volumes, this would only occur for a short time and the metering effect of the signal would provide opportunities for motorists turning from the Kennedy Avenue approach onto West East Avenue. Consideration was given to the need for KEEP CLEAR legends at the intersection, but due to the proximity of the railroad tracks it was determined that it would be more important in terms of safety for this space to be available for queueing if needed than to force motorists to queue on the north side of the intersection closer to the tracks. Queues are not expected to reach the railroad tracks under any of the scenarios evaluated so the project's impact was considered less-than-significant, though it is recommended that City and Caltrans staff continue to monitor operations as traffic volumes increase in the surrounding vicinity.

## Project Driveway

The project driveway on West Lindo Avenue would be gated so consideration was given to the potential for queues to stack onto West Lindo Avenue. The highest concentration of inbound trips to the project site would occur during the weekday p.m. peak hour when 67 vehicles would arrive within a one-hour period, which translates to an average of one vehicle every 54 seconds. Using a conservative assumption that it would take 30 to 45 seconds for the gate to open and a vehicle to pass through, the proposed gate would have a service capacity of 80 to 120 vehicles per hour which is more than enough to accommodate the anticipated demand. Even if vehicles are not evenly spread across the peak hour and arrive at a rate higher than one vehicle every 54 seconds resulting in momentary queuing, the project street would have space for two to three vehicles to queue between the gate and West Lindo Avenue which should be adequate capacity to prevent any spill over onto West Lindo Avenue.

**Finding** – Queues would remain within existing and proposed left-turn storage capacity at all three study intersections except for the eastbound and southbound left turn lanes at Nord Avenue/West East Avenue. Eastbound left turn queues would be able to stack in the existing TWLTL on Nord Avenue and while the project would increase southbound left-turn queue by one to two vehicles during each peak hour, queues would not extend to the railroad tracks and adequate following sight distance would be available on southbound West East Avenue so the project would not create any new safety hazards. The proposed gated entrance is expected to have adequate stacking capacity to prevent a queue from spilling over onto West Lindo Avenue.

**Significance Finding** – The proposed project would have a less-than-significant impact on safety in that site access would function acceptably as proposed with adequate sight distance at the project entrance and project trips would not create any new queueing issues on surrounding streets.

# Emergency Access

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The final transportation bullet on the CEQA checklist requires an evaluation as to whether the project would result in inadequate emergency access or not.

## Adequacy of Site Access

Based on Chico's General Plan, West Lindo Avenue along the project frontage is classified as an arterial street. According to Chico's *Standard Plans*, an arterial street must have no parking, a sidewalk width of at least five feet, parkway width of at least seven feet, eight-foot shoulders, and 12-foot travel lanes. As identified on the site plan, the proposed typical street section for the frontage improvements on West Lindo Avenue would satisfy these requirements. The project would also include a 20-foot-wide emergency access route that would connect to Ruskin Street. Assuming implementation of applicable design standards, site access and circulation is expected to function acceptably for emergency response vehicles.

**Finding** – The proposed frontage improvements are consistent with the City's requirements for arterial roadways and site access and circulation would function acceptably for emergency response vehicles with implementation of applicable design standards to the site layout.

## Off-Site Impacts

Given the minimal effect that the project would be expected to have on traffic operation in the area, as detailed in the following chapter, the project would be expected to have a less-than-significant impact on emergency response. Further, as all roadway users must yield the right-of-way to emergency vehicles when using their sirens and lights, the added project-generated traffic would not appreciably affect emergency response times.

**Finding** –Traffic from the proposed development would not be expected to appreciably affect emergency response times.

**Significance Finding** – The proposed project's impact on emergency access would be considered less than significant.



# Capacity Analysis

## Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The study intersections were analyzed using the “Signalized” methodology published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 6<sup>th</sup> edition, 2018. This methodology is based on factors including traffic volumes, green time for each movement, phasing, whether the signals are coordinated or not, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. For purposes of this study, delays were calculated using optimized signal timing.

It should be noted that while Nord Avenue/West Lindo Avenue currently has side-street stop controls, Caltrans has plans to install a traffic signal at this location and construction is expected to begin during the summer of 2024 so the intersection was evaluated as a signalized intersection under all scenarios including Existing Conditions, per direction from City staff. The design plans for the improvements also identify provision of a westbound right-turn lane so this geometry was used for the operational analysis.

The ranges of delay associated with the various levels of service are indicated in **Error! Reference source not found.**

| Table 7 – Signalized Intersection Level of Service Criteria |                                                                                                                               |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| LOS A                                                       | Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.                                 |
| LOS B                                                       | Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.                    |
| LOS C                                                       | Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping. |
| LOS D                                                       | Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.                         |
| LOS E                                                       | Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.                     |
| LOS F                                                       | Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.                       |

Reference: *Highway Capacity Manual 6<sup>th</sup> Edition*, Transportation Research Board, 2018

## Traffic Operation Standards

### City of Chico

In the Circulation Element of its General Plan, the City of Chico establishes requirements for intersection operation as follows:

**Policy CIRC-1.4 (Level of Service Standards)** – *Until a Multimodal Level of Service (MMLoS) methodology is adopted by the City, maintain LOS D or better for roadways and intersections at the peak PM period, except as specified below:*

- *LOS E is an acceptable threshold for City streets and intersections under the following circumstances:*
  - *Downtown streets within the boundaries identified in Figure DT-1 of the Downtown Element.*
  - *Arterials served by scheduled transit.*

- Arterials not served by scheduled transit, if bicycle and pedestrian facilities are provided within or adjacent to the roadway.
- Utilize Caltrans LOS standards for Caltrans' facilities.
- There are no LOS standards for private roads.

## Caltrans

Although the study intersections and Nord Avenue (Highway 32) are under the jurisdiction of Caltrans, Caltrans does not have a standard of significance relative to operation as this is no longer a CEQA issue. The *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (TISG), published in May 2020, replaced the *Guide for the Preparation of Traffic Impact Studies*, 2002. As indicated in the TISG, the Department is transitioning away from requesting LOS or other vehicle operations analyses of land use projects and will instead focus on Vehicle Miles Traveled (VMT). Considering that Caltrans does not have standards of significance for Levels of Service, the City of Chico's standards were generally applied, though the following LOS analysis is being provided for informational purposes only.

## Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the weekday a.m. and p.m. peak periods. This condition does not include project-generated traffic volumes. Volume data was collected on Tuesday October 24, 2023, during clear weather and while local schools were in session. The existing traffic volumes are shown in Figure 3.

Caltrans plans to signalize the intersection of Nord Avenue/West Lindo Avenue-Glenwood Avenue and as directed by City staff this intersection was analyzed as though it were currently signalized. A summary of the intersection Level of Service calculations is contained in Table 8, and copies of the LOS calculations for all evaluated scenarios are provided in Appendix E. It should be noted that although Nord Avenue/East Avenue operates at LOS E and is under the jurisdiction of Caltrans, this type of operation would be considered acceptable based on City standards since the corridor is served by scheduled transit.

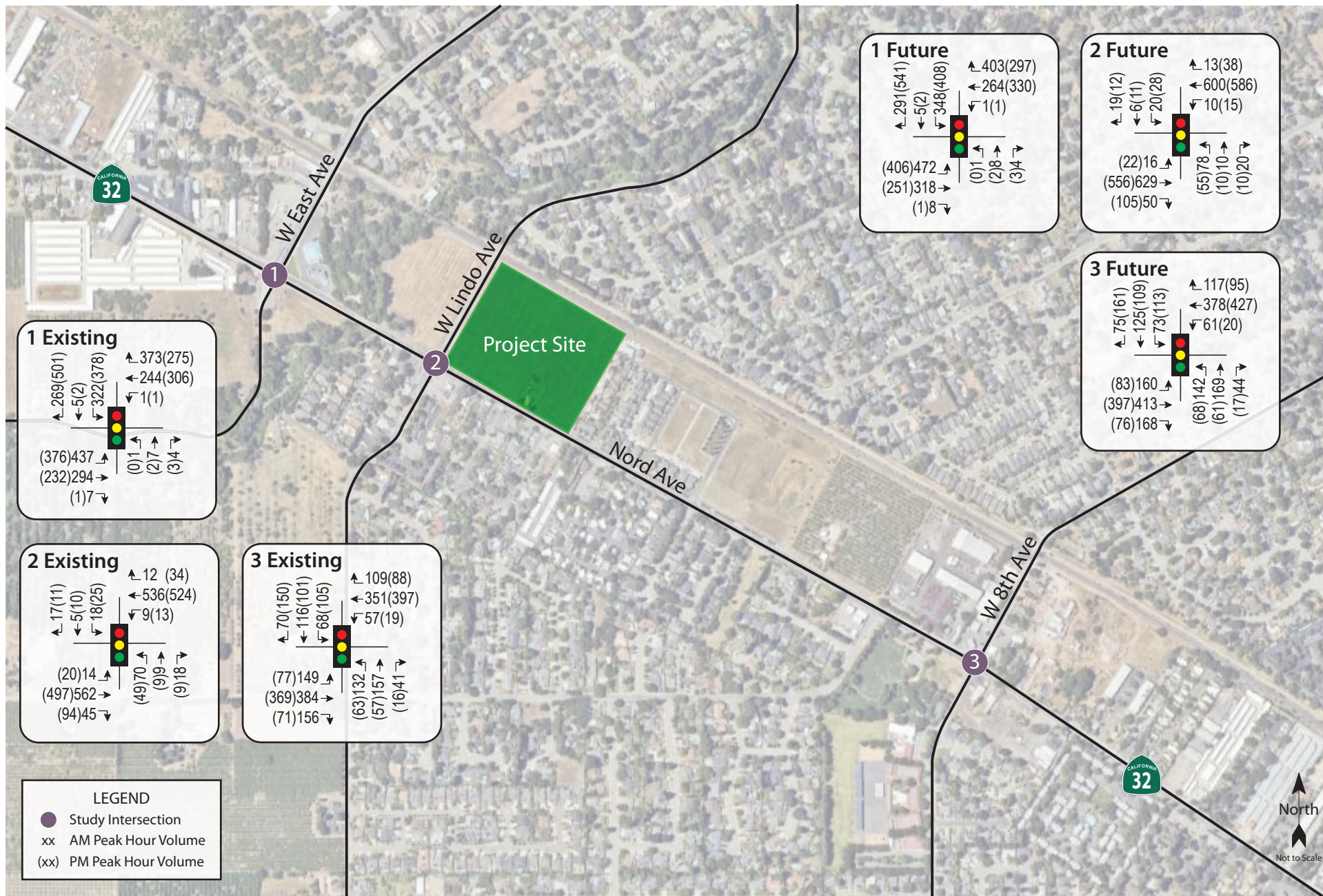
**Table 8 – Existing Peak Hour Intersection Levels of Service**

| Study Intersection<br>Approach        | AM Peak |     | PM Peak |     |
|---------------------------------------|---------|-----|---------|-----|
|                                       | Delay   | LOS | Delay   | LOS |
| 1. Nord Ave/W East Ave                | 74.9    | E   | 60.1    | E   |
| WB and SB Right-Turn Overlap          | 66.6    | E   | 56.3    | E   |
| 2. Nord Ave/W Lindo Ave-Glenwood Ave* | 9.9     | A   | 10.0    | B   |
| 3. Nord Ave/W 8 <sup>th</sup> Ave     | 40.5    | D   | 34.6    | C   |

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; \* with planned Caltrans improvements including signalization; WB = westbound; SB = southbound; Shaded cells = conditions with improvements

City staff requested that the intersection of Nord Avenue/West East Avenue be analyzed with right-turn overlaps for the westbound and southbound approaches as potential improvements. The project as proposed is not expected to have an adverse effect on traffic operations, but City staff requested this analysis to understand how operations may be improved. Though the right-turn overlaps would not achieve a higher service level, delay would decrease substantially during both peak periods with this phasing change. The City may wish to communicate with Caltrans on implementing these requested improvements.





Transportation Impact Study for 2240 Nord Avenue Apartments Project  
**Figure 3 – Existing and Future Traffic Volumes**

## Future Conditions

Future volumes that would be expected upon buildout of the City's General Plan were estimated using information contained within the General Plan Draft EIR. Traffic volumes on Nord Avenue are expected to increase by approximately 0.4 percent annually near the intersections with West 8<sup>th</sup> Avenue and West East Avenue and 0.6 percent annually near the intersection with West Lindo Avenue so for the purpose of calculating volumes for the horizon year of 2040 growth factors of 1.08 and 1.12 were applied to the existing turning movement counts for the respective intersections.

Under the anticipated future volumes, the study intersections are expected to experience deterioration in operation with Nord Avenue/East Avenue operating at LOS F during the a.m. peak hour. Future volumes are shown in Figure 3 and operating conditions are summarized in Table 9.

**Table 9 – Future Peak Hour Intersection Levels of Service**

| Study Intersection<br>Approach        | AM Peak |     | PM Peak |     |
|---------------------------------------|---------|-----|---------|-----|
|                                       | Delay   | LOS | Delay   | LOS |
| 1. Nord Ave/W East Ave                | 92.4    | F   | 66.0    | E   |
| WB and SB Right-Turn Overlap          | 63.6    | E   | 61.1    | E   |
| 2. Nord Ave/W Lindo Ave-Glenwood Ave* | 10.3    | B   | 10.1    | B   |
| 3. Nord Ave/W 8 <sup>th</sup> Ave     | 46.8    | D   | 34.8    | C   |

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; \* with planned Caltrans improvements including signalization; WB = westbound; SB = southbound; Shaded cells = conditions with improvements

## Project Conditions

### Existing plus Project Conditions

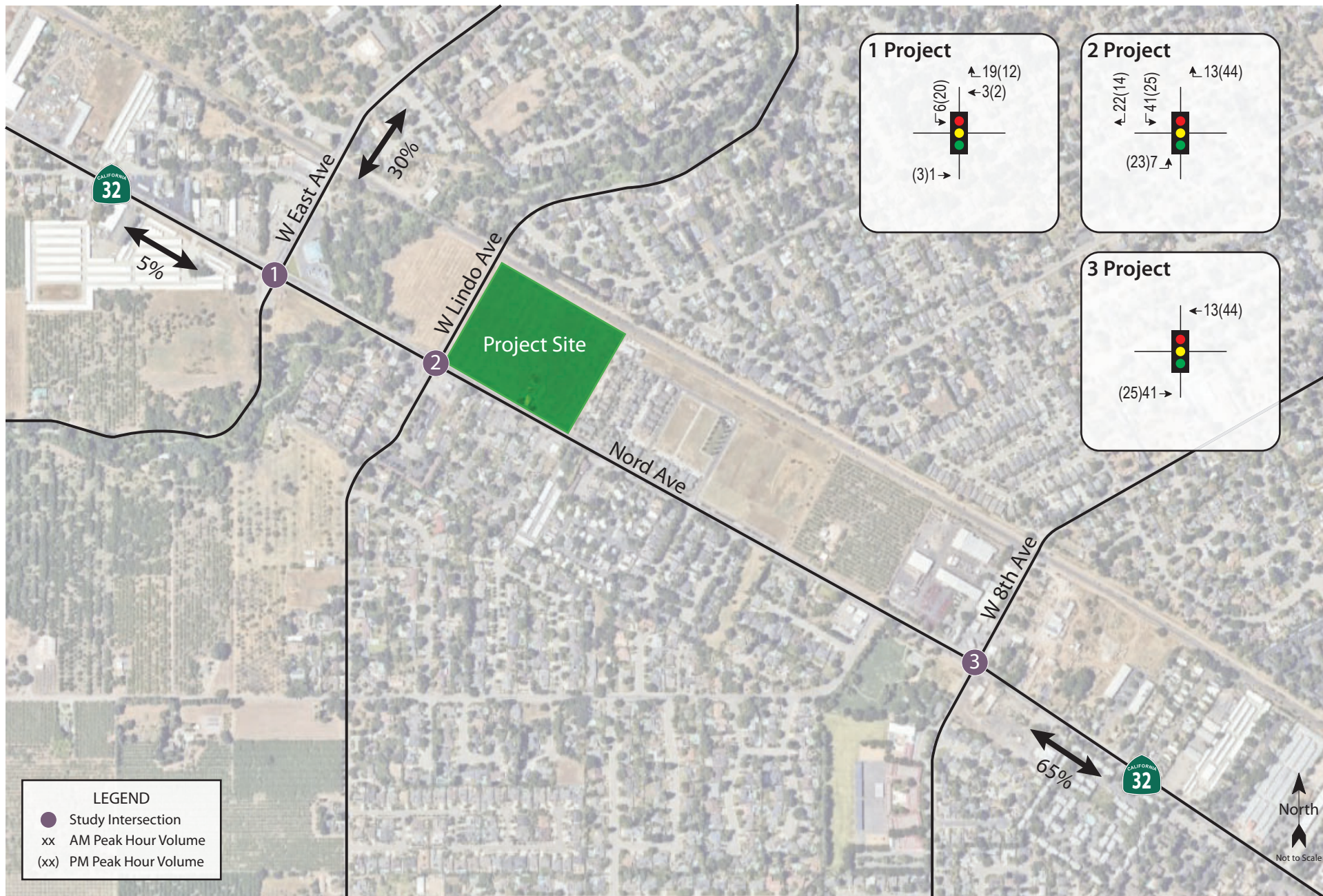
Upon the addition of project-related traffic to the existing volumes only the study intersection of Nord Avenue/West East Avenue would continue operating at the same Levels of Service as without project trips. Operation at Nord Avenue/West Lindo Avenue-Glenwood Avenue and Nord Avenue/West 8<sup>th</sup> Avenue is expected to experience changes in service levels, but remain at acceptable levels. Since Caltrans does not have an operational standard and the City of Chico considers LOS E to be acceptable for corridors with scheduled transit service, the project's effect on operations is considered acceptable. These results are summarized in Table 10 and Project traffic volumes are shown in Figure 4.

**Table 10 – Existing and Existing plus Project Peak Hour Intersection Levels of Service**

| Study Intersection<br>Approach        | Existing Conditions |     |         |     | Existing plus Project |     |         |     |
|---------------------------------------|---------------------|-----|---------|-----|-----------------------|-----|---------|-----|
|                                       | AM Peak             |     | PM Peak |     | AM Peak               |     | PM Peak |     |
|                                       | Delay               | LOS | Delay   | LOS | Delay                 | LOS | Delay   | LOS |
| 1. Nord Ave/W East Ave                | 74.9                | E   | 60.1    | E   | 77.5                  | E   | 63.7    | E   |
| WB and SB Right-Turn Overlap          | 66.6                | E   | 56.3    | E   | 66.8                  | E   | 58.1    | E   |
| 2. Nord Ave/W Lindo Ave-Glenwood Ave* | 9.9                 | A   | 10.0    | B   | 10.3                  | B   | 10.8    | B   |
| 3. Nord Ave/W 8 <sup>th</sup> Ave     | 40.5                | D   | 34.6    | C   | 43.3                  | D   | 40.6    | D   |

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; \* with planned Caltrans improvements including signalization; WB = westbound; SB = southbound; Shaded cells = conditions with improvements





Transportation Impact Study for 2240 Nord Avenue Apartments Project  
**Figure 4 – Project Traffic Volumes and Trip Distribution**



**Finding** – Traffic from the proposed project would have an acceptable effect on the operation of the study intersections.

## Future plus Project Conditions

Upon the addition of project-generated traffic to the anticipated future volumes the study intersections are expected to continue operating at the same Levels of Service as without project traffic, except for the intersection of Nord Avenue/West 8<sup>th</sup> Avenue which is expected to decrease from LOS C to LOS D during the p.m. peak hour. The addition of the westbound and southbound right-turn overlaps would improve operation from LOS F to LOS E during the a.m. peak hour. The project's long-term effect on operations is considered acceptable with or without the overlap. The Future plus Project operating conditions are summarized in Table 11.

**Table 11 – Future and Future plus Project Peak Hour Intersection Levels of Service**

| Study Intersection<br><i>Approach</i>  | Future Conditions |     |         |     | Future plus Project |     |         |     |
|----------------------------------------|-------------------|-----|---------|-----|---------------------|-----|---------|-----|
|                                        | AM Peak           |     | PM Peak |     | AM Peak             |     | PM Peak |     |
|                                        | Delay             | LOS | Delay   | LOS | Delay               | LOS | Delay   | LOS |
| 1. Nord Ave/W. East Ave                | 92.4              | F   | 66.0    | E   | 97.0                | F   | 69.5    | E   |
| WB and SB Right-Turn Overlap           | 63.6              | E   | 61.1    | E   | 67.3                | E   | 59.0    | E   |
| 2. Nord Ave/W. Lindo Ave-Glenwood Ave* | 10.3              | B   | 10.1    | B   | 10.6                | B   | 10.8    | B   |
| 3. Nord Ave/W. 8 <sup>th</sup> Ave     | 46.8              | D   | 34.8    | C   | 48.3                | D   | 38.4    | D   |

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; \* with planned Caltrans improvements including signalization; WB = westbound; SB = southbound; Shaded cells = conditions with recommended improvements

The City and Caltrans may wish to consider capacity improvements to the intersection of Nord Avenue/West East Avenue to address the high delays expected.

**Finding** – The project's long-term effect on operations is considered acceptable.



# Parking

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Parking supply requirements for the project were determined based on the provisions of the *Chico Municipal Code*, Section 19.70; Parking Requirements. The project is located in a Corridor Opportunity Site and this Code requires the provision of one vehicle parking space for each one-bedroom apartment and 1.5 spaces per two or more-bedroom apartment in a multifamily housing development with one bicycle parking space required per unit regardless of the number of bedrooms; no guest parking is required. The project as proposed would include 56 one-bedroom and 152 two or more-bedroom units, which would require a total of 284 vehicle parking spaces and 208 bicycle parking spaces. The project would provide 368 vehicle parking spaces and 212 bicycle parking spaces, which is compliant with City policy.

**Finding** – With a proposed supply of 368 vehicle parking spaces and 212 bicycle parking spaces, the project would satisfy the City's parking requirements.



# Conclusions and Recommendations

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## Conclusions

- The proposed project would be expected to generate an average of 1,402 trips per day, including 83 during the morning peak hour and 106 during the evening peak hour.
- The project is consistent with City policies relative to pedestrian, bicycle, and transit facilities. Frontage improvements would include installation of sidewalks and half-street frontage improvements consistent with City policies. The project's impact on these modes is therefore less than significant.
- Based on OPR guidance and information contained within the BCAG travel demand model, the project's impact on VMT would be considered less than significant.
- The study intersections all had calculated collision rates well below the statewide average for similar facilities.
- Existing sight lines are adequate to accommodate all turns into and out of the proposed project access on West Lindo Avenue.
- Neither a left-turn lane, nor a right turn lane would be warranted on West Lindo Avenue at the project driveway.
- Queues would remain within existing and proposed left-turn storage at all three study intersections except for the eastbound and southbound left-turn lanes at Nord Avenue/West East Avenue. Eastbound left-turn queues could extend into the existing TWLTL on Nord Avenue and while the project would increase southbound left-turn queues by one to two vehicles during each peak hour, queues would not extend to the railroad tracks and adequate following sight distance would be available on southbound West East Avenue so the project would not create any new safety hazards. The design of the gated entrance on West Lindo Avenue is anticipated to have sufficient storage between the gate and West Lindo Avenue to accommodate queuing without spillover onto West Lindo Avenue.
- A traffic signal is not warranted at the proposed intersection of the project driveway and West Lindo Avenue.
- The proposed frontage improvements for West Lindo Avenue are consistent with the City's requirements for arterial roadways and site access and circulation would function acceptably for emergency response vehicles with implementation of applicable design standards to the site layout. The proposed project would have a less-than-significant impact on emergency access and response times.
- Upon the addition of project trips to the existing traffic volumes, Nord Avenue/West East Avenue would operate at LOS E, Nord Avenue/West Lindo Avenue would operate at LOS B with signalization, and Nord Avenue/West 8<sup>th</sup> Avenue would operate at LOS D. Caltrans does not have a policy related to Levels of Service, though these service levels would meet City standards since the Nord Avenue corridor is served by scheduled transit. The project's effect on operations is therefore considered acceptable.
- Upon the addition of project trips to the anticipated future volumes and with signalization of Nord Avenue/West Lindo Avenue, the study intersections are expected to continue operating at the same Levels of Service as without project trips. As a result, the project's long-term effect on operations is considered acceptable, though capacity improvements to the intersection of Nord Avenue/East Avenue would be needed to address the high delays and LOS F operations expected under buildout volumes without the project.



- The project as proposed would provide adequate vehicle and bicycle parking on-site.

## Recommendations

- The design of the frontage improvements on West Lindo Avenue should include consideration for the planned future installation of a shared use pathway as identified in the City's Draft ATP, and right-of-way dedicated to the City for these improvements, if determined to be necessary by staff. The design of the project frontage on Nord Avenue should be coordinated with Caltrans in consideration of the planned Highway 32 corridor improvements to begin construction during the summer of 2024.
- To preserve existing sight lines, any new signage, monuments, or other structures to be placed near the project entrance should be positioned outside of the vision triangle of a driver waiting on the minor street.
- Adding right-turn overlaps at the intersection of Nord Avenue/West East Avenue would improve the service levels at the intersection from LOS F to LOS E during the morning peak hour under build out conditions. The City of Chico may wish to work with Caltrans to consider implementing this improvement.



# Study Participants and References

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## Study Participants

|                                |                                               |
|--------------------------------|-----------------------------------------------|
| <b>Principal in Charge</b>     | Dalene J. Whitlock, PE (Civil, Traffic), PTOE |
| <b>Transportation Engineer</b> | Cameron Nye, PE (Traffic)                     |
| <b>Assistant Engineer</b>      | William Andrews, EIT                          |
| <b>Graphics</b>                | Jessica Bender                                |
| <b>Editing/Formatting</b>      | Jessica Bender, Hannah Yung-Boxdell           |
| <b>Quality Control</b>         | Dalene J. Whitlock, PE (Civil, Traffic), PTOE |

## References

"Estimating Maximum Queue Length at Unsignalized Intersections," ITE Journal, John T. Gard, 2001

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# Appendix A

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## Collision Rate Calculations





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## Intersection Collision Rate Worksheet

### 2240 Nord Avenue Apartments Project

**Intersection # 1:** Nord Avenue & West East Avenue

**Date of Count:** Saturday, January 0, 1900

**Number of Collisions:** 2

**Number of Injuries:** 0

**Number of Fatalities:** 0

**Average Daily Traffic (ADT):** 20800

**Start Date:** January 1, 2018

**End Date:** December 31, 2022

**Number of Years:** 5

**Intersection Type:** Four-Legged

**Control Type:** Signals

**Area:** Urban

$$\text{Collision Rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times \text{Days per Year} \times \text{Number of Years}}$$

$$\text{Collision Rate} = \frac{2}{20,800} \times \frac{1,000,000}{365 \times 5}$$

|                           | Collision Rate    | Fatality Rate | Injury Rate  |
|---------------------------|-------------------|---------------|--------------|
| <b>Study Intersection</b> | <b>0.05 c/mve</b> | <b>0.0%</b>   | <b>0.0%</b>  |
| <b>Statewide Average*</b> | <b>0.33 c/mve</b> | <b>0.6%</b>   | <b>47.7%</b> |

**Notes**

ADT = average daily total vehicles entering intersection

c/mve = collisions per million vehicles entering intersection

\* 2020 Collision Data on California State Highways, Caltrans

**Intersection # 2:** Nord Avenue & West Lindo Avenue

**Date of Count:** Saturday, January 0, 1900

**Number of Collisions:** 2

**Number of Injuries:** 2

**Number of Fatalities:** 0

**Average Daily Traffic (ADT):** 16400

**Start Date:** January 1, 2018

**End Date:** December 31, 2022

**Number of Years:** 5

**Intersection Type:** Four-Legged

**Control Type:** Stop & Yield Controls

**Area:** Urban

$$\text{Collision Rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times \text{Days per Year} \times \text{Number of Years}}$$

$$\text{Collision Rate} = \frac{2}{16,400} \times \frac{1,000,000}{365 \times 5}$$

|                           | Collision Rate    | Fatality Rate | Injury Rate   |
|---------------------------|-------------------|---------------|---------------|
| <b>Study Intersection</b> | <b>0.07 c/mve</b> | <b>0.0%</b>   | <b>100.0%</b> |
| <b>Statewide Average*</b> | <b>0.20 c/mve</b> | <b>1.1%</b>   | <b>47.5%</b>  |

**Notes**

ADT = average daily total vehicles entering intersection

c/mve = collisions per million vehicles entering intersection

\* 2020 Collision Data on California State Highways, Caltrans



## Intersection Collision Rate Worksheet

### 2240 Nord Avenue Apartments Project

**Intersection # 3:** Nord Avenue & West 8th Avenue

**Date of Count:** Saturday, January 0, 1900

**Number of Collisions:** 3

**Number of Injuries:** 1

**Number of Fatalities:** 0

**Average Daily Traffic (ADT):** 22400

**Start Date:** January 1, 2018

**End Date:** December 31, 2022

**Number of Years:** 5

**Intersection Type:** Four-Legged

**Control Type:** Signals

**Area:** Urban

$$\text{Collision Rate} = \frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times \text{Days per Year} \times \text{Number of Years}}$$

$$\text{Collision Rate} = \frac{3}{22,400} \times \frac{1,000,000}{365 \times 5}$$

|                           | Collision Rate    | Fatality Rate | Injury Rate  |
|---------------------------|-------------------|---------------|--------------|
| <b>Study Intersection</b> | <b>0.07 c/mve</b> | <b>0.0%</b>   | <b>33.3%</b> |
| <b>Statewide Average*</b> | <b>0.33 c/mve</b> | <b>0.6%</b>   | <b>47.7%</b> |

**Notes**

ADT = average daily total vehicles entering intersection

c/mve = collisions per million vehicles entering intersection

\* 2020 Collision Data on California State Highways, Caltrans



# Appendix B

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## Turn Lane Warrants





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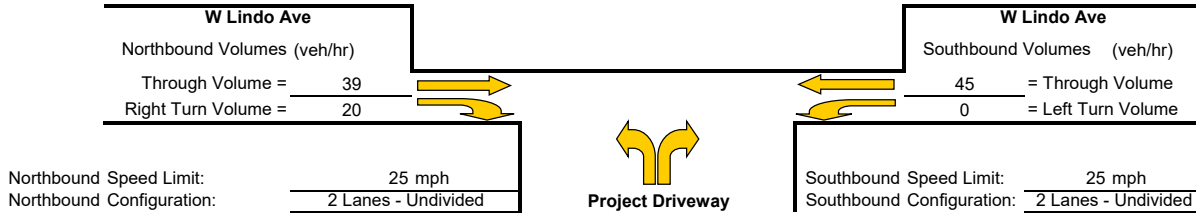


# Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: W. Lindo Ave/Proj. Driveway  
Study Scenario: Future + Project (AM Peak)

Direction of Analysis Street: North/South

Cross Street Intersects: From the East



## Northbound Right Turn Lane Warrants

1. Check for right turn volume criteria

**Thresholds not met, continue to next step**

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold AV = 900.1

Advancing Volume Va = 59

If  $AV < Va$  then warrant is met No

**Right Turn Lane Warranted: NO**

## Northbound Right Turn Taper Warrants

(evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

**Thresholds not met, continue to next step**

2. Check advance volume threshold criteria for taper

Advancing Volume Threshold AV = 700

Advancing Volume Va = 59

If  $AV < Va$  then warrant is met No

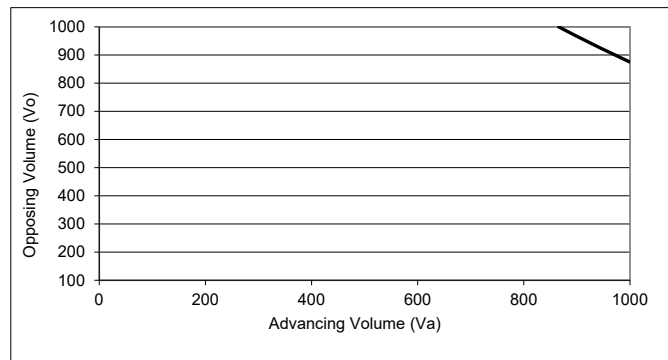
**Right Turn Taper Warranted: NO**

## Southbound Left Turn Lane Warrants

Percentage Left Turns %lt 0.0 %

Advancing Volume Threshold AV 2616 veh/hr

If  $AV < Va$  then warrant is met



◆ Study Intersection

Two lane roadway warrant threshold for: 25 mph

Turn lane warranted if point falls to right of warrant threshold line

**Left Turn Lane Warranted: NO**

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements*, January 1997.

The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.

The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

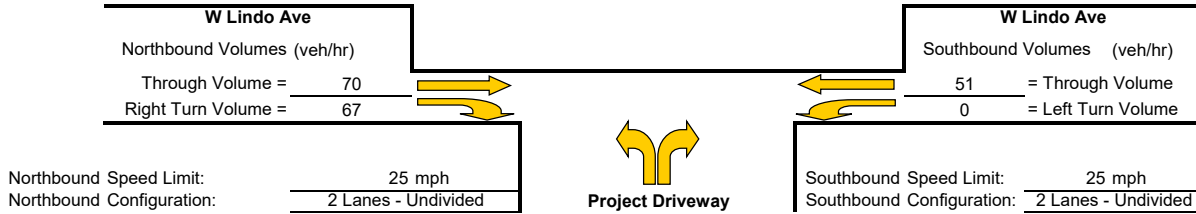


# Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: W. Lindo Ave/Proj. Driveway  
Study Scenario: Future + Project (PM Peak)

Direction of Analysis Street: North/South

Cross Street Intersects: From the East



## Northbound Right Turn Lane Warrants

1. Check for right turn volume criteria

**Thresholds not met, continue to next step**

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold AV = 547.5

Advancing Volume Va = 137

If  $AV < Va$  then warrant is met No

**Right Turn Lane Warranted: NO**

## Northbound Right Turn Taper Warrants

(evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

**Thresholds not met, continue to next step**

2. Check advance volume threshold criteria for taper

Advancing Volume Threshold AV = 230

Advancing Volume Va = 137

If  $AV < Va$  then warrant is met No

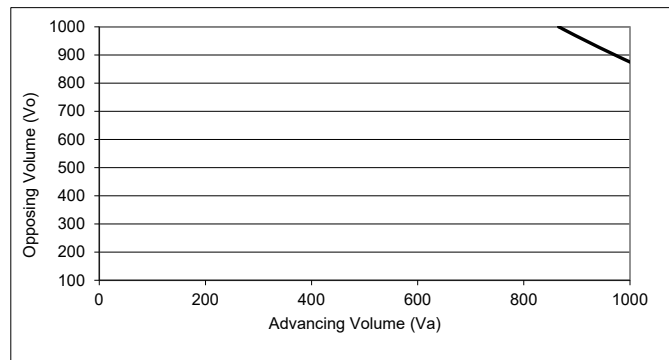
**Right Turn Taper Warranted: NO**

## Southbound Left Turn Lane Warrants

Percentage Left Turns %lt 0.0 %

Advancing Volume Threshold AV 2525 veh/hr

If  $AV < Va$  then warrant is met



**Left Turn Lane Warranted: NO**

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements*, January 1997.

The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.

The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.



# Appendix C

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## Traffic Signal Warrants







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**Warrant 2: Four-Hour Vehicular Volume**

West Lindo Avenue &amp; Project Street

City of Chico

**Project Name:** 2240 Nord Avenue

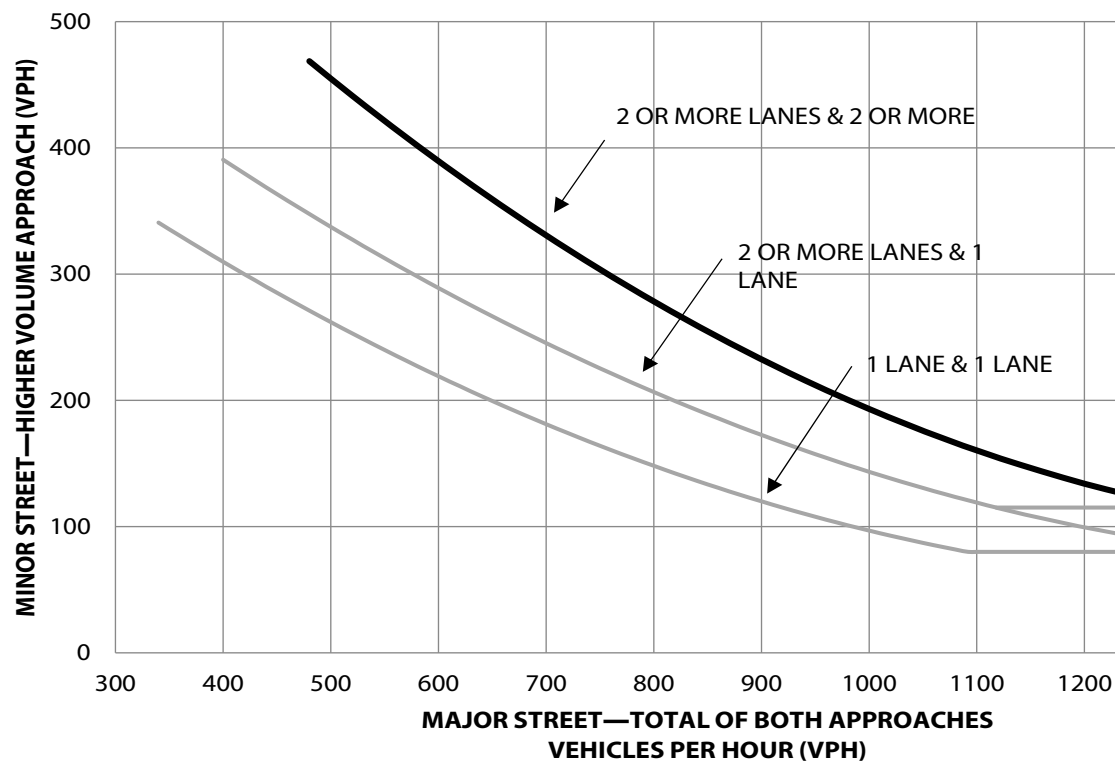
Apartments TIS

**Intersection:** 1**Scenario:** 0**Date of Count:** 1/0/1900

|                         | Major Street      | Minor Street   |
|-------------------------|-------------------|----------------|
| <b>Street Name:</b>     | West Lindo Avenue | Project Street |
| <b>Direction:</b>       | N-S               | E-W            |
| <b>Number of Lanes:</b> | 2                 | 2              |
| <b>Approach Speed:</b>  | 25                | 25             |

Community with population < 10,000? No**WARRANT MET?****No**

| Hour | Both Approaches<br>Major Street | Highest Approach<br>Minor Street |
|------|---------------------------------|----------------------------------|
| 1    | —                               | —                                |
| 2    | —                               | —                                |
| 3    | —                               | —                                |
| 4    | —                               | —                                |

**Warrant 2, Four-Hour Volumes**



## Warrant 3: Peak-Hour Volumes and Delay

West Lindo Avenue & Project Street  
City of Chico

**Project Name:** 2240 Nord Avenue Apartments  
TIS

**Intersection:** 1

|                        | Major Street      | Minor Street   |
|------------------------|-------------------|----------------|
| <b>Street Name</b>     | West Lindo Avenue | Project Street |
| <b>Direction</b>       | N-S               | E-W            |
| <b>Number of Lanes</b> | 2                 | 2              |
| <b>Approach Speed</b>  | 25                | 25             |

**Population less than 10,000?** No  
**Date of Count:** Saturday, January 0, 1900  
**Scenario:** Saturday, January 0, 1900

### Warrant 3 Met?: Met when either Condition A or B is met

**No**

Condition A: Met when conditions A1, A2, and A3 are met

Not Met

#### Condition A1

Not Met

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 0.16 vehicle-hours

#### Condition A2

Not Met

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 63 vph

#### Condition A3

Not Met

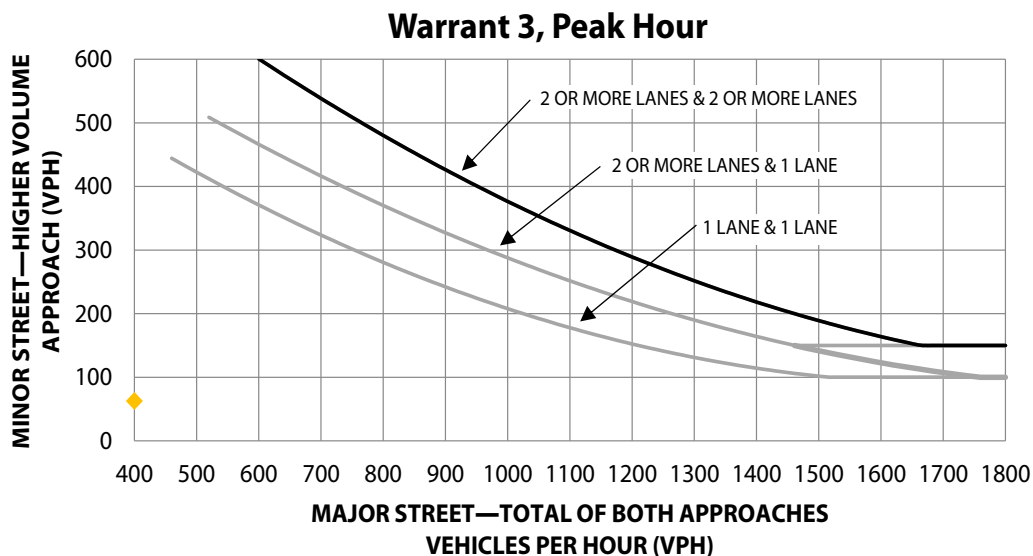
The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 159 vph

#### Condition B

Not Met

The plotted point falls above the curve





## Warrant 3: Peak-Hour Volumes and Delay

West Lindo Avenue & Project Street  
City of Chico

**Project Name:** 2240 Nord Avenue Apartments  
TIS

**Intersection:** 1

|                        | Major Street      | Minor Street   |
|------------------------|-------------------|----------------|
| <b>Street Name</b>     | West Lindo Avenue | Project Street |
| <b>Direction</b>       | N-S               | E-W            |
| <b>Number of Lanes</b> | 2                 | 2              |
| <b>Approach Speed</b>  | 25                | 25             |

**Population less than 10,000?** No  
**Date of Count:** Saturday, January 0, 1900  
**Scenario:** Saturday, January 0, 1900

### Warrant 3 Met?: Met when either Condition A or B is met

**No**

Condition A: Met when conditions A1, A2, and A3 are met

Not Met

#### Condition A1

Not Met

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 0.11 vehicle-hours

#### Condition A2

Not Met

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 39 vph

#### Condition A3

Not Met

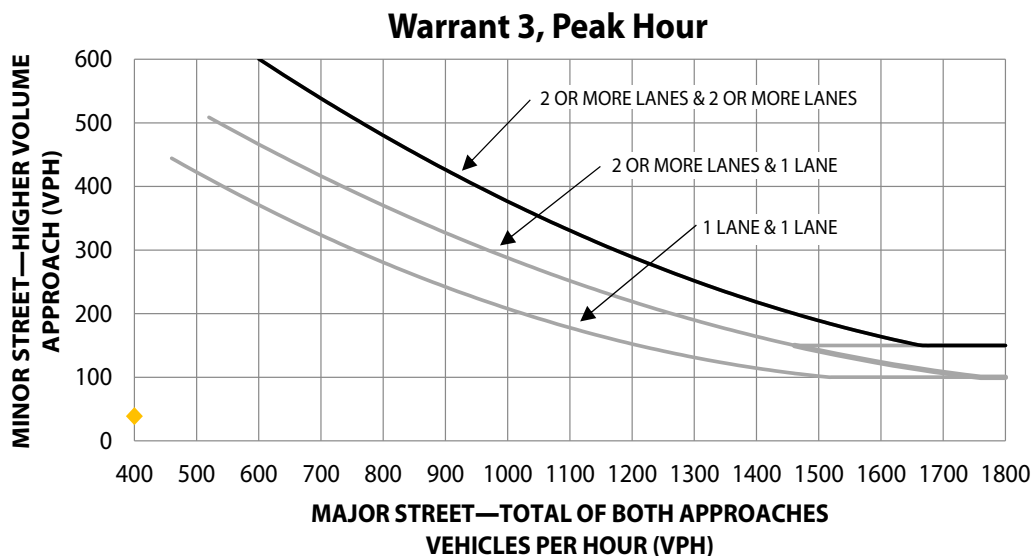
The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 212 vph

#### Condition B

Not Met

The plotted point falls above the curve





# Appendix D

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## Intersection Queuing Calculations






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## Queues

## 1: Nord Ave &amp; W East Ave

01/30/2024



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 491  | 330  | 8    | 1    | 274  | 419  | 1    | 12   | 362  | 6    | 302  |
| v/c Ratio               | 1.05 | 0.38 | 0.00 | 0.01 | 0.85 | 0.46 | 0.01 | 0.03 | 1.04 | 0.00 | 0.24 |
| Control Delay (s/veh)   | 95.0 | 19.8 | 0.0  | 46.0 | 64.4 | 3.7  | 46.0 | 28.0 | 99.6 | 20.0 | 1.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 95.0 | 19.8 | 0.0  | 46.0 | 64.4 | 3.7  | 46.0 | 28.0 | 99.6 | 20.0 | 1.2  |
| Queue Length 50th (ft)  | ~348 | 127  | 0    | 1    | 170  | 0    | 1    | 4    | ~253 | 2    | 0    |
| Queue Length 95th (ft)  | #536 | 229  | 0    | 6    | #295 | 53   | 6    | 20   | #424 | 12   | 28   |
| Internal Link Dist (ft) | 1089 |      |      | 965  |      |      | 496  |      |      | 628  |      |
| Turn Bay Length (ft)    | 300  | 175  |      | 180  | 285  |      | 75   | 260  |      |      |      |
| Base Capacity (vph)     | 464  | 859  | 819  | 89   | 338  | 901  | 89   | 333  | 348  | 763  | 1221 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 1.06 | 0.38 | 0.01 | 0.01 | 0.81 | 0.47 | 0.01 | 0.04 | 1.04 | 0.01 | 0.25 |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.


# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

## 2: Nord Ave &amp; W Lindo Ave

01/30/2024



| Lane Group              | EBL  | EBT  | WBL  | WBT  | WBR  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 16   | 682  | 10   | 602  | 13   | 109  | 45   |
| v/c Ratio               | 0.06 | 0.72 | 0.04 | 0.63 | 0.01 | 0.35 | 0.13 |
| Control Delay (s/veh)   | 22.1 | 14.4 | 22.0 | 11.7 | 0.0  | 17.6 | 12.7 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 22.1 | 14.4 | 22.0 | 11.7 | 0.0  | 17.6 | 12.7 |
| Queue Length 50th (ft)  | 3    | 84   | 2    | 70   | 0    | 16   | 4    |
| Queue Length 95th (ft)  | 21   | #336 | 16   | 259  | 0    | 66   | 30   |
| Internal Link Dist (ft) | 965  |      | 3391 |      | 395  |      | 811  |
| Turn Bay Length (ft)    | 150  | 180  |      | 150  |      |      |      |
| Base Capacity (vph)     | 238  | 1387 | 238  | 1400 | 1215 | 674  | 725  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.07 | 0.49 | 0.04 | 0.43 | 0.01 | 0.16 | 0.06 |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.









Queue shown is maximum after two cycles.



## Queues

## 3: Nord Ave &amp; W 8th Ave

01/30/2024

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Group Flow (vph)   | 173                                                                               | 628                                                                               | 66                                                                                | 535                                                                               | 153                                                                               | 231                                                                               | 79                                                                                | 216                                                                               |
| v/c Ratio               | 0.77                                                                              | 0.84                                                                              | 0.59                                                                              | 0.91                                                                              | 0.75                                                                              | 0.41                                                                              | 0.58                                                                              | 0.49                                                                              |
| Control Delay (s/veh)   | 62.4                                                                              | 36.3                                                                              | 64.0                                                                              | 50.9                                                                              | 62.4                                                                              | 27.7                                                                              | 58.4                                                                              | 29.9                                                                              |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay (s/veh)     | 62.4                                                                              | 36.3                                                                              | 64.0                                                                              | 50.9                                                                              | 62.4                                                                              | 27.7                                                                              | 58.4                                                                              | 29.9                                                                              |
| Queue Length 50th (ft)  | 97                                                                                | 311                                                                               | 37                                                                                | 277                                                                               | 85                                                                                | 103                                                                               | 44                                                                                | 92                                                                                |
| Queue Length 95th (ft)  | #184                                                                              | #475                                                                              | #91                                                                               | #432                                                                              | #167                                                                              | 163                                                                               | #95                                                                               | 152                                                                               |
| Internal Link Dist (ft) |                                                                                   | 3391                                                                              |                                                                                   | 1288                                                                              |                                                                                   | 345                                                                               |                                                                                   | 661                                                                               |
| Turn Bay Length (ft)    | 260                                                                               |                                                                                   | 200                                                                               |                                                                                   |                                                                                   | 110                                                                               |                                                                                   |                                                                                   |
| Base Capacity (vph)     | 233                                                                               | 742                                                                               | 111                                                                               | 621                                                                               | 213                                                                               | 552                                                                               | 140                                                                               | 437                                                                               |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio       | 0.74                                                                              | 0.85                                                                              | 0.59                                                                              | 0.86                                                                              | 0.72                                                                              | 0.42                                                                              | 0.56                                                                              | 0.49                                                                              |

## Intersection Summary











# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

## 1: Nord Ave &amp; W East Ave

01/30/2024

|                         |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                                 | EBT                                                                                 | EBR                                                                                 | WBL                                                                                 | WBT                                                                                 | WBR                                                                                 | NBT                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Group Flow (vph)   | 396                                                                                 | 244                                                                                 | 1                                                                                   | 1                                                                                   | 322                                                                                 | 289                                                                                 | 5                                                                                   | 398                                                                                 | 2                                                                                   | 527                                                                                 |
| v/c Ratio               | 0.99                                                                                | 0.30                                                                                | 0.00                                                                                | 0.01                                                                                | 0.96                                                                                | 0.33                                                                                | 0.01                                                                                | 1.00                                                                                | 0.00                                                                                | 0.42                                                                                |
| Control Delay (s/veh)   | 84.0                                                                                | 20.8                                                                                | 0.0                                                                                 | 46.0                                                                                | 82.4                                                                                | 3.1                                                                                 | 25.6                                                                                | 85.3                                                                                | 14.5                                                                                | 2.9                                                                                 |
| Queue Delay             | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 84.0                                                                                | 20.8                                                                                | 0.0                                                                                 | 46.0                                                                                | 82.4                                                                                | 3.1                                                                                 | 25.6                                                                                | 85.3                                                                                | 14.5                                                                                | 2.9                                                                                 |
| Queue Length 50th (ft)  | 253                                                                                 | 95                                                                                  | 0                                                                                   | 1                                                                                   | 206                                                                                 | 0                                                                                   | 1                                                                                   | 255                                                                                 | 1                                                                                   | 35                                                                                  |
| Queue Length 95th (ft)  | #445                                                                                | 180                                                                                 | 0                                                                                   | 6                                                                                   | #375                                                                                | 45                                                                                  | 11                                                                                  | #449                                                                                | 5                                                                                   | 70                                                                                  |
| Internal Link Dist (ft) |                                                                                     | 1089                                                                                |                                                                                     |                                                                                     | 965                                                                                 |                                                                                     | 496                                                                                 |                                                                                     | 628                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 300                                                                                 |                                                                                     | 175                                                                                 | 180                                                                                 |                                                                                     | 285                                                                                 |                                                                                     | 260                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 398                                                                                 | 803                                                                                 | 775                                                                                 | 88                                                                                  | 335                                                                                 | 871                                                                                 | 324                                                                                 | 398                                                                                 | 856                                                                                 | 1241                                                                                |
| Starvation Cap Reductn  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.99                                                                                | 0.30                                                                                | 0.00                                                                                | 0.01                                                                                | 0.96                                                                                | 0.33                                                                                | 0.02                                                                                | 1.00                                                                                | 0.00                                                                                | 0.42                                                                                |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.


Queue shown is maximum after two cycles.



## Queues

## 2: Nord Ave &amp; W Lindo Ave

01/30/2024



| Lane Group              | EBL  | EBT  | WBL  | WBT  | WBR  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 21   | 629  | 14   | 557  | 36   | 72   | 50   |
| v/c Ratio               | 0.08 | 0.68 | 0.05 | 0.59 | 0.04 | 0.25 | 0.16 |
| Control Delay (s/veh)   | 19.1 | 13.0 | 18.8 | 10.6 | 0.0  | 15.7 | 13.7 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 19.1 | 13.0 | 18.8 | 10.6 | 0.0  | 15.7 | 13.7 |
| Queue Length 50th (ft)  | 4    | 64   | 2    | 56   | 0    | 10   | 6    |
| Queue Length 95th (ft)  | 23   | #308 | 18   | 219  | 0    | 45   | 32   |
| Internal Link Dist (ft) |      | 965  |      | 3391 |      | 395  | 752  |
| Turn Bay Length (ft)    | 150  |      | 180  |      | 150  |      |      |
| Base Capacity (vph)     | 255  | 1241 | 255  | 1265 | 1110 | 721  | 761  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.08 | 0.51 | 0.05 | 0.44 | 0.03 | 0.10 | 0.07 |

## Intersection Summary

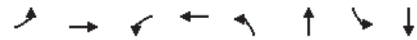
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

## 3: Nord Ave &amp; W 8th Ave

01/30/2024



| Lane Group              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 81   | 463  | 20   | 511  | 66   | 77   | 111  | 264  |
| v/c Ratio               | 0.55 | 0.63 | 0.14 | 0.89 | 0.47 | 0.13 | 0.70 | 0.41 |
| Control Delay (s/veh)   | 48.1 | 22.9 | 33.1 | 44.4 | 43.9 | 15.7 | 59.0 | 13.8 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 48.1 | 22.9 | 33.1 | 44.4 | 43.9 | 15.7 | 59.0 | 13.8 |
| Queue Length 50th (ft)  | 35   | 140  | 8    | 208  | 28   | 19   | 48   | 50   |
| Queue Length 95th (ft)  | #93  | #337 | 28   | #392 | #75  | 48   | #128 | 112  |
| Internal Link Dist (ft) |      | 3391 |      | 1288 |      | 345  |      | 661  |
| Turn Bay Length (ft)    | 260  |      | 200  |      |      |      | 110  |      |
| Base Capacity (vph)     | 146  | 744  | 137  | 588  | 140  | 590  | 157  | 630  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.55 | 0.62 | 0.15 | 0.87 | 0.47 | 0.13 | 0.71 | 0.42 |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.


Queue shown is maximum after two cycles.



## Queues

## 1: Nord Ave &amp; W East Ave

01/30/2024



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 530  | 357  | 9    | 1    | 297  | 453  | 1    | 13   | 391  | 6    | 327  |
| v/c Ratio               | 0.98 | 0.39 | 0.01 | 0.01 | 0.98 | 0.48 | 0.01 | 0.04 | 1.00 | 0.00 | 0.26 |
| Control Delay (s/veh)   | 77.3 | 21.7 | 0.0  | 56.0 | 98.2 | 3.9  | 56.0 | 34.6 | 93.2 | 23.6 | 1.4  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 77.3 | 21.7 | 0.0  | 56.0 | 98.2 | 3.9  | 56.0 | 34.6 | 93.2 | 23.6 | 1.4  |
| Queue Length 50th (ft)  | 407  | 164  | 0    | 1    | 232  | 0    | 1    | 6    | ~305 | 3    | 6    |
| Queue Length 95th (ft)  | #624 | 274  | 0    | 7    | #404 | 58   | 7    | 24   | #501 | 13   | 35   |
| Internal Link Dist (ft) | 1089 |      |      | 965  |      |      | 496  |      |      | 628  |      |
| Turn Bay Length (ft)    | 300  | 175  |      | 180  | 285  |      | 75   | 260  |      |      |      |
| Base Capacity (vph)     | 538  | 909  | 842  | 73   | 302  | 927  | 73   | 292  | 390  | 754  | 1256 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.99 | 0.39 | 0.01 | 0.01 | 0.98 | 0.49 | 0.01 | 0.04 | 1.00 | 0.01 | 0.26 |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.


# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

## 2: Nord Ave &amp; W Lindo Ave

01/30/2024



| Lane Group              | EBL  | EBT  | WBL  | WBT  | WBR  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 18   | 763  | 11   | 674  | 15   | 121  | 50   |
| v/c Ratio               | 0.08 | 0.76 | 0.05 | 0.66 | 0.01 | 0.40 | 0.15 |
| Control Delay (s/veh)   | 25.5 | 15.7 | 25.3 | 12.3 | 0.0  | 20.8 | 14.0 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 25.5 | 15.7 | 25.3 | 12.3 | 0.0  | 20.8 | 14.0 |
| Queue Length 50th (ft)  | 4    | 109  | 3    | 90   | 0    | 22   | 6    |
| Queue Length 95th (ft)  | 25   | #450 | 18   | 319  | 0    | 80   | 34   |
| Internal Link Dist (ft) | 965  |      | 3391 |      | 395  |      | 752  |
| Turn Bay Length (ft)    | 150  | 180  |      | 150  |      |      |      |
| Base Capacity (vph)     | 213  | 1428 | 213  | 1442 | 1246 | 603  | 654  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.08 | 0.53 | 0.05 | 0.47 | 0.01 | 0.20 | 0.08 |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



## Queues

3: Nord Ave &amp; W 8th Ave

01/30/2024

|                         | ↖    | →    | ↘    | ←    | ↙    | ↑    | ↗    | ↓    |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
| Lane Group Flow (vph)   | 186  | 675  | 71   | 576  | 165  | 248  | 85   | 232  |
| v/c Ratio               | 0.83 | 0.89 | 0.65 | 0.96 | 0.80 | 0.45 | 0.63 | 0.54 |
| Control Delay (s/veh)   | 69.1 | 41.2 | 69.7 | 59.1 | 68.8 | 28.8 | 62.7 | 31.7 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 69.1 | 41.2 | 69.7 | 59.1 | 68.8 | 28.8 | 62.7 | 31.7 |
| Queue Length 50th (ft)  | 105  | 350  | 40   | 310  | 93   | 112  | 48   | 101  |
| Queue Length 95th (ft)  | #202 | #534 | #99  | #485 | #184 | 175  | #105 | 164  |
| Internal Link Dist (ft) |      | 3391 |      | 1288 |      | 345  |      | 661  |
| Turn Bay Length (ft)    | 260  |      | 200  |      |      |      | 110  |      |
| Base Capacity (vph)     | 228  | 754  | 109  | 607  | 208  | 541  | 136  | 428  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.82 | 0.90 | 0.65 | 0.95 | 0.79 | 0.46 | 0.63 | 0.54 |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

1: Nord Ave &amp; W East Ave

01/30/2024

|                         | ↖    | →    | ↘    | ↙    | ←    | ↗    | ↑    | ↗    | ↓    | ↙    |
|-------------------------|------|------|------|------|------|------|------|------|------|------|
| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBT  | SBL  | SBT  | SBR  |
| Lane Group Flow (vph)   | 427  | 264  | 1    | 1    | 347  | 313  | 5    | 429  | 2    | 569  |
| v/c Ratio               | 1.00 | 0.31 | 0.00 | 0.01 | 1.00 | 0.34 | 0.01 | 1.00 | 0.00 | 0.46 |
| Control Delay (s/veh)   | 88.6 | 21.5 | 0.0  | 51.0 | 94.0 | 3.0  | 29.2 | 87.8 | 16.5 | 3.8  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 88.6 | 21.5 | 0.0  | 51.0 | 94.0 | 3.0  | 29.2 | 87.8 | 16.5 | 3.8  |
| Queue Length 50th (ft)  | ~307 | 112  | 0    | 1    | 247  | 0    | 1    | ~307 | 1    | 56   |
| Queue Length 95th (ft)  | #512 | 203  | 0    | 6    | #437 | 47   | 12   | #514 | 5    | 105  |
| Internal Link Dist (ft) |      | 1089 |      |      | 965  |      | 496  |      | 628  |      |
| Turn Bay Length (ft)    | 300  |      | 175  | 180  |      | 285  |      | 260  |      |      |
| Base Capacity (vph)     | 423  | 836  | 792  | 80   | 347  | 907  | 290  | 426  | 841  | 1235 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 1.01 | 0.32 | 0.00 | 0.01 | 1.00 | 0.35 | 0.02 | 1.01 | 0.00 | 0.46 |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.








Queue shown is maximum after two cycles.



## Queues

## 2: Nord Ave &amp; W Lindo Ave

01/30/2024

|                         |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBT                                                                               | SBT                                                                               |
| Lane Group Flow (vph)   | 23                                                                                | 703                                                                               | 16                                                                                | 623                                                                               | 40                                                                                | 81                                                                                | 55                                                                                |
| v/c Ratio               | 0.09                                                                              | 0.72                                                                              | 0.06                                                                              | 0.62                                                                              | 0.04                                                                              | 0.28                                                                              | 0.18                                                                              |
| Control Delay (s/veh)   | 22.2                                                                              | 13.7                                                                              | 21.9                                                                              | 11.0                                                                              | 0.2                                                                               | 18.0                                                                              | 15.5                                                                              |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay (s/veh)     | 22.2                                                                              | 13.7                                                                              | 21.9                                                                              | 11.0                                                                              | 0.2                                                                               | 18.0                                                                              | 15.5                                                                              |
| Queue Length 50th (ft)  | 4                                                                                 | 81                                                                                | 3                                                                                 | 68                                                                                | 0                                                                                 | 12                                                                                | 7                                                                                 |
| Queue Length 95th (ft)  | 27                                                                                | #371                                                                              | 21                                                                                | 262                                                                               | 2                                                                                 | 54                                                                                | 38                                                                                |
| Internal Link Dist (ft) |                                                                                   | 965                                                                               |                                                                                   | 3391                                                                              |                                                                                   | 395                                                                               | 752                                                                               |
| Turn Bay Length (ft)    | 150                                                                               |                                                                                   | 180                                                                               |                                                                                   | 150                                                                               |                                                                                   |                                                                                   |
| Base Capacity (vph)     | 233                                                                               | 1358                                                                              | 233                                                                               | 1387                                                                              | 1204                                                                              | 656                                                                               | 693                                                                               |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio       | 0.10                                                                              | 0.52                                                                              | 0.07                                                                              | 0.45                                                                              | 0.03                                                                              | 0.12                                                                              | 0.08                                                                              |

## Intersection Summary









# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

## 3: Nord Ave &amp; W 8th Ave

01/30/2024

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                                 | EBT                                                                                 | WBL                                                                                 | WBT                                                                                 | NBL                                                                                 | NBT                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Group Flow (vph)   | 87                                                                                  | 498                                                                                 | 21                                                                                  | 549                                                                                 | 72                                                                                  | 82                                                                                  | 119                                                                                 | 284                                                                                 |
| v/c Ratio               | 0.63                                                                                | 0.71                                                                                | 0.16                                                                                | 0.91                                                                                | 0.50                                                                                | 0.15                                                                                | 0.73                                                                                | 0.45                                                                                |
| Control Delay (s/veh)   | 57.4                                                                                | 26.6                                                                                | 36.4                                                                                | 46.8                                                                                | 46.2                                                                                | 17.9                                                                                | 62.4                                                                                | 17.1                                                                                |
| Queue Delay             | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 57.4                                                                                | 26.6                                                                                | 36.4                                                                                | 46.8                                                                                | 46.2                                                                                | 17.9                                                                                | 62.4                                                                                | 17.1                                                                                |
| Queue Length 50th (ft)  | 40                                                                                  | 159                                                                                 | 9                                                                                   | 236                                                                                 | 33                                                                                  | 22                                                                                  | 55                                                                                  | 69                                                                                  |
| Queue Length 95th (ft)  | #108                                                                                | #361                                                                                | 31                                                                                  | #425                                                                                | #81                                                                                 | 55                                                                                  | #140                                                                                | 142                                                                                 |
| Internal Link Dist (ft) |                                                                                     | 3391                                                                                |                                                                                     | 1288                                                                                |                                                                                     | 345                                                                                 |                                                                                     | 661                                                                                 |
| Turn Bay Length (ft)    | 260                                                                                 |                                                                                     | 200                                                                                 |                                                                                     |                                                                                     |                                                                                     | 110                                                                                 |                                                                                     |
| Base Capacity (vph)     | 136                                                                                 | 739                                                                                 | 124                                                                                 | 634                                                                                 | 147                                                                                 | 532                                                                                 | 161                                                                                 | 628                                                                                 |
| Starvation Cap Reductn  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.64                                                                                | 0.67                                                                                | 0.17                                                                                | 0.87                                                                                | 0.49                                                                                | 0.15                                                                                | 0.74                                                                                | 0.45                                                                                |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



## Queues

## 1: Nord Ave &amp; W East Ave

01/30/2024

|                         | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | SBL   | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Group Flow (vph)   | 491  | 331  | 8    | 1    | 278  | 440  | 1    | 12   | 369   | 6    | 302  |
| v/c Ratio               | 1.05 | 0.38 | 0.00 | 0.01 | 0.86 | 0.47 | 0.01 | 0.03 | 1.04  | 0.00 | 0.24 |
| Control Delay (s/veh)   | 95.3 | 19.8 | 0.0  | 46.0 | 65.6 | 3.7  | 46.0 | 28.2 | 100.6 | 20.0 | 1.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |
| Total Delay (s/veh)     | 95.3 | 19.8 | 0.0  | 46.0 | 65.6 | 3.7  | 46.0 | 28.2 | 100.6 | 20.0 | 1.2  |
| Queue Length 50th (ft)  | ~348 | 127  | 0    | 1    | 173  | 0    | 1    | 4    | ~258  | 2    | 0    |
| Queue Length 95th (ft)  | #536 | 230  | 0    | 6    | #302 | 53   | 6    | 20   | #431  | 12   | 28   |
| Internal Link Dist (ft) | 1089 |      |      | 965  |      |      | 496  |      |       | 628  |      |
| Turn Bay Length (ft)    | 300  | 175  |      | 180  | 285  |      | 75   | 260  |       |      |      |
| Base Capacity (vph)     | 464  | 860  | 819  | 89   | 338  | 918  | 89   | 328  | 353   | 762  | 1220 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Reduced v/c Ratio       | 1.06 | 0.38 | 0.01 | 0.01 | 0.82 | 0.48 | 0.01 | 0.04 | 1.05  | 0.01 | 0.25 |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

## 2: Nord Ave &amp; W Lindo Ave

01/30/2024

|                         | EBL  | EBT  | WBL  | WBT  | WBR  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 24   | 682  | 10   | 602  | 28   | 109  | 116  |
| v/c Ratio               | 0.10 | 0.72 | 0.04 | 0.63 | 0.03 | 0.33 | 0.33 |
| Control Delay (s/veh)   | 22.8 | 14.9 | 22.4 | 12.0 | 0.0  | 17.0 | 14.1 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 22.8 | 14.9 | 22.4 | 12.0 | 0.0  | 17.0 | 14.1 |
| Queue Length 50th (ft)  | 5    | 85   | 2    | 71   | 0    | 16   | 12   |
| Queue Length 95th (ft)  | 28   | #369 | 16   | 264  | 0    | 65   | 59   |
| Internal Link Dist (ft) | 965  |      | 3391 |      | 395  |      | 752  |
| Turn Bay Length (ft)    | 150  | 180  |      | 150  |      |      |      |
| Base Capacity (vph)     | 236  | 1374 | 236  | 1388 | 1205 | 690  | 699  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.10 | 0.50 | 0.04 | 0.43 | 0.02 | 0.16 | 0.17 |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

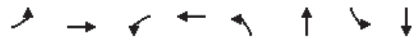
Queue shown is maximum after two cycles.



## Queues

## 3: Nord Ave &amp; W 8th Ave

01/30/2024



| Lane Group              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 173  | 675  | 66   | 550  | 153  | 231  | 79   | 216  |
| v/c Ratio               | 0.78 | 0.90 | 0.59 | 0.93 | 0.75 | 0.42 | 0.58 | 0.49 |
| Control Delay (s/veh)   | 62.8 | 42.9 | 64.2 | 53.7 | 62.7 | 27.8 | 58.7 | 30.1 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 62.8 | 42.9 | 64.2 | 53.7 | 62.7 | 27.8 | 58.7 | 30.1 |
| Queue Length 50th (ft)  | 97   | 351  | 37   | 289  | 85   | 103  | 44   | 92   |
| Queue Length 95th (ft)  | #184 | #535 | #91  | #452 | #167 | 163  | #95  | 152  |
| Internal Link Dist (ft) |      | 3391 |      | 1288 |      | 345  |      | 661  |
| Turn Bay Length (ft)    | 260  |      | 200  |      |      |      | 110  |      |
| Base Capacity (vph)     | 232  | 744  | 111  | 617  | 212  | 548  | 139  | 435  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.75 | 0.91 | 0.59 | 0.89 | 0.72 | 0.42 | 0.57 | 0.50 |

## Intersection Summary

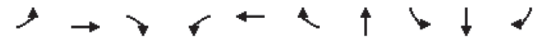
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

## 1: Nord Ave &amp; W East Ave

01/30/2024



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBT  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 396  | 247  | 1    | 1    | 324  | 302  | 5    | 419  | 2    | 527  |
| v/c Ratio               | 1.00 | 0.30 | 0.00 | 0.01 | 0.96 | 0.33 | 0.01 | 1.00 | 0.00 | 0.42 |
| Control Delay (s/veh)   | 86.8 | 21.0 | 0.0  | 46.0 | 83.7 | 3.0  | 26.0 | 86.1 | 14.5 | 2.9  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 86.8 | 21.0 | 0.0  | 46.0 | 83.7 | 3.0  | 26.0 | 86.1 | 14.5 | 2.9  |
| Queue Length 50th (ft)  | ~255 | 97   | 0    | 1    | 207  | 0    | 1    | ~272 | 1    | 36   |
| Queue Length 95th (ft)  | #448 | 183  | 0    | 6    | #379 | 45   | 11   | #468 | 5    | 70   |
| Internal Link Dist (ft) |      | 1089 |      |      | 965  |      | 496  |      | 628  |      |
| Turn Bay Length (ft)    | 300  |      | 175  | 180  |      | 285  |      | 260  |      |      |
| Base Capacity (vph)     | 394  | 799  | 772  | 88   | 335  | 891  | 310  | 415  | 860  | 1240 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 1.01 | 0.31 | 0.00 | 0.01 | 0.97 | 0.34 | 0.02 | 1.01 | 0.00 | 0.43 |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



## Queues

### 2: Nord Ave & W Lindo Ave

01/30/2024

|                         | EBL  | EBT  | WBL  | WBT  | WBR  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group              | EBL  | EBT  | WBL  | WBT  | WBR  | NBT  | SBT  |
| Lane Group Flow (vph)   | 46   | 629  | 14   | 604  | 36   | 72   | 91   |
| v/c Ratio               | 0.19 | 0.65 | 0.05 | 0.66 | 0.04 | 0.26 | 0.30 |
| Control Delay (s/veh)   | 22.3 | 12.3 | 21.3 | 14.0 | 0.0  | 17.6 | 15.9 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 22.3 | 12.3 | 21.3 | 14.0 | 0.0  | 17.6 | 15.9 |
| Queue Length 50th (ft)  | 9    | 67   | 3    | 66   | 0    | 11   | 12   |
| Queue Length 95th (ft)  | 39   | #312 | 18   | #260 | 0    | 45   | 49   |
| Internal Link Dist (ft) |      | 965  |      | 3391 |      | 395  | 752  |
| Turn Bay Length (ft)    | 150  |      | 180  |      | 150  |      |      |
| Base Capacity (vph)     | 240  | 1234 | 240  | 1188 | 1049 | 655  | 695  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.19 | 0.51 | 0.06 | 0.51 | 0.03 | 0.11 | 0.13 |

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

### 3: Nord Ave & W 8th Ave

01/30/2024

|                         | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
| Lane Group Flow (vph)   | 81   | 490  | 20   | 557  | 66   | 77   | 111  | 264  |
| v/c Ratio               | 0.56 | 0.66 | 0.14 | 0.95 | 0.47 | 0.13 | 0.71 | 0.42 |
| Control Delay (s/veh)   | 48.7 | 23.9 | 33.2 | 54.8 | 44.2 | 15.7 | 60.0 | 13.8 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 48.7 | 23.9 | 33.2 | 54.8 | 44.2 | 15.7 | 60.0 | 13.8 |
| Queue Length 50th (ft)  | 35   | 152  | 8    | ~246 | 28   | 19   | 48   | 50   |
| Queue Length 95th (ft)  | #93  | #367 | 28   | #442 | #75  | 48   | #128 | 112  |
| Internal Link Dist (ft) |      | 3391 |      | 1288 |      | 345  |      | 661  |
| Turn Bay Length (ft)    | 260  |      | 200  |      |      |      | 110  |      |
| Base Capacity (vph)     | 144  | 738  | 136  | 582  | 138  | 583  | 155  | 624  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.56 | 0.66 | 0.15 | 0.96 | 0.48 | 0.13 | 0.72 | 0.42 |

#### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.


Queue shown is maximum after two cycles.



## Queues

## 1: Nord Ave &amp; W East Ave

01/30/2024



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|-------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 530  | 358  | 9    | 1    | 300   | 474  | 1    | 13   | 398  | 6    | 327  |
| v/c Ratio               | 1.01 | 0.40 | 0.01 | 0.01 | 0.99  | 0.50 | 0.01 | 0.04 | 0.98 | 0.00 | 0.26 |
| Control Delay (s/veh)   | 85.0 | 22.4 | 0.0  | 56.0 | 100.7 | 4.4  | 56.0 | 34.6 | 87.1 | 23.0 | 1.4  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 85.0 | 22.4 | 0.0  | 56.0 | 100.7 | 4.4  | 56.0 | 34.6 | 87.1 | 23.0 | 1.4  |
| Queue Length 50th (ft)  | ~420 | 168  | 0    | 1    | 235   | 8    | 1    | 6    | 309  | 3    | 6    |
| Queue Length 95th (ft)  | #635 | 280  | 0    | 7    | #410  | 68   | 7    | 24   | #502 | 13   | 36   |
| Internal Link Dist (ft) | 1089 |      |      | 965  |       |      | 496  |      |      | 628  |      |
| Turn Bay Length (ft)    | 300  | 175  |      | 180  | 285   |      | 75   | 260  |      |      |      |
| Base Capacity (vph)     | 523  | 894  | 830  | 73   | 302   | 939  | 73   | 292  | 405  | 770  | 1255 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 1.01 | 0.40 | 0.01 | 0.01 | 0.99  | 0.50 | 0.01 | 0.04 | 0.98 | 0.01 | 0.26 |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.


# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

## 2: Nord Ave &amp; W Lindo Ave

01/30/2024



| Lane Group              | EBL  | EBT  | WBL  | WBT  | WBR  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 26   | 763  | 11   | 674  | 29   | 121  | 122  |
| v/c Ratio               | 0.12 | 0.73 | 0.05 | 0.68 | 0.03 | 0.40 | 0.37 |
| Control Delay (s/veh)   | 27.6 | 14.8 | 26.9 | 14.1 | 0.0  | 22.0 | 17.6 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 27.6 | 14.8 | 26.9 | 14.1 | 0.0  | 22.0 | 17.6 |
| Queue Length 50th (ft)  | 6    | 108  | 3    | 89   | 0    | 23   | 17   |
| Queue Length 95th (ft)  | 31   | #449 | 18   | 318  | 0    | 78   | 67   |
| Internal Link Dist (ft) | 965  |      | 3391 |      | 395  |      | 571  |
| Turn Bay Length (ft)    | 150  | 180  |      | 150  |      |      |      |
| Base Capacity (vph)     | 203  | 1390 | 203  | 1353 | 1176 | 625  | 649  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.13 | 0.55 | 0.05 | 0.50 | 0.02 | 0.19 | 0.19 |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.









Queue shown is maximum after two cycles.



## Queues

## 3: Nord Ave &amp; W 8th Ave

01/30/2024

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Group Flow (vph)   | 186                                                                               | 690                                                                               | 71                                                                                | 591                                                                               | 165                                                                               | 248                                                                               | 85                                                                                | 232                                                                               |
| v/c Ratio               | 0.83                                                                              | 0.91                                                                              | 0.65                                                                              | 0.97                                                                              | 0.81                                                                              | 0.46                                                                              | 0.63                                                                              | 0.54                                                                              |
| Control Delay (s/veh)   | 69.7                                                                              | 43.2                                                                              | 70.1                                                                              | 62.4                                                                              | 69.2                                                                              | 28.9                                                                              | 63.2                                                                              | 31.8                                                                              |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay (s/veh)     | 69.7                                                                              | 43.2                                                                              | 70.1                                                                              | 62.4                                                                              | 69.2                                                                              | 28.9                                                                              | 63.2                                                                              | 31.8                                                                              |
| Queue Length 50th (ft)  | 105                                                                               | 363                                                                               | 40                                                                                | 322                                                                               | 93                                                                                | 112                                                                               | 48                                                                                | 101                                                                               |
| Queue Length 95th (ft)  | #202                                                                              | #553                                                                              | #99                                                                               | #504                                                                              | #184                                                                              | 175                                                                               | #105                                                                              | 164                                                                               |
| Internal Link Dist (ft) |                                                                                   | 3391                                                                              |                                                                                   | 1288                                                                              |                                                                                   | 345                                                                               |                                                                                   | 661                                                                               |
| Turn Bay Length (ft)    | 260                                                                               |                                                                                   | 200                                                                               |                                                                                   |                                                                                   |                                                                                   | 110                                                                               |                                                                                   |
| Base Capacity (vph)     | 227                                                                               | 758                                                                               | 108                                                                               | 604                                                                               | 207                                                                               | 538                                                                               | 136                                                                               | 426                                                                               |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio       | 0.82                                                                              | 0.91                                                                              | 0.66                                                                              | 0.98                                                                              | 0.80                                                                              | 0.46                                                                              | 0.63                                                                              | 0.54                                                                              |

## Intersection Summary











# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

## 1: Nord Ave &amp; W East Ave

01/30/2024

|                         |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                                 | EBT                                                                                 | EBR                                                                                 | WBL                                                                                 | WBT                                                                                 | WBR                                                                                 | NBT                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Group Flow (vph)   | 427                                                                                 | 267                                                                                 | 1                                                                                   | 1                                                                                   | 349                                                                                 | 325                                                                                 | 5                                                                                   | 451                                                                                 | 2                                                                                   | 569                                                                                 |
| v/c Ratio               | 0.98                                                                                | 0.31                                                                                | 0.00                                                                                | 0.01                                                                                | 1.00                                                                                | 0.35                                                                                | 0.01                                                                                | 1.00                                                                                | 0.00                                                                                | 0.45                                                                                |
| Control Delay (s/veh)   | 84.2                                                                                | 22.8                                                                                | 0.0                                                                                 | 56.0                                                                                | 97.3                                                                                | 3.0                                                                                 | 32.2                                                                                | 88.6                                                                                | 18.0                                                                                | 4.1                                                                                 |
| Queue Delay             | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 84.2                                                                                | 22.8                                                                                | 0.0                                                                                 | 56.0                                                                                | 97.3                                                                                | 3.0                                                                                 | 32.2                                                                                | 88.6                                                                                | 18.0                                                                                | 4.1                                                                                 |
| Queue Length 50th (ft)  | 330                                                                                 | 125                                                                                 | 0                                                                                   | 1                                                                                   | 273                                                                                 | 0                                                                                   | 1                                                                                   | ~352                                                                                | 1                                                                                   | 64                                                                                  |
| Queue Length 95th (ft)  | #539                                                                                | 217                                                                                 | 0                                                                                   | 7                                                                                   | #468                                                                                | 48                                                                                  | 13                                                                                  | #569                                                                                | 6                                                                                   | 118                                                                                 |
| Internal Link Dist (ft) |                                                                                     | 1089                                                                                |                                                                                     |                                                                                     | 965                                                                                 |                                                                                     | 496                                                                                 |                                                                                     | 628                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 300                                                                                 |                                                                                     | 175                                                                                 | 180                                                                                 |                                                                                     | 285                                                                                 |                                                                                     | 260                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 435                                                                                 | 847                                                                                 | 794                                                                                 | 73                                                                                  | 349                                                                                 | 927                                                                                 | 277                                                                                 | 449                                                                                 | 846                                                                                 | 1239                                                                                |
| Starvation Cap Reductn  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.98                                                                                | 0.32                                                                                | 0.00                                                                                | 0.01                                                                                | 1.00                                                                                | 0.35                                                                                | 0.02                                                                                | 1.00                                                                                | 0.00                                                                                | 0.46                                                                                |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.








Queue shown is maximum after two cycles.



## Queues

## 2: Nord Ave &amp; W Lindo Ave

01/30/2024

|                         |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBT                                                                               | SBT                                                                               |
| Lane Group Flow (vph)   | 48                                                                                | 703                                                                               | 16                                                                                | 623                                                                               | 87                                                                                | 81                                                                                | 96                                                                                |
| v/c Ratio               | 0.21                                                                              | 0.69                                                                              | 0.07                                                                              | 0.64                                                                              | 0.10                                                                              | 0.29                                                                              | 0.33                                                                              |
| Control Delay (s/veh)   | 24.8                                                                              | 13.1                                                                              | 23.5                                                                              | 12.7                                                                              | 2.1                                                                               | 19.2                                                                              | 17.5                                                                              |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay (s/veh)     | 24.8                                                                              | 13.1                                                                              | 23.5                                                                              | 12.7                                                                              | 2.1                                                                               | 19.2                                                                              | 17.5                                                                              |
| Queue Length 50th (ft)  | 10                                                                                | 85                                                                                | 3                                                                                 | 72                                                                                | 0                                                                                 | 13                                                                                | 13                                                                                |
| Queue Length 95th (ft)  | 43                                                                                | #374                                                                              | 20                                                                                | 264                                                                               | 15                                                                                | 53                                                                                | 55                                                                                |
| Internal Link Dist (ft) |                                                                                   | 965                                                                               |                                                                                   | 3391                                                                              |                                                                                   | 395                                                                               | 580                                                                               |
| Turn Bay Length (ft)    | 150                                                                               |                                                                                   | 180                                                                               |                                                                                   | 150                                                                               |                                                                                   |                                                                                   |
| Base Capacity (vph)     | 221                                                                               | 1316                                                                              | 221                                                                               | 1279                                                                              | 1119                                                                              | 674                                                                               | 672                                                                               |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio       | 0.22                                                                              | 0.53                                                                              | 0.07                                                                              | 0.49                                                                              | 0.08                                                                              | 0.12                                                                              | 0.14                                                                              |

## Intersection Summary









# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

## 3: Nord Ave &amp; W 8th Ave

01/30/2024

|                         |  |  |  |  |  |  |  |  |
|-------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                                 | EBT                                                                                 | WBL                                                                                 | WBT                                                                                 | NBL                                                                                 | NBT                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Group Flow (vph)   | 87                                                                                  | 524                                                                                 | 21                                                                                  | 596                                                                                 | 72                                                                                  | 82                                                                                  | 119                                                                                 | 284                                                                                 |
| v/c Ratio               | 0.65                                                                                | 0.72                                                                                | 0.17                                                                                | 0.96                                                                                | 0.51                                                                                | 0.15                                                                                | 0.75                                                                                | 0.46                                                                                |
| Control Delay (s/veh)   | 59.0                                                                                | 27.2                                                                                | 36.6                                                                                | 54.3                                                                                | 46.9                                                                                | 17.9                                                                                | 64.6                                                                                | 17.2                                                                                |
| Queue Delay             | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay (s/veh)     | 59.0                                                                                | 27.2                                                                                | 36.6                                                                                | 54.3                                                                                | 46.9                                                                                | 17.9                                                                                | 64.6                                                                                | 17.2                                                                                |
| Queue Length 50th (ft)  | 40                                                                                  | 171                                                                                 | 9                                                                                   | 267                                                                                 | 33                                                                                  | 22                                                                                  | 55                                                                                  | 69                                                                                  |
| Queue Length 95th (ft)  | #108                                                                                | #392                                                                                | 31                                                                                  | #479                                                                                | #81                                                                                 | 55                                                                                  | #140                                                                                | 142                                                                                 |
| Internal Link Dist (ft) |                                                                                     | 3391                                                                                |                                                                                     | 1288                                                                                |                                                                                     | 345                                                                                 |                                                                                     | 661                                                                                 |
| Turn Bay Length (ft)    | 260                                                                                 |                                                                                     | 200                                                                                 |                                                                                     |                                                                                     |                                                                                     | 110                                                                                 |                                                                                     |
| Base Capacity (vph)     | 133                                                                                 | 725                                                                                 | 122                                                                                 | 620                                                                                 | 143                                                                                 | 520                                                                                 | 158                                                                                 | 612                                                                                 |
| Starvation Cap Reductn  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.65                                                                                | 0.72                                                                                | 0.17                                                                                | 0.96                                                                                | 0.50                                                                                | 0.16                                                                                | 0.75                                                                                | 0.46                                                                                |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



# Appendix E

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## Intersection Level of Service Calculations





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# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/29/2024

| Movement                     | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL   | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-------|------|------|-------|------|------|-------|------|------|------|------|------|
| Lane Configurations          | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    | ↰    | ↑    | ↱    |
| Traffic Volume (veh/h)       | 437   | 294  | 7    | 1     | 244  | 373  | 1     | 7    | 4    | 322  | 5    | 269  |
| Future Volume (veh/h)        | 437   | 294  | 7    | 1     | 244  | 373  | 1     | 7    | 4    | 322  | 5    | 269  |
| Initial Q (Qb), veh          | 5     | 0    | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0    | 8    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00  |      |      | 1.00  | 1.00 |      | 1.00  |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No    |      |      | No    |      |      | No    |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 491   | 330  | 7    | 1     | 274  | 250  | 1     | 8    | 1    | 362  | 6    | 198  |
| Peak Hour Factor             | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, %         | 2     | 2    | 2    | 2     | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 465   | 815  | 691  | 2     | 329  | 279  | 2     | 303  | 38   | 349  | 712  | 603  |
| Arrive On Green              | 0.26  | 0.44 | 0.44 | 0.00  | 0.18 | 0.18 | 0.00  | 0.19 | 0.19 | 0.20 | 0.38 | 0.38 |
| Sat Flow, veh/h              | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781  | 1630 | 204  | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h         | 491   | 330  | 7    | 1     | 274  | 250  | 1     | 0    | 9    | 362  | 6    | 198  |
| Grp Sat Flow(s), veh/h/ln    | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781  | 0    | 1834 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s              | 26.0  | 12.0 | 0.2  | 0.1   | 14.1 | 15.4 | 0.1   | 0.0  | 0.4  | 19.5 | 0.2  | 8.8  |
| Cycle Q Clear(g_c), s        | 26.0  | 12.0 | 0.2  | 0.1   | 14.1 | 15.4 | 0.1   | 0.0  | 0.4  | 19.5 | 0.2  | 8.8  |
| Prop In Lane                 | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00  |      | 0.11 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 465   | 815  | 691  | 2     | 329  | 279  | 2     | 0    | 341  | 349  | 712  | 603  |
| V/C Ratio(X)                 | 1.06  | 0.40 | 0.01 | 0.41  | 0.83 | 0.90 | 0.41  | 0.00 | 0.03 | 1.04 | 0.01 | 0.33 |
| Avail Cap(c_a), veh/h        | 465   | 815  | 691  | 89    | 338  | 287  | 89    | 0    | 341  | 349  | 712  | 603  |
| HCM Platoon Ratio            | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 36.8  | 19.2 | 15.9 | 49.7  | 39.6 | 40.1 | 49.7  | 0.0  | 33.1 | 40.0 | 19.7 | 21.8 |
| Incr Delay (d2), s/veh       | 57.0  | 0.3  | 0.0  | 84.1  | 15.7 | 27.8 | 84.1  | 0.0  | 0.1  | 58.2 | 0.0  | 1.5  |
| Initial Q Delay(d3), s/veh   | 38.7  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.9  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 23.0  | 4.9  | 0.1  | 0.1   | 7.6  | 7.9  | 0.1   | 0.0  | 0.2  | 13.7 | 1.0  | 3.3  |
| Unsig. Movement Delay, s/veh |       |      |      |       |      |      |       |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 132.5 | 19.5 | 15.9 | 133.7 | 55.3 | 67.9 | 133.7 | 0.0  | 33.3 | 98.2 | 20.6 | 23.3 |
| LnGrp LOS                    | F     | B    | B    | F     | E    | E    | F     |      | C    | F    | C    | C    |
| Approach Vol, veh/h          | 828   |      |      | 525   |      |      | 10    |      |      | 566  |      |      |
| Approach Delay, s/veh        | 86.5  |      |      | 61.4  |      |      | 43.3  |      |      | 71.2 |      |      |
| Approach LOS                 | F     |      |      | E     |      |      | D     |      |      | E    |      |      |
| Timer - Assigned Phs         | 1     | 2    | 3    | 4     | 5    | 6    | 7     | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 24.0  | 23.0 | 4.6  | 47.9  | 4.6  | 42.4 | 30.5  | 22.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5   | 4.5  | 4.5  | 4.5   | 4.5  | 4.5  | 4.5   | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 19.5  | 18.5 | 5.0  | 39.0  | 5.0  | 33.0 | 26.0  | 18.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 21.5  | 2.4  | 2.1  | 14.0  | 2.1  | 10.8 | 28.0  | 17.4 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0   | 0.0  | 0.0  | 1.8   | 0.0  | 0.6  | 0.0   | 0.2  |      |      |      |      |
| Intersection Summary         |       |      |      |       |      |      |       |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 74.9  |      |      |       |      |      |       |      |      |      |      |      |
| HCM 6th LOS                  | E     |      |      |       |      |      |       |      |      |      |      |      |

# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/30/2024

| Movement                     | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL   | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-------|------|------|-------|------|------|-------|------|------|------|------|------|
| Lane Configurations          | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    | ↰    | ↑    | ↱    |
| Traffic Volume (veh/h)       | 437   | 294  | 7    | 1     | 244  | 373  | 1     | 7    | 4    | 322  | 5    | 269  |
| Future Volume (veh/h)        | 437   | 294  | 7    | 1     | 244  | 373  | 1     | 7    | 4    | 322  | 5    | 269  |
| Initial Q (Qb), veh          | 5     | 0    | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0    | 8    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00  |      |      | 1.00  | 1.00 |      | 1.00  |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No    |      |      | No    |      |      | No    |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 491   | 330  | 7    | 1     | 274  | 250  | 1     | 8    | 1    | 362  | 6    | 198  |
| Peak Hour Factor             | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, %         | 2     | 2    | 2    | 2     | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 470   | 805  | 682  | 2     | 314  | 580  | 2     | 306  | 38   | 352  | 719  | 1027 |
| Arrive On Green              | 0.26  | 0.43 | 0.43 | 0.00  | 0.17 | 0.17 | 0.00  | 0.19 | 0.19 | 0.20 | 0.38 | 0.38 |
| Sat Flow, veh/h              | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781  | 1630 | 204  | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h         | 491   | 330  | 7    | 1     | 274  | 250  | 1     | 0    | 9    | 362  | 6    | 198  |
| Grp Sat Flow(s), veh/h/ln    | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781  | 0    | 1834 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s              | 26.0  | 12.0 | 0.2  | 0.1   | 14.1 | 11.7 | 0.1   | 0.0  | 0.4  | 19.5 | 0.2  | 5.0  |
| Cycle Q Clear(g_c), s        | 26.0  | 12.0 | 0.2  | 0.1   | 14.1 | 11.7 | 0.1   | 0.0  | 0.4  | 19.5 | 0.2  | 5.0  |
| Prop In Lane                 | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00  |      | 0.11 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 470   | 805  | 682  | 2     | 314  | 580  | 2     | 0    | 344  | 352  | 719  | 1027 |
| V/C Ratio(X)                 | 1.04  | 0.41 | 0.01 | 0.41  | 0.87 | 0.43 | 0.41  | 0.00 | 0.03 | 1.03 | 0.01 | 0.19 |
| Avail Cap(c_a), veh/h        | 470   | 805  | 682  | 90    | 342  | 603  | 90    | 0    | 344  | 352  | 719  | 1027 |
| HCM Platoon Ratio            | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 36.3  | 19.4 | 16.1 | 49.2  | 40.0 | 23.5 | 49.2  | 0.0  | 32.7 | 39.5 | 19.3 | 7.0  |
| Incr Delay (d2), s/veh       | 53.7  | 0.3  | 0.0  | 84.0  | 19.9 | 0.5  | 84.0  | 0.0  | 0.1  | 55.1 | 0.0  | 0.4  |
| Initial Q Delay(d3), s/veh   | 38.3  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.9  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 22.6  | 4.9  | 0.1  | 0.1   | 7.9  | 4.2  | 0.1   | 0.0  | 0.2  | 13.5 | 1.0  | 1.5  |
| Unsig. Movement Delay, s/veh |       |      |      |       |      |      |       |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 128.3 | 19.7 | 16.1 | 133.2 | 59.9 | 24.0 | 133.2 | 0.0  | 32.8 | 94.6 | 20.2 | 7.4  |
| LnGrp LOS                    | F     | B    | B    | F     | E    | C    | F     |      | C    | F    | C    | A    |
| Approach Vol, veh/h          | 828   |      |      | 525   |      |      | 10    |      |      | 566  |      |      |
| Approach Delay, s/veh        | 84.1  |      |      | 43.0  |      |      | 42.9  |      |      | 63.3 |      |      |
| Approach LOS                 | F     |      |      | D     |      |      | D     |      |      | E    |      |      |
| Timer - Assigned Phs         | 1     | 2    | 3    | 4     | 5    | 6    | 7     | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 24.0  | 23.0 | 4.6  | 46.9  | 4.6  | 42.4 | 30.5  | 21.1 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5   | 4.5  | 4.5  | 4.5   | 4.5  | 4.5  | 4.5   | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 19.5  | 18.5 | 5.0  | 39.0  | 5.0  | 33.0 | 26.0  | 18.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 21.5  | 2.4  | 2.1  | 14.0  | 2.1  | 7.0  | 28.0  | 16.1 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0   | 0.0  | 0.0  | 1.8   | 0.0  | 0.6  | 0.0   | 0.5  |      |      |      |      |
| Intersection Summary         |       |      |      |       |      |      |       |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 66.6  |      |      |       |      |      |       |      |      |      |      |      |
| HCM 6th LOS                  | E     |      |      |       |      |      |       |      |      |      |      |      |



## HCM 6th Signalized Intersection Summary

2: Nord Ave & W Lindo Ave

01/29/2024

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   |
| Traffic Volume (veh/h)       | 14   | 562  | 45   | 9    | 536  | 12   | 70   | 9    | 18   | 18   | 5    | 17   |
| Future Volume (veh/h)        | 14   | 562  | 45   | 9    | 536  | 12   | 70   | 9    | 18   | 18   | 5    | 17   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 16   | 631  | 51   | 10   | 602  | 13   | 79   | 10   | 20   | 20   | 6    | 19   |
| Peak Hour Factor             | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 37   | 805  | 65   | 24   | 868  | 736  | 312  | 33   | 39   | 210  | 66   | 96   |
| Arrive On Green              | 0.02 | 0.47 | 0.47 | 0.01 | 0.46 | 0.46 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h              | 1781 | 1708 | 138  | 1781 | 1870 | 1585 | 995  | 240  | 277  | 467  | 474  | 688  |
| Grp Volume(v), veh/h         | 16   | 0    | 682  | 10   | 602  | 13   | 109  | 0    | 0    | 45   | 0    | 0    |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1846 | 1781 | 1870 | 1585 | 1512 | 0    | 0    | 1629 | 0    | 0    |
| Q Serve(g_s), s              | 0.3  | 0.0  | 11.1 | 0.2  | 9.1  | 0.2  | 1.5  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 0.3  | 0.0  | 11.1 | 0.2  | 9.1  | 0.2  | 2.3  | 0.0  | 0.0  | 0.8  | 0.0  | 0.0  |
| Prop In Lane                 | 1.00 | 0.07 | 1.00 | 1.00 | 1.00 | 0.72 | 0.18 | 0.44 | 0.42 | 0.42 | 0.42 | 0.42 |
| Lane Grp Cap(c), veh/h       | 37   | 0    | 870  | 24   | 868  | 736  | 384  | 0    | 0    | 372  | 0    | 0    |
| V/C Ratio(X)                 | 0.44 | 0.00 | 0.78 | 0.42 | 0.69 | 0.02 | 0.28 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h        | 248  | 0    | 1465 | 248  | 1485 | 1258 | 910  | 0    | 0    | 921  | 0    | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh     | 17.4 | 0.0  | 8.0  | 17.6 | 7.6  | 5.2  | 14.2 | 0.0  | 0.0  | 13.7 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 8.0  | 0.0  | 1.6  | 11.7 | 1.0  | 0.0  | 0.4  | 0.0  | 0.0  | 0.1  | 0.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 0.2  | 0.0  | 2.2  | 0.1  | 1.8  | 0.0  | 0.7  | 0.0  | 0.0  | 0.3  | 0.0  | 0.0  |
| Unsig. Movement Delay, s/veh | 25.4 | 0.0  | 9.5  | 29.2 | 8.6  | 5.2  | 14.6 | 0.0  | 0.0  | 13.8 | 0.0  | 0.0  |
| LnGrp Delay(d), s/veh        | C    | A    | C    | A    | A    | B    | B    | B    | B    | B    | B    | B    |
| Approach Vol, veh/h          | 698  | 625  | 109  | 45   | 13.8 | B    |      |      |      |      |      |      |
| Approach Delay, s/veh        | 9.9  | 8.9  | 14.6 | 13.8 | B    |      |      |      |      |      |      |      |
| Approach LOS                 | A    | A    | B    | B    | B    |      |      |      |      |      |      |      |
| Timer - Assigned Phs         | 2    | 3    | 4    | 6    | 7    | 8    |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.5  | 5.0  | 21.4 | 9.5  | 5.2  | 21.2 |      |      |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 18.0 | 5.0  | 28.5 | 18.0 | 5.0  | 28.5 |      |      |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 4.3  | 2.2  | 13.1 | 2.8  | 2.3  | 11.1 |      |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.4  | 0.0  | 3.8  | 0.1  | 0.0  | 3.4  |      |      |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 9.9  |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | A    |      |      |      |      |      |      |      |      |      |      |      |

## HCM 6th Signalized Intersection Summary

3: Nord Ave & W 8th Ave

01/29/2024

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   |
| Traffic Volume (veh/h)       | 149  | 384  | 156  | 57   | 351  | 109  | 132  | 157  | 41   | 68   | 116  | 70   |
| Future Volume (veh/h)        | 149  | 384  | 156  | 57   | 351  | 109  | 132  | 157  | 41   | 68   | 116  | 70   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 4    | 2    | 0    | 1    | 3    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 173  | 447  | 147  | 66   | 408  | 103  | 153  | 183  | 39   | 79   | 135  | 58   |
| Peak Hour Factor             | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 209  | 515  | 169  | 85   | 450  | 114  | 196  | 449  | 92   | 104  | 319  | 126  |
| Arrive On Green              | 0.12 | 0.38 | 0.38 | 0.05 | 0.31 | 0.31 | 0.11 | 0.30 | 0.30 | 0.06 | 0.25 | 0.25 |
| Sat Flow, veh/h              | 1781 | 1347 | 443  | 1781 | 1441 | 364  | 1781 | 1495 | 319  | 1781 | 1241 | 533  |
| Grp Volume(v), veh/h         | 173  | 0    | 594  | 66   | 0    | 511  | 153  | 0    | 222  | 79   | 0    | 193  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1791 | 1781 | 0    | 1805 | 1781 | 0    | 1813 | 1781 | 0    | 1774 |
| Q Serve(g_s), s              | 7.9  | 0.0  | 25.4 | 3.0  | 0.0  | 22.5 | 7.0  | 0.0  | 8.2  | 3.6  | 0.0  | 7.6  |
| Cycle Q Clear(g_c), s        | 7.9  | 0.0  | 25.4 | 3.0  | 0.0  | 22.5 | 7.0  | 0.0  | 8.2  | 3.6  | 0.0  | 7.6  |
| Prop In Lane                 | 1.00 | 0.25 | 1.00 | 0.20 | 1.00 | 0.20 | 1.00 | 0.18 | 1.00 | 0.30 | 0.30 | 0.30 |
| Lane Grp Cap(c), veh/h       | 209  | 0    | 685  | 85   | 0    | 564  | 196  | 0    | 536  | 104  | 0    | 439  |
| V/C Ratio(X)                 | 0.83 | 0.00 | 0.87 | 0.78 | 0.00 | 0.91 | 0.78 | 0.00 | 0.41 | 0.76 | 0.00 | 0.44 |
| Avail Cap(c_a), veh/h        | 247  | 0    | 766  | 118  | 0    | 642  | 225  | 0    | 536  | 148  | 0    | 438  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 35.9 | 0.0  | 23.7 | 39.2 | 0.0  | 27.4 | 36.6 | 0.0  | 23.6 | 38.6 | 0.0  | 26.7 |
| Incr Delay (d2), s/veh       | 17.6 | 0.0  | 9.6  | 19.4 | 0.0  | 15.4 | 14.3 | 0.0  | 2.4  | 13.0 | 0.0  | 3.2  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 13.8 | 0.0  | 0.2  | 2.7  | 0.0  | 0.6  |
| %ile BackOfQ(50%), veh/ln    | 4.3  | 0.0  | 11.8 | 1.8  | 0.0  | 11.5 | 4.9  | 0.0  | 4.0  | 2.1  | 0.0  | 3.9  |
| Unsig. Movement Delay, s/veh | 53.5 | 0.0  | 33.3 | 58.6 | 0.0  | 42.8 | 64.7 | 0.0  | 26.2 | 54.3 | 0.0  | 30.5 |
| LnGrp Delay(d), s/veh        | D    | C    | E    | D    | E    | D    | E    | C    | D    | D    | C    | C    |
| Approach Vol, veh/h          | 767  | 577  | 375  | 272  | 13.8 | B    |      |      |      |      |      |      |
| Approach Delay, s/veh        | 37.9 | 44.6 | 41.9 | 37.4 | B    |      |      |      |      |      |      |      |
| Approach LOS                 | D    | D    | D    | D    | B    |      |      |      |      |      |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.2  | 29.0 | 8.4  | 36.3 | 13.3 | 25.0 | 14.3 | 30.4 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 6.9  | 24.1 | 5.5  | 35.5 | 10.5 | 20.5 | 11.5 | 29.5 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 5.6  | 10.2 | 5.0  | 27.4 | 9.0  | 9.6  | 9.9  | 24.5 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 1.1  | 0.0  | 2.4  | 0.1  | 0.8  | 0.1  | 1.4  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 40.5 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | D    |      |      |      |      |      |      |      |      |      |      |      |



# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/29/2024

| Movement                     | EBL  | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|-------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↑    | ↱    | ↰     | ↑    | ↱    | ↰    | ↑    | ↱    | ↰    | ↑    | ↱    |
| Traffic Volume (veh/h)       | 376  | 232  | 1    | 1     | 306  | 275  | 0    | 2    | 3    | 378  | 2    | 501  |
| Future Volume (veh/h)        | 376  | 232  | 1    | 1     | 306  | 275  | 0    | 2    | 3    | 378  | 2    | 501  |
| Initial Q (Qb), veh          | 2    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No    |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 396  | 244  | 0    | 1     | 322  | 141  | 0    | 2    | 2    | 398  | 2    | 358  |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 401  | 755  | 640  | 2     | 337  | 285  | 2    | 163  | 163  | 401  | 860  | 729  |
| Arrive On Green              | 0.22 | 0.40 | 0.00 | 0.00  | 0.18 | 0.18 | 0.00 | 0.19 | 0.19 | 0.22 | 0.46 | 0.46 |
| Sat Flow, veh/h              | 1781 | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 858  | 858  | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h         | 396  | 244  | 0    | 1     | 322  | 141  | 0    | 0    | 4    | 398  | 2    | 358  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 0    | 1716 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s              | 22.2 | 8.9  | 0.0  | 0.1   | 17.1 | 8.0  | 0.0  | 0.0  | 0.2  | 22.3 | 0.1  | 15.8 |
| Cycle Q Clear(g_c), s        | 22.2 | 8.9  | 0.0  | 0.1   | 17.1 | 8.0  | 0.0  | 0.0  | 0.2  | 22.3 | 0.1  | 15.8 |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 0.50 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 401  | 755  | 640  | 2     | 337  | 285  | 2    | 0    | 326  | 401  | 860  | 729  |
| V/C Ratio(X)                 | 0.99 | 0.32 | 0.00 | 0.41  | 0.96 | 0.49 | 0.00 | 0.00 | 0.01 | 0.99 | 0.00 | 0.49 |
| Avail Cap(c_a), veh/h        | 401  | 755  | 640  | 89    | 337  | 285  | 89   | 0    | 326  | 401  | 860  | 729  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 0.00 | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 38.8 | 20.5 | 0.0  | 49.9  | 40.6 | 36.9 | 0.0  | 0.0  | 32.9 | 38.7 | 14.6 | 18.8 |
| Incr Delay (d2), s/veh       | 41.7 | 0.2  | 0.0  | 84.1  | 37.5 | 1.3  | 0.0  | 0.0  | 0.1  | 43.0 | 0.0  | 0.5  |
| Initial Q Delay(d3), s/veh   | 12.6 | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 15.3 | 3.7  | 0.0  | 0.1   | 11.0 | 3.1  | 0.0  | 0.0  | 0.1  | 14.0 | 0.0  | 5.4  |
| Unsig. Movement Delay, s/veh |      |      |      |       |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 93.0 | 20.7 | 0.0  | 134.0 | 78.1 | 38.2 | 0.0  | 0.0  | 33.0 | 81.7 | 14.6 | 19.3 |
| LnGrp LOS                    | F    | C    |      | F     | E    | D    |      |      | C    | F    | B    | B    |
| Approach Vol, veh/h          |      | 640  |      |       | 464  |      |      | 4    |      |      | 758  |      |
| Approach Delay, s/veh        |      | 65.4 |      |       | 66.1 |      |      | 33.0 |      |      | 52.1 |      |
| Approach LOS                 |      | E    |      |       | E    |      |      | C    |      |      | D    |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4     | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 27.0 | 23.5 | 4.6  | 44.9  | 0.0  | 50.5 | 27.0 | 22.5 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5   | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 22.5 | 19.0 | 5.0  | 35.5  | 5.0  | 36.5 | 22.5 | 18.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 24.3 | 2.2  | 2.1  | 10.9  | 0.0  | 17.8 | 24.2 | 19.1 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 0.0  | 0.0  | 1.2   | 0.0  | 1.1  | 0.0  | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |       |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    |      | 60.1 |      |       |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |      | E    |      |       |      |      |      |      |      |      |      |      |

# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/30/2024

| Movement                     | EBL  | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|-------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↑    | ↱    | ↰     | ↑    | ↱    | ↰    | ↑    | ↱    | ↰    | ↑    | ↱    |
| Traffic Volume (veh/h)       | 376  | 232  | 1    | 1     | 306  | 275  | 0    | 2    | 3    | 378  | 2    | 501  |
| Future Volume (veh/h)        | 376  | 232  | 1    | 1     | 306  | 275  | 0    | 2    | 3    | 378  | 2    | 501  |
| Initial Q (Qb), veh          | 2    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No    |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 396  | 244  | 0    | 1     | 322  | 141  | 0    | 2    | 2    | 398  | 2    | 358  |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 401  | 755  | 640  | 2     | 337  | 642  | 2    | 163  | 163  | 401  | 860  | 1086 |
| Arrive On Green              | 0.22 | 0.40 | 0.00 | 0.00  | 0.18 | 0.18 | 0.00 | 0.19 | 0.19 | 0.22 | 0.46 | 0.46 |
| Sat Flow, veh/h              | 1781 | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 858  | 858  | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h         | 396  | 244  | 0    | 1     | 322  | 141  | 0    | 0    | 4    | 398  | 2    | 358  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 0    | 1716 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s              | 22.2 | 8.9  | 0.0  | 0.1   | 17.1 | 5.8  | 0.0  | 0.0  | 0.2  | 22.3 | 0.1  | 9.2  |
| Cycle Q Clear(g_c), s        | 22.2 | 8.9  | 0.0  | 0.1   | 17.1 | 5.8  | 0.0  | 0.0  | 0.2  | 22.3 | 0.1  | 9.2  |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 0.50 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 401  | 755  | 640  | 2     | 337  | 642  | 2    | 0    | 326  | 401  | 860  | 1086 |
| V/C Ratio(X)                 | 0.99 | 0.32 | 0.00 | 0.41  | 0.96 | 0.22 | 0.00 | 0.00 | 0.01 | 0.99 | 0.00 | 0.33 |
| Avail Cap(c_a), veh/h        | 401  | 755  | 640  | 89    | 337  | 642  | 89   | 0    | 326  | 401  | 860  | 1086 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 0.00 | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 38.8 | 20.5 | 0.0  | 49.9  | 40.6 | 19.4 | 0.0  | 0.0  | 32.9 | 38.7 | 14.6 | 6.4  |
| Incr Delay (d2), s/veh       | 41.7 | 0.2  | 0.0  | 84.1  | 37.5 | 0.2  | 0.0  | 0.0  | 0.1  | 43.0 | 0.0  | 0.2  |
| Initial Q Delay(d3), s/veh   | 12.6 | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 15.3 | 3.7  | 0.0  | 0.1   | 11.0 | 2.0  | 0.0  | 0.0  | 0.1  | 14.0 | 0.0  | 2.4  |
| Unsig. Movement Delay, s/veh |      |      |      |       |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 93.0 | 20.7 | 0.0  | 134.0 | 78.1 | 19.6 | 0.0  | 0.0  | 33.0 | 81.7 | 14.6 | 6.6  |
| LnGrp LOS                    | F    | C    |      | F     | E    | B    |      |      | C    | F    | B    | A    |
| Approach Vol, veh/h          |      | 640  |      |       | 464  |      |      | 4    |      |      | 758  |      |
| Approach Delay, s/veh        |      | 65.4 |      |       | 60.5 |      |      | 33.0 |      |      | 46.0 |      |
| Approach LOS                 |      | E    |      |       | E    |      |      | C    |      |      | D    |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4     | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 27.0 | 23.5 | 4.6  | 44.9  | 0.0  | 50.5 | 27.0 | 22.5 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5   | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 22.5 | 19.0 | 5.0  | 35.5  | 5.0  | 36.5 | 22.5 | 18.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 24.3 | 2.2  | 2.1  | 10.9  | 0.0  | 11.2 | 24.2 | 19.1 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 0.0  | 0.0  | 1.2   | 0.0  | 1.2  | 0.0  | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |       |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    |      | 56.3 |      |       |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |      | E    |      |       |      |      |      |      |      |      |      |      |



## HCM 6th Signalized Intersection Summary

2: Nord Ave & W Lindo Ave

01/29/2024

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    |
| Traffic Volume (veh/h)       | 20   | 497  | 94   | 13   | 524  | 34   | 49   | 9    | 9    | 25   | 10   | 11   |
| Future Volume (veh/h)        | 20   | 497  | 94   | 13   | 524  | 34   | 49   | 9    | 9    | 25   | 10   | 11   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 21   | 529  | 100  | 14   | 557  | 36   | 52   | 10   | 10   | 27   | 11   | 12   |
| Peak Hour Factor             | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 47   | 674  | 128  | 32   | 810  | 686  | 314  | 59   | 31   | 247  | 93   | 56   |
| Arrive On Green              | 0.03 | 0.44 | 0.44 | 0.02 | 0.43 | 0.43 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 |
| Sat Flow, veh/h              | 1781 | 1529 | 289  | 1781 | 1870 | 1585 | 907  | 406  | 212  | 582  | 635  | 384  |
| Grp Volume(v), veh/h         | 21   | 0    | 629  | 14   | 557  | 36   | 72   | 0    | 0    | 50   | 0    | 0    |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1818 | 1781 | 1870 | 1585 | 1526 | 0    | 0    | 1601 | 0    | 0    |
| Q Serve(g_s), s              | 0.4  | 0.0  | 10.1 | 0.3  | 8.2  | 0.5  | 0.5  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 0.4  | 0.0  | 10.1 | 0.3  | 8.2  | 0.5  | 1.3  | 0.0  | 0.0  | 0.8  | 0.0  | 0.0  |
| Prop In Lane                 | 1.00 | 0.00 | 0.16 | 1.00 | 1.00 | 0.72 | 0.14 | 0.54 | 0.24 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap(c), veh/h       | 47   | 0    | 802  | 32   | 810  | 686  | 404  | 0    | 0    | 396  | 0    | 0    |
| V/C Ratio(X)                 | 0.45 | 0.00 | 0.78 | 0.43 | 0.69 | 0.05 | 0.18 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h        | 260  | 0    | 1249 | 260  | 1285 | 1089 | 961  | 0    | 0    | 974  | 0    | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh     | 16.4 | 0.0  | 8.2  | 16.6 | 7.8  | 5.6  | 13.0 | 0.0  | 0.0  | 12.8 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 6.5  | 0.0  | 1.8  | 8.8  | 1.1  | 0.0  | 0.2  | 0.0  | 0.0  | 0.1  | 0.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 0.2  | 0.0  | 2.1  | 0.2  | 1.7  | 0.1  | 0.4  | 0.0  | 0.0  | 0.3  | 0.0  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 22.9 | 0.0  | 9.9  | 25.4 | 8.9  | 5.7  | 13.2 | 0.0  | 0.0  | 13.0 | 0.0  | 0.0  |
| LnGrp LOS                    | C    |      | A    | C    | A    | A    | B    |      |      | B    |      |      |
| Approach Vol, veh/h          | 650  |      |      | 607  |      |      | 72   |      |      | 50   |      |      |
| Approach Delay, s/veh        | 10.4 |      |      | 9.1  |      |      | 13.2 |      |      | 13.0 |      |      |
| Approach LOS                 | B    |      |      | A    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 2    | 3    | 4    |      | 6    | 7    | 8    |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.5  | 5.1  | 19.6 |      | 9.5  | 5.4  | 19.3 |      |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  |      | 4.5  | 4.5  | 4.5  |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 18.0 | 5.0  | 23.5 |      | 18.0 | 5.0  | 23.5 |      |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 3.3  | 2.3  | 12.1 |      | 2.8  | 2.4  | 10.2 |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.2  | 0.0  | 3.0  |      | 0.1  | 0.0  | 2.8  |      |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 10.0 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | B    |      |      |      |      |      |      |      |      |      |      |      |

## HCM 6th Signalized Intersection Summary

3: Nord Ave & W 8th Ave

01/29/2024

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    |
| Traffic Volume (veh/h)       | 77   | 369  | 71   | 19   | 397  | 88   | 63   | 57   | 16   | 105  | 101  | 150  |
| Future Volume (veh/h)        | 77   | 369  | 71   | 19   | 397  | 88   | 63   | 57   | 16   | 105  | 101  | 150  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 4    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 81   | 388  | 64   | 20   | 418  | 76   | 66   | 60   | 11   | 111  | 106  | 121  |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 104  | 517  | 85   | 41   | 455  | 83   | 96   | 464  | 85   | 142  | 277  | 287  |
| Arrive On Green              | 0.06 | 0.33 | 0.33 | 0.02 | 0.30 | 0.30 | 0.05 | 0.30 | 0.30 | 0.08 | 0.33 | 0.33 |
| Sat Flow, veh/h              | 1781 | 1566 | 258  | 1781 | 1540 | 280  | 1781 | 1538 | 282  | 1781 | 797  | 910  |
| Grp Volume(v), veh/h         | 81   | 0    | 452  | 20   | 0    | 494  | 66   | 0    | 71   | 111  | 0    | 227  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1824 | 1781 | 0    | 1820 | 1781 | 0    | 1820 | 1781 | 0    | 1707 |
| Q Serve(g_s), s              | 3.0  | 0.0  | 15.0 | 0.8  | 0.0  | 17.8 | 2.5  | 0.0  | 1.9  | 4.2  | 0.0  | 7.0  |
| Cycle Q Clear(g_c), s        | 3.0  | 0.0  | 15.0 | 0.8  | 0.0  | 17.8 | 2.5  | 0.0  | 1.9  | 4.2  | 0.0  | 7.0  |
| Prop In Lane                 | 1.00 | 0.00 | 0.14 | 1.00 | 0.00 | 0.15 | 1.00 | 0.00 | 0.15 | 1.00 | 0.00 | 0.53 |
| Lane Grp Cap(c), veh/h       | 104  | 0    | 603  | 41   | 0    | 537  | 96   | 0    | 550  | 142  | 0    | 562  |
| V/C Ratio(X)                 | 0.78 | 0.00 | 0.75 | 0.49 | 0.00 | 0.92 | 0.69 | 0.00 | 0.13 | 0.78 | 0.00 | 0.40 |
| Avail Cap(c_a), veh/h        | 139  | 0    | 603  | 131  | 0    | 549  | 134  | 0    | 549  | 150  | 0    | 561  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 31.6 | 0.0  | 20.2 | 32.8 | 0.0  | 23.2 | 31.7 | 0.0  | 17.2 | 30.7 | 0.0  | 17.9 |
| Incr Delay (d2), s/veh       | 18.1 | 0.0  | 5.2  | 8.6  | 0.0  | 20.5 | 8.5  | 0.0  | 0.5  | 22.4 | 0.0  | 2.2  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 2.5  | 0.0  | 0.0  | 0.0  | 0.0  | 0.6  |
| %ile BackOfQ(50%), veh/ln    | 1.8  | 0.0  | 6.6  | 0.4  | 0.0  | 10.0 | 1.4  | 0.0  | 0.8  | 2.6  | 0.0  | 3.3  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 49.6 | 0.0  | 25.5 | 41.4 | 0.0  | 43.7 | 42.7 | 0.0  | 17.7 | 53.1 | 0.0  | 20.7 |
| LnGrp LOS                    | D    |      | C    | D    |      | D    | D    |      | B    | D    |      | C    |
| Approach Vol, veh/h          | 533  |      |      | 514  |      |      | 137  |      |      | 338  |      |      |
| Approach Delay, s/veh        | 29.1 |      |      | 43.6 |      |      | 29.7 |      |      | 31.3 |      |      |
| Approach LOS                 | C    |      |      | D    |      |      | C    |      |      | C    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.9  | 25.0 | 6.1  | 26.9 | 8.1  | 26.8 | 8.5  | 24.5 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 5.7  | 20.5 | 5.0  | 20.8 | 5.1  | 21.1 | 5.3  | 20.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 6.2  | 3.9  | 2.8  | 17.0 | 4.5  | 9.0  | 5.0  | 19.8 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 0.3  | 0.0  | 1.0  | 0.0  | 1.1  | 0.0  | 0.2  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 34.6 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | C    |      |      |      |      |      |      |      |      |      |      |      |



# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/29/2024

| Movement                     | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL   | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------------|-------|------|------|-------|------|------|-------|------|------|-------|------|------|
| Lane Configurations          | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    |
| Traffic Volume (veh/h)       | 472   | 318  | 8    | 1     | 264  | 403  | 1     | 8    | 4    | 348   | 5    | 291  |
| Future Volume (veh/h)        | 472   | 318  | 8    | 1     | 264  | 403  | 1     | 8    | 4    | 348   | 5    | 291  |
| Initial Q (Qb), veh          | 5     | 0    | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0     | 8    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00  |      | 1.00 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach        | No    |      |      | No    |      |      | No    |      |      | No    |      |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 530   | 357  | 8    | 1     | 297  | 284  | 1     | 9    | 1    | 391   | 6    | 223  |
| Peak Hour Factor             | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 |
| Percent Heavy Veh, %         | 2     | 2    | 2    | 2     | 2    | 2    | 2     | 2    | 2    | 2     | 2    | 2    |
| Cap, veh/h                   | 463   | 820  | 695  | 2     | 337  | 285  | 2     | 306  | 34   | 347   | 708  | 600  |
| Arrive On Green              | 0.26  | 0.44 | 0.44 | 0.00  | 0.18 | 0.18 | 0.00  | 0.19 | 0.19 | 0.19  | 0.38 | 0.38 |
| Sat Flow, veh/h              | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781  | 1654 | 184  | 1781  | 1870 | 1585 |
| Grp Volume(v), veh/h         | 530   | 357  | 8    | 1     | 297  | 284  | 1     | 0    | 10   | 391   | 6    | 223  |
| Grp Sat Flow(s), veh/h/ln    | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781  | 0    | 1837 | 1781  | 1870 | 1585 |
| Q Serve(g_s), s              | 26.0  | 13.2 | 0.3  | 0.1   | 15.5 | 17.9 | 0.1   | 0.0  | 0.4  | 19.5  | 0.2  | 10.2 |
| Cycle Q Clear(g_c), s        | 26.0  | 13.2 | 0.3  | 0.1   | 15.5 | 17.9 | 0.1   | 0.0  | 0.4  | 19.5  | 0.2  | 10.2 |
| Prop In Lane                 | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00  |      | 0.10 | 1.00  |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 463   | 820  | 695  | 2     | 337  | 285  | 2     | 0    | 340  | 347   | 708  | 600  |
| V/C Ratio(X)                 | 1.14  | 0.44 | 0.01 | 0.41  | 0.88 | 1.00 | 0.41  | 0.00 | 0.03 | 1.13  | 0.01 | 0.37 |
| Avail Cap(c_a), veh/h        | 463   | 820  | 695  | 89    | 337  | 285  | 89    | 0    | 340  | 347   | 708  | 600  |
| HCM Platoon Ratio            | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 0.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 37.0  | 19.5 | 15.8 | 49.9  | 40.0 | 41.0 | 49.9  | 0.0  | 33.4 | 40.3  | 19.9 | 22.5 |
| Incr Delay (d2), s/veh       | 87.8  | 0.4  | 0.0  | 84.1  | 22.8 | 51.9 | 84.1  | 0.0  | 0.2  | 86.8  | 0.0  | 1.8  |
| Initial Q Delay(d3), s/veh   | 38.9  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.9  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 26.9  | 5.4  | 0.1  | 0.1   | 8.9  | 10.8 | 0.1   | 0.0  | 0.2  | 16.5  | 1.0  | 3.8  |
| Unsig. Movement Delay, s/veh |       |      |      |       |      |      |       |      |      |       |      |      |
| LnGrp Delay(d), s/veh        | 163.6 | 19.8 | 15.8 | 134.0 | 62.8 | 92.9 | 134.0 | 0.0  | 33.6 | 127.0 | 20.8 | 24.2 |
| LnGrp LOS                    | F     | B    | B    | F     | E    | F    | F     |      | C    | F     | C    | C    |
| Approach Vol, veh/h          | 895   |      |      | 582   |      |      | 11    |      |      | 620   |      |      |
| Approach Delay, s/veh        | 105.0 |      |      | 77.6  |      |      | 42.7  |      |      | 89.0  |      |      |
| Approach LOS                 | F     |      |      | E     |      |      | D     |      |      | F     |      |      |
| Timer - Assigned Phs         | 1     | 2    | 3    | 4     | 5    | 6    | 7     | 8    |      |       |      |      |
| Phs Duration (G+Y+Rc), s     | 24.0  | 23.0 | 4.6  | 48.4  | 4.6  | 42.4 | 30.5  | 22.5 |      |       |      |      |
| Change Period (Y+Rc), s      | 4.5   | 4.5  | 4.5  | 4.5   | 4.5  | 4.5  | 4.5   | 4.5  |      |       |      |      |
| Max Green Setting (Gmax), s  | 19.5  | 18.5 | 5.0  | 39.0  | 5.0  | 33.0 | 26.0  | 18.0 |      |       |      |      |
| Max Q Clear Time (g_c+I), s  | 21.5  | 2.4  | 2.1  | 15.2  | 2.1  | 12.2 | 28.0  | 19.9 |      |       |      |      |
| Green Ext Time (p_c), s      | 0.0   | 0.0  | 0.0  | 1.9   | 0.0  | 0.7  | 0.0   | 0.0  |      |       |      |      |
| Intersection Summary         |       |      |      |       |      |      |       |      |      |       |      |      |
| HCM 6th Ctrl Delay, s/veh    | 92.4  |      |      |       |      |      |       |      |      |       |      |      |
| HCM 6th LOS                  | F     |      |      |       |      |      |       |      |      |       |      |      |

# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/30/2024

| Movement                     | EBL  | EBT  | EBR  | WBL   | WBT  | WBR  | NBL   | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|-------|------|------|-------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↑    | ↱    | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    | ↰    | ↑    | ↱    |
| Traffic Volume (veh/h)       | 472  | 318  | 8    | 1     | 264  | 403  | 1     | 8    | 4    | 348  | 5    | 291  |
| Future Volume (veh/h)        | 472  | 318  | 8    | 1     | 264  | 403  | 1     | 8    | 4    | 348  | 5    | 291  |
| Initial Q (Qb), veh          | 5    | 0    | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0    | 8    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No    |      |      | No    |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 530  | 357  | 8    | 1     | 297  | 284  | 1     | 9    | 1    | 391  | 6    | 223  |
| Peak Hour Factor             | 0.89 | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2     | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 542  | 870  | 738  | 2     | 304  | 608  | 2     | 269  | 30   | 393  | 714  | 1088 |
| Arrive On Green              | 0.30 | 0.47 | 0.47 | 0.00  | 0.16 | 0.16 | 0.00  | 0.16 | 0.16 | 0.22 | 0.38 | 0.38 |
| Sat Flow, veh/h              | 1781 | 1870 | 1585 | 1781  | 1870 | 1585 | 1781  | 1654 | 184  | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h         | 530  | 357  | 8    | 1     | 297  | 284  | 1     | 0    | 10   | 391  | 6    | 223  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 1870 | 1585 | 1781  | 1870 | 1585 | 1781  | 0    | 1837 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s              | 35.4 | 15.1 | 0.3  | 0.1   | 19.0 | 16.2 | 0.1   | 0.0  | 0.6  | 26.3 | 0.2  | 6.2  |
| Cycle Q Clear(g_c), s        | 35.4 | 15.1 | 0.3  | 0.1   | 19.0 | 16.2 | 0.1   | 0.0  | 0.6  | 26.3 | 0.2  | 6.2  |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00  |      | 0.10 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 542  | 870  | 738  | 2     | 304  | 608  | 2     | 0    | 299  | 393  | 714  | 1088 |
| V/C Ratio(X)                 | 0.98 | 0.41 | 0.01 | 0.41  | 0.98 | 0.47 | 0.41  | 0.00 | 0.03 | 0.99 | 0.01 | 0.21 |
| Avail Cap(c_a), veh/h        | 542  | 870  | 738  | 74    | 304  | 608  | 74    | 0    | 299  | 393  | 714  | 1088 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 41.8 | 21.2 | 17.2 | 59.9  | 50.0 | 27.8 | 59.9  | 0.0  | 42.3 | 46.7 | 23.6 | 6.9  |
| Incr Delay (d2), s/veh       | 33.0 | 0.3  | 0.0  | 84.5  | 45.2 | 0.6  | 84.5  | 0.0  | 0.2  | 43.7 | 0.0  | 0.4  |
| Initial Q Delay(d3), s/veh   | 23.4 | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.9  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 23.8 | 6.4  | 0.1  | 0.1   | 12.4 | 6.0  | 0.1   | 0.0  | 0.3  | 16.0 | 1.2  | 1.9  |
| Unsig. Movement Delay, s/veh |      |      |      |       |      |      |       |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 98.2 | 21.5 | 17.2 | 144.4 | 95.3 | 28.4 | 144.4 | 0.0  | 42.5 | 90.4 | 24.6 | 7.3  |
| LnGrp LOS                    | F    | C    | B    | F     | F    | C    | F     |      | D    | F    | C    | A    |
| Approach Vol, veh/h          | 895  |      |      | 582   |      |      | 11    |      |      | 620  |      |      |
| Approach Delay, s/veh        | 66.9 |      |      | 62.7  |      |      | 51.8  |      |      | 59.9 |      |      |
| Approach LOS                 | E    |      |      | E     |      |      | D     |      |      | E    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4     | 5    | 6    | 7     | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 31.0 | 24.0 | 4.7  | 60.3  | 4.7  | 50.3 | 41.0  | 24.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5   | 4.5  | 4.5  | 4.5   | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 26.5 | 19.5 | 5.0  | 51.0  | 5.0  | 41.0 | 36.5  | 19.5 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 28.3 | 2.6  | 2.1  | 17.1  | 2.1  | 8.2  | 37.4  | 21.0 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 0.0  | 0.0  | 2.0   | 0.0  | 0.7  | 0.0   | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |       |      |      |       |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 63.6 |      |      |       |      |      |       |      |      |      |      |      |
| HCM 6th LOS                  | E    |      |      |       |      |      |       |      |      |      |      |      |



## HCM 6th Signalized Intersection Summary

2: Nord Ave & W Lindo Ave

01/29/2024

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↱    |      | ↰    | ↱    |      |      | ↰    | ↱    |      | ↰    | ↱    |
| Traffic Volume (veh/h)       | 16   | 629  | 50   | 10   | 600  | 13   | 78   | 10   | 20   | 20   | 6    | 19   |
| Future Volume (veh/h)        | 16   | 629  | 50   | 10   | 600  | 13   | 78   | 10   | 20   | 20   | 6    | 19   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 18   | 707  | 56   | 11   | 674  | 15   | 88   | 11   | 22   | 22   | 7    | 21   |
| Peak Hour Factor             | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 40   | 877  | 69   | 26   | 943  | 799  | 295  | 28   | 37   | 194  | 65   | 93   |
| Arrive On Green              | 0.02 | 0.51 | 0.51 | 0.01 | 0.50 | 0.50 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h              | 1781 | 1710 | 135  | 1781 | 1870 | 1585 | 1033 | 210  | 276  | 478  | 482  | 695  |
| Grp Volume(v), veh/h         | 18   | 0    | 763  | 11   | 674  | 15   | 121  | 0    | 0    | 50   | 0    | 0    |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1846 | 1781 | 1870 | 1585 | 1518 | 0    | 0    | 1655 | 0    | 0    |
| Q Serve(g_s), s              | 0.4  | 0.0  | 13.7 | 0.2  | 11.1 | 0.2  | 1.8  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 0.4  | 0.0  | 13.7 | 0.2  | 11.1 | 0.2  | 2.9  | 0.0  | 0.0  | 1.0  | 0.0  | 0.0  |
| Prop In Lane                 | 1.00 |      | 0.07 | 1.00 |      | 1.00 | 0.73 |      | 0.18 | 0.44 |      | 0.42 |
| Lane Grp Cap(c), veh/h       | 40   | 0    | 946  | 26   | 943  | 799  | 360  | 0    | 0    | 352  | 0    | 0    |
| V/C Ratio(X)                 | 0.45 | 0.00 | 0.81 | 0.43 | 0.71 | 0.02 | 0.34 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h        | 224  | 0    | 1553 | 224  | 1574 | 1334 | 821  | 0    | 0    | 834  | 0    | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh     | 19.2 | 0.0  | 8.1  | 19.5 | 7.6  | 4.9  | 16.1 | 0.0  | 0.0  | 15.4 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 7.5  | 0.0  | 1.7  | 10.9 | 1.0  | 0.0  | 0.5  | 0.0  | 0.0  | 0.2  | 0.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 0.2  | 0.0  | 2.8  | 0.2  | 2.3  | 0.0  | 1.0  | 0.0  | 0.0  | 0.4  | 0.0  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 26.7 | 0.0  | 9.7  | 30.4 | 8.7  | 4.9  | 16.6 | 0.0  | 0.0  | 15.6 | 0.0  | 0.0  |
| LnGrp LOS                    | C    |      | A    | C    | A    | A    | B    |      |      | B    |      |      |
| Approach Vol, veh/h          | 781  |      |      | 700  |      |      | 121  |      |      | 50   |      |      |
| Approach Delay, s/veh        | 10.1 |      |      | 8.9  |      |      | 16.6 |      |      | 15.6 |      |      |
| Approach LOS                 | B    |      |      | A    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 2    | 3    | 4    |      | 6    | 7    | 8    |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.8  | 5.1  | 24.9 |      | 9.8  | 5.4  | 24.6 |      |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  |      | 4.5  | 4.5  | 4.5  |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 18.0 | 5.0  | 33.5 |      | 18.0 | 5.0  | 33.5 |      |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 4.9  | 2.2  | 15.7 |      | 3.0  | 2.4  | 13.1 |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.5  | 0.0  | 4.7  |      | 0.1  | 0.0  | 4.2  |      |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 10.3 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | B    |      |      |      |      |      |      |      |      |      |      |      |

## HCM 6th Signalized Intersection Summary

3: Nord Ave & W 8th Ave

01/29/2024

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↱    |      | ↰    | ↱    |      |      | ↰    | ↱    |      | ↰    | ↱    |
| Traffic Volume (veh/h)       | 160  | 413  | 168  | 61   | 378  | 117  | 142  | 169  | 44   | 73   | 125  | 75   |
| Future Volume (veh/h)        | 160  | 413  | 168  | 61   | 378  | 117  | 142  | 169  | 44   | 73   | 125  | 75   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 4    | 2    | 0    | 1    | 3    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 186  | 480  | 161  | 71   | 440  | 112  | 165  | 197  | 42   | 85   | 145  | 64   |
| Peak Hour Factor             | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 221  | 534  | 179  | 91   | 468  | 119  | 203  | 433  | 88   | 111  | 303  | 121  |
| Arrive On Green              | 0.12 | 0.40 | 0.40 | 0.05 | 0.33 | 0.33 | 0.11 | 0.28 | 0.28 | 0.06 | 0.23 | 0.23 |
| Sat Flow, veh/h              | 1781 | 1340 | 449  | 1781 | 1438 | 366  | 1781 | 1494 | 319  | 1781 | 1230 | 543  |
| Grp Volume(v), veh/h         | 186  | 0    | 641  | 71   | 0    | 552  | 165  | 0    | 239  | 85   | 0    | 209  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1789 | 1781 | 0    | 1804 | 1781 | 0    | 1813 | 1781 | 0    | 1773 |
| Q Serve(g_s), s              | 9.0  | 0.0  | 29.5 | 3.5  | 0.0  | 26.1 | 8.0  | 0.0  | 9.5  | 4.1  | 0.0  | 9.0  |
| Cycle Q Clear(g_c), s        | 9.0  | 0.0  | 29.5 | 3.5  | 0.0  | 26.1 | 8.0  | 0.0  | 9.5  | 4.1  | 0.0  | 9.0  |
| Prop In Lane                 | 1.00 |      | 0.25 | 1.00 |      | 0.20 | 1.00 |      | 0.18 | 1.00 |      | 0.31 |
| Lane Grp Cap(c), veh/h       | 221  | 0    | 713  | 91   | 0    | 588  | 203  | 0    | 515  | 111  | 0    | 415  |
| V/C Ratio(X)                 | 0.84 | 0.00 | 0.90 | 0.78 | 0.00 | 0.94 | 0.81 | 0.00 | 0.46 | 0.76 | 0.00 | 0.50 |
| Avail Cap(c_a), veh/h        | 233  | 0    | 724  | 112  | 0    | 606  | 213  | 0    | 515  | 140  | 0    | 414  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 37.7 | 0.0  | 24.8 | 41.2 | 0.0  | 28.8 | 38.5 | 0.0  | 26.1 | 40.7 | 0.0  | 29.5 |
| Incr Delay (d2), s/veh       | 22.6 | 0.0  | 14.1 | 24.1 | 0.0  | 22.4 | 20.1 | 0.0  | 3.0  | 17.4 | 0.0  | 4.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 14.9 | 0.0  | 0.2  | 2.5  | 0.0  | 0.8  |
| %ile BackOfQ(50%), veh/ln    | 5.2  | 0.0  | 14.4 | 2.1  | 0.0  | 14.3 | 5.8  | 0.0  | 4.7  | 2.5  | 0.0  | 4.7  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 60.3 | 0.0  | 38.9 | 65.3 | 0.0  | 51.2 | 73.5 | 0.0  | 29.3 | 60.5 | 0.0  | 34.6 |
| LnGrp LOS                    | E    |      | D    | E    |      | D    | E    |      | C    | E    |      | C    |
| Approach Vol, veh/h          | 827  |      |      | 623  |      |      | 404  |      |      | 294  |      |      |
| Approach Delay, s/veh        | 43.7 |      |      | 52.8 |      |      | 47.4 |      |      | 42.1 |      |      |
| Approach LOS                 | D    |      |      | D    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.9  | 29.4 | 9.0  | 39.5 | 14.3 | 25.0 | 15.4 | 33.1 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 6.9  | 24.1 | 5.5  | 35.5 | 10.5 | 20.5 | 11.5 | 29.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 6.1  | 11.5 | 5.5  | 31.5 | 10.0 | 11.0 | 11.0 | 28.1 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 1.1  | 0.0  | 1.6  | 0.0  | 0.8  | 0.0  | 0.5  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 46.8 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | D    |      |      |      |      |      |      |      |      |      |      |      |



# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/29/2024

| Movement                     | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-------|------|------|-------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    | ↰    | ↑    | ↱    | ↰    | ↑    | ↱    |
| Traffic Volume (veh/h)       | 406   | 251  | 1    | 1     | 330  | 297  | 0    | 2    | 3    | 408  | 2    | 541  |
| Future Volume (veh/h)        | 406   | 251  | 1    | 1     | 330  | 297  | 0    | 2    | 3    | 408  | 2    | 541  |
| Initial Q (Qb), veh          | 2     | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No    |      |      | No    |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 427   | 264  | 0    | 1     | 347  | 165  | 0    | 2    | 2    | 429  | 2    | 400  |
| Peak Hour Factor             | 0.95  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2     | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 426   | 793  | 672  | 2     | 349  | 295  | 2    | 146  | 146  | 429  | 845  | 716  |
| Arrive On Green              | 0.24  | 0.42 | 0.00 | 0.00  | 0.19 | 0.19 | 0.00 | 0.17 | 0.17 | 0.24 | 0.45 | 0.45 |
| Sat Flow, veh/h              | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 858  | 858  | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h         | 427   | 264  | 0    | 1     | 347  | 165  | 0    | 0    | 4    | 429  | 2    | 400  |
| Grp Sat Flow(s), veh/h/ln    | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 0    | 1716 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s              | 26.3  | 10.4 | 0.0  | 0.1   | 20.4 | 10.4 | 0.0  | 0.0  | 0.2  | 26.5 | 0.1  | 20.4 |
| Cycle Q Clear(g_c), s        | 26.3  | 10.4 | 0.0  | 0.1   | 20.4 | 10.4 | 0.0  | 0.0  | 0.2  | 26.5 | 0.1  | 20.4 |
| Prop In Lane                 | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 0.50 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 426   | 793  | 672  | 2     | 349  | 295  | 2    | 0    | 292  | 429  | 845  | 716  |
| V/C Ratio(X)                 | 1.00  | 0.33 | 0.00 | 0.41  | 1.00 | 0.56 | 0.00 | 0.00 | 0.01 | 1.00 | 0.00 | 0.56 |
| Avail Cap(c_a), veh/h        | 426   | 793  | 672  | 81    | 349  | 295  | 81   | 0    | 292  | 429  | 845  | 716  |
| HCM Platoon Ratio            | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00  | 1.00 | 0.00 | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 41.9  | 21.2 | 0.0  | 54.9  | 44.7 | 40.6 | 0.0  | 0.0  | 38.0 | 41.7 | 16.5 | 22.1 |
| Incr Delay (d2), s/veh       | 44.3  | 0.2  | 0.0  | 84.3  | 46.9 | 2.3  | 0.0  | 0.0  | 0.1  | 43.4 | 0.0  | 1.0  |
| Initial Q Delay(d3), s/veh   | 16.9  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 18.2  | 4.4  | 0.0  | 0.1   | 13.6 | 4.1  | 0.0  | 0.0  | 0.1  | 16.3 | 0.0  | 7.2  |
| Unsig. Movement Delay, s/veh |       |      |      |       |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 103.0 | 21.5 | 0.0  | 139.2 | 91.6 | 43.0 | 0.0  | 0.0  | 38.1 | 85.1 | 16.5 | 23.1 |
| LnGrp LOS                    | F     | C    |      | F     | F    | D    |      |      | D    | F    | B    | C    |
| Approach Vol, veh/h          |       | 691  |      |       | 513  |      |      | 4    |      |      | 831  |      |
| Approach Delay, s/veh        |       | 71.9 |      |       | 76.1 |      |      | 38.1 |      |      | 55.1 |      |
| Approach LOS                 |       | E    |      |       | E    |      |      | D    |      |      | E    |      |
| Timer - Assigned Phs         | 1     | 2    | 3    | 4     | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 31.0  | 23.2 | 4.7  | 51.1  | 0.0  | 54.2 | 30.8 | 25.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5   | 4.5  | 4.5  | 4.5   | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 26.5  | 18.7 | 5.0  | 41.8  | 5.0  | 40.2 | 26.3 | 20.5 |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 28.5  | 2.2  | 2.1  | 12.4  | 0.0  | 22.4 | 28.3 | 22.4 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0   | 0.0  | 0.0  | 1.4   | 0.0  | 1.3  | 0.0  | 0.0  |      |      |      |      |
| Intersection Summary         |       |      |      |       |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    |       |      |      | 66.0  |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |       |      |      | E     |      |      |      |      |      |      |      |      |

# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/30/2024

| Movement                     | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-------|------|------|-------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    | ↰    | ↑    | ↱    | ↰    | ↑    | ↱    |
| Traffic Volume (veh/h)       | 406   | 251  | 1    | 1     | 330  | 297  | 0    | 2    | 3    | 408  | 2    | 541  |
| Future Volume (veh/h)        | 406   | 251  | 1    | 1     | 330  | 297  | 0    | 2    | 3    | 408  | 2    | 541  |
| Initial Q (Qb), veh          | 2     | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No    |      |      | No    |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 427   | 264  | 0    | 1     | 347  | 165  | 0    | 2    | 2    | 429  | 2    | 400  |
| Peak Hour Factor             | 0.95  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2     | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 426   | 793  | 672  | 2     | 349  | 677  | 2    | 146  | 146  | 429  | 845  | 1095 |
| Arrive On Green              | 0.24  | 0.42 | 0.00 | 0.00  | 0.19 | 0.19 | 0.00 | 0.17 | 0.17 | 0.24 | 0.45 | 0.45 |
| Sat Flow, veh/h              | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 858  | 858  | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h         | 427   | 264  | 0    | 1     | 347  | 165  | 0    | 0    | 4    | 429  | 2    | 400  |
| Grp Sat Flow(s), veh/h/ln    | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 0    | 1716 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s              | 26.3  | 10.4 | 0.0  | 0.1   | 20.4 | 7.3  | 0.0  | 0.0  | 0.2  | 26.5 | 0.1  | 11.5 |
| Cycle Q Clear(g_c), s        | 26.3  | 10.4 | 0.0  | 0.1   | 20.4 | 7.3  | 0.0  | 0.0  | 0.2  | 26.5 | 0.1  | 11.5 |
| Prop In Lane                 | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 0.50 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 426   | 793  | 672  | 2     | 349  | 677  | 2    | 0    | 292  | 429  | 845  | 1095 |
| V/C Ratio(X)                 | 1.00  | 0.33 | 0.00 | 0.41  | 1.00 | 0.24 | 0.00 | 0.00 | 0.01 | 1.00 | 0.00 | 0.37 |
| Avail Cap(c_a), veh/h        | 426   | 793  | 672  | 81    | 349  | 677  | 81   | 0    | 292  | 429  | 845  | 1095 |
| HCM Platoon Ratio            | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00  | 1.00 | 0.00 | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 41.9  | 21.2 | 0.0  | 54.9  | 44.7 | 20.1 | 0.0  | 0.0  | 38.0 | 41.7 | 16.5 | 7.0  |
| Incr Delay (d2), s/veh       | 44.3  | 0.2  | 0.0  | 84.3  | 46.9 | 0.2  | 0.0  | 0.0  | 0.1  | 43.4 | 0.0  | 0.2  |
| Initial Q Delay(d3), s/veh   | 16.9  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 18.2  | 4.4  | 0.0  | 0.1   | 13.6 | 2.6  | 0.0  | 0.0  | 0.1  | 16.3 | 0.0  | 3.2  |
| Unsig. Movement Delay, s/veh |       |      |      |       |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 103.0 | 21.5 | 0.0  | 139.2 | 91.6 | 20.3 | 0.0  | 0.0  | 38.1 | 85.1 | 16.5 | 7.2  |
| LnGrp LOS                    | F     | C    |      | F     | F    | C    |      |      | D    | F    | B    | A    |
| Approach Vol, veh/h          |       | 691  |      |       | 513  |      |      | 4    |      |      | 831  |      |
| Approach Delay, s/veh        |       | 71.9 |      |       | 68.8 |      |      | 38.1 |      |      | 47.5 |      |
| Approach LOS                 |       | E    |      |       | E    |      |      | D    |      |      | D    |      |
| Timer - Assigned Phs         | 1     | 2    | 3    | 4     | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 31.0  | 23.2 | 4.7  | 51.1  | 0.0  | 54.2 | 30.8 | 25.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5   | 4.5  | 4.5  | 4.5   | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 26.5  | 18.7 | 5.0  | 41.8  | 5.0  | 40.2 | 26.3 | 20.5 |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 28.5  | 2.2  | 2.1  | 12.4  | 0.0  | 13.5 | 28.3 | 22.4 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0   | 0.0  | 0.0  | 1.4   | 0.0  | 1.4  | 0.0  | 0.0  |      |      |      |      |
| Intersection Summary         |       |      |      |       |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    |       |      |      |       |      | 61.1 |      |      |      |      |      |      |
| HCM 6th LOS                  |       |      |      |       |      | E    |      |      |      |      |      |      |



## HCM 6th Signalized Intersection Summary

2: Nord Ave & W Lindo Ave

01/29/2024

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    |
| Traffic Volume (veh/h)       | 22   | 556  | 105  | 15   | 586  | 38   | 55   | 10   | 10   | 28   | 11   | 12   |
| Future Volume (veh/h)        | 22   | 556  | 105  | 15   | 586  | 38   | 55   | 10   | 10   | 28   | 11   | 12   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 23   | 591  | 112  | 16   | 623  | 40   | 59   | 11   | 11   | 30   | 12   | 13   |
| Peak Hour Factor             | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 51   | 739  | 140  | 36   | 889  | 754  | 293  | 52   | 28   | 233  | 82   | 51   |
| Arrive On Green              | 0.03 | 0.48 | 0.48 | 0.02 | 0.48 | 0.48 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h              | 1781 | 1529 | 290  | 1781 | 1870 | 1585 | 942  | 384  | 208  | 622  | 608  | 381  |
| Grp Volume(v), veh/h         | 23   | 0    | 703  | 16   | 623  | 40   | 81   | 0    | 0    | 55   | 0    | 0    |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1818 | 1781 | 1870 | 1585 | 1535 | 0    | 0    | 1610 | 0    | 0    |
| Q Serve(g_s), s              | 0.5  | 0.0  | 12.1 | 0.3  | 9.8  | 0.5  | 0.6  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 0.5  | 0.0  | 12.1 | 0.3  | 9.8  | 0.5  | 1.6  | 0.0  | 0.0  | 1.0  | 0.0  | 0.0  |
| Prop In Lane                 | 1.00 | 0.00 | 0.16 | 1.00 | 1.00 | 0.73 | 0.14 | 0.55 | 0.24 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap(c), veh/h       | 51   | 0    | 879  | 36   | 889  | 754  | 373  | 0    | 0    | 365  | 0    | 0    |
| V/C Ratio(X)                 | 0.45 | 0.00 | 0.80 | 0.44 | 0.70 | 0.05 | 0.22 | 0.00 | 0.00 | 0.15 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h        | 239  | 0    | 1390 | 239  | 1430 | 1212 | 883  | 0    | 0    | 895  | 0    | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh     | 17.8 | 0.0  | 8.1  | 18.0 | 7.7  | 5.3  | 14.6 | 0.0  | 0.0  | 14.4 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 6.2  | 0.0  | 1.8  | 8.1  | 1.0  | 0.0  | 0.3  | 0.0  | 0.0  | 0.2  | 0.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 0.2  | 0.0  | 2.5  | 0.2  | 2.0  | 0.1  | 0.6  | 0.0  | 0.0  | 0.4  | 0.0  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 24.1 | 0.0  | 9.9  | 26.1 | 8.7  | 5.3  | 14.9 | 0.0  | 0.0  | 14.6 | 0.0  | 0.0  |
| LnGrp LOS                    | C    |      | A    | C    | A    | A    | B    |      |      | B    |      |      |
| Approach Vol, veh/h          | 726  |      |      | 679  |      |      | 81   |      |      | 55   |      |      |
| Approach Delay, s/veh        | 10.4 |      |      | 8.9  |      |      | 14.9 |      |      | 14.6 |      |      |
| Approach LOS                 | B    |      |      | A    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 2    | 3    | 4    |      | 6    | 7    | 8    |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.5  | 5.3  | 22.5 |      | 9.5  | 5.6  | 22.2 |      |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  |      | 4.5  | 4.5  | 4.5  |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 18.0 | 5.0  | 28.5 |      | 18.0 | 5.0  | 28.5 |      |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 3.6  | 2.3  | 14.1 |      | 3.0  | 2.5  | 11.8 |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.3  | 0.0  | 3.9  |      | 0.2  | 0.0  | 3.6  |      |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 10.1 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | B    |      |      |      |      |      |      |      |      |      |      |      |

## HCM 6th Signalized Intersection Summary

3: Nord Ave & W 8th Ave

01/29/2024













|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    |
| Traffic Volume (veh/h)       | 83   | 397  | 76   | 20   | 427  | 95   | 68   | 61   | 17   | 113  | 109  | 161  |
| Future Volume (veh/h)        | 83   | 397  | 76   | 20   | 427  | 95   | 68   | 61   | 17   | 113  | 109  | 161  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 4    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 87   | 418  | 69   | 21   | 449  | 83   | 72   | 64   | 12   | 119  | 115  | 132  |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 111  | 560  | 93   | 42   | 490  | 91   | 97   | 435  | 82   | 151  | 265  | 274  |
| Arrive On Green              | 0.06 | 0.36 | 0.36 | 0.02 | 0.32 | 0.32 | 0.05 | 0.28 | 0.28 | 0.08 | 0.32 | 0.32 |
| Sat Flow, veh/h              | 1781 | 1565 | 258  | 1781 | 1535 | 284  | 1781 | 1532 | 287  | 1781 | 794  | 912  |
| Grp Volume(v), veh/h         | 87   | 0    | 487  | 21   | 0    | 532  | 72   | 0    | 76   | 119  | 0    | 247  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1824 | 1781 | 0    | 1819 | 1781 | 0    | 1819 | 1781 | 0    | 1706 |
| Q Serve(g_s), s              | 3.5  | 0.0  | 16.9 | 0.8  | 0.0  | 20.3 | 2.9  | 0.0  | 2.3  | 4.7  | 0.0  | 8.4  |
| Cycle Q Clear(g_c), s        | 3.5  | 0.0  | 16.9 | 0.8  | 0.0  | 20.3 | 2.9  | 0.0  | 2.3  | 4.7  | 0.0  | 8.4  |
| Prop In Lane                 | 1.00 | 0.00 | 0.14 | 1.00 | 0.16 | 1.00 | 0.16 | 1.00 | 0.16 | 1.00 | 0.00 | 0.53 |
| Lane Grp Cap(c), veh/h       | 111  | 0    | 653  | 42   | 0    | 581  | 97   | 0    | 517  | 151  | 0    | 539  |
| V/C Ratio(X)                 | 0.78 | 0.00 | 0.75 | 0.50 | 0.00 | 0.92 | 0.74 | 0.00 | 0.15 | 0.79 | 0.00 | 0.46 |
| Avail Cap(c_a), veh/h        | 136  | 0    | 653  | 123  | 0    | 618  | 146  | 0    | 517  | 160  | 0    | 539  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 33.4 | 0.0  | 20.3 | 34.8 | 0.0  | 23.6 | 33.7 | 0.0  | 19.3 | 32.4 | 0.0  | 20.1 |
| Incr Delay (d2), s/veh       | 20.7 | 0.0  | 4.7  | 8.7  | 0.0  | 17.9 | 10.6 | 0.0  | 0.6  | 21.6 | 0.0  | 2.8  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 3.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.7  |
| %ile BackOfQ(50%), veh/ln    | 2.1  | 0.0  | 7.3  | 0.5  | 0.0  | 10.8 | 1.7  | 0.0  | 1.0  | 2.9  | 0.0  | 4.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 54.1 | 0.0  | 25.0 | 43.5 | 0.0  | 41.6 | 47.2 | 0.0  | 19.9 | 54.1 | 0.0  | 23.6 |
| LnGrp LOS                    | D    |      | C    | D    |      | D    | D    |      | B    | D    |      | C    |
| Approach Vol, veh/h          | 574  |      |      | 553  |      |      | 148  |      |      | 366  |      |      |
| Approach Delay, s/veh        | 29.4 |      |      | 41.7 |      |      | 33.2 |      |      | 33.5 |      |      |
| Approach LOS                 | C    |      |      | D    |      |      | C    |      |      | C    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 10.6 | 25.0 | 6.2  | 30.3 | 8.3  | 27.3 | 9.0  | 27.5 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 6.5  | 20.5 | 5.0  | 25.0 | 5.9  | 21.1 | 5.5  | 24.5 |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 6.7  | 4.3  | 2.8  | 18.9 | 4.9  | 10.4 | 5.5  | 22.3 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 0.3  | 0.0  | 1.5  | 0.0  | 1.1  | 0.0  | 0.7  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 34.8 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | C    |      |      |      |      |      |      |      |      |      |      |      |



# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave













01/29/2024

| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 437                                                                               | 295                                                                               | 7                                                                                 | 1                                                                                 | 247                                                                               | 392                                                                               | 1                                                                                 | 7                                                                                 | 4                                                                                 | 328                                                                               | 5                                                                                 | 269                                                                               |
| Future Volume (veh/h)        | 437                                                                               | 295                                                                               | 7                                                                                 | 1                                                                                 | 247                                                                               | 392                                                                               | 1                                                                                 | 7                                                                                 | 4                                                                                 | 328                                                                               | 5                                                                                 | 269                                                                               |
| Initial Q (Qb), veh          | 5                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 8                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 491                                                                               | 331                                                                               | 7                                                                                 | 1                                                                                 | 278                                                                               | 271                                                                               | 1                                                                                 | 8                                                                                 | 1                                                                                 | 369                                                                               | 6                                                                                 | 198                                                                               |
| Peak Hour Factor             | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 463                                                                               | 820                                                                               | 695                                                                               | 2                                                                                 | 337                                                                               | 285                                                                               | 2                                                                                 | 297                                                                               | 37                                                                                | 353                                                                               | 708                                                                               | 600                                                                               |
| Arrive On Green              | 0.26                                                                              | 0.44                                                                              | 0.44                                                                              | 0.00                                                                              | 0.18                                                                              | 0.18                                                                              | 0.00                                                                              | 0.18                                                                              | 0.18                                                                              | 0.20                                                                              | 0.38                                                                              | 0.38                                                                              |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1630                                                                              | 204                                                                               | 1781                                                                              | 1870                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         | 491                                                                               | 331                                                                               | 7                                                                                 | 1                                                                                 | 278                                                                               | 271                                                                               | 1                                                                                 | 0                                                                                 | 9                                                                                 | 369                                                                               | 6                                                                                 | 198                                                                               |
| Grp Sat Flow(s), veh/h/ln    | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 0                                                                                 | 1834                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              |
| Q Serve(g_s), s              | 26.0                                                                              | 12.1                                                                              | 0.2                                                                               | 0.1                                                                               | 14.3                                                                              | 16.9                                                                              | 0.1                                                                               | 0.0                                                                               | 0.4                                                                               | 19.8                                                                              | 0.2                                                                               | 8.9                                                                               |
| Cycle Q Clear(g_c), s        | 26.0                                                                              | 12.1                                                                              | 0.2                                                                               | 0.1                                                                               | 14.3                                                                              | 16.9                                                                              | 0.1                                                                               | 0.0                                                                               | 0.4                                                                               | 19.8                                                                              | 0.2                                                                               | 8.9                                                                               |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.11                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 463                                                                               | 820                                                                               | 695                                                                               | 2                                                                                 | 337                                                                               | 285                                                                               | 2                                                                                 | 0                                                                                 | 334                                                                               | 353                                                                               | 708                                                                               | 600                                                                               |
| V/C Ratio(X)                 | 1.06                                                                              | 0.40                                                                              | 0.01                                                                              | 0.41                                                                              | 0.83                                                                              | 0.95                                                                              | 0.41                                                                              | 0.00                                                                              | 0.03                                                                              | 1.05                                                                              | 0.01                                                                              | 0.33                                                                              |
| Avail Cap(c_a), veh/h        | 463                                                                               | 820                                                                               | 695                                                                               | 89                                                                                | 337                                                                               | 285                                                                               | 89                                                                                | 0                                                                                 | 334                                                                               | 353                                                                               | 708                                                                               | 600                                                                               |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     | 37.0                                                                              | 19.1                                                                              | 15.8                                                                              | 49.9                                                                              | 39.5                                                                              | 40.6                                                                              | 49.9                                                                              | 0.0                                                                               | 33.6                                                                              | 40.1                                                                              | 19.9                                                                              | 22.1                                                                              |
| Incr Delay (d2), s/veh       | 58.7                                                                              | 0.3                                                                               | 0.0                                                                               | 84.1                                                                              | 15.4                                                                              | 39.8                                                                              | 84.1                                                                              | 0.0                                                                               | 0.1                                                                               | 60.5                                                                              | 0.0                                                                               | 1.5                                                                               |
| Initial Q Delay(d3), s/veh   | 38.9                                                                              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.9                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%), veh/ln    | 23.2                                                                              | 4.9                                                                               | 0.1                                                                               | 0.1                                                                               | 7.7                                                                               | 9.4                                                                               | 0.1                                                                               | 0.0                                                                               | 0.2                                                                               | 14.1                                                                              | 1.0                                                                               | 3.3                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh        | 134.5                                                                             | 19.5                                                                              | 15.8                                                                              | 134.0                                                                             | 54.9                                                                              | 80.4                                                                              | 134.0                                                                             | 0.0                                                                               | 33.8                                                                              | 100.6                                                                             | 20.8                                                                              | 23.5                                                                              |
| LnGrp LOS                    | F                                                                                 | B                                                                                 | B                                                                                 | F                                                                                 | D                                                                                 | F                                                                                 | F                                                                                 |                                                                                   | C                                                                                 | F                                                                                 | C                                                                                 | C                                                                                 |
| Approach Vol, veh/h          |                                                                                   | 829                                                                               |                                                                                   |                                                                                   | 550                                                                               |                                                                                   |                                                                                   | 10                                                                                |                                                                                   |                                                                                   | 573                                                                               |                                                                                   |
| Approach Delay, s/veh        |                                                                                   | 87.6                                                                              |                                                                                   |                                                                                   | 67.6                                                                              |                                                                                   |                                                                                   | 43.8                                                                              |                                                                                   |                                                                                   | 73.1                                                                              |                                                                                   |
| Approach LOS                 |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 24.3                                                                              | 22.7                                                                              | 4.6                                                                               | 48.4                                                                              | 4.6                                                                               | 42.4                                                                              | 30.5                                                                              | 22.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 19.8                                                                              | 18.2                                                                              | 5.0                                                                               | 39.0                                                                              | 5.0                                                                               | 33.0                                                                              | 26.0                                                                              | 18.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+1), s  | 21.8                                                                              | 2.4                                                                               | 2.1                                                                               | 14.1                                                                              | 2.1                                                                               | 10.9                                                                              | 28.0                                                                              | 18.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 1.8                                                                               | 0.0                                                                               | 0.6                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th Ctrl Delay, s/veh    |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 77.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/30/2024

| Movement                     | EBL                                                                                 | EBT                                                                                 | EBR                                                                                 | WBL                                                                                 | WBT                                                                                 | WBR                                                                                 | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
|------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 437                                                                                 | 295                                                                                 | 7                                                                                   | 1                                                                                   | 247                                                                                 | 392                                                                                 | 1                                                                                   | 7                                                                                   | 4                                                                                   | 328                                                                                 | 5                                                                                   | 269                                                                                 |
| Future Volume (veh/h)        | 437                                                                                 | 295                                                                                 | 7                                                                                   | 1                                                                                   | 247                                                                                 | 392                                                                                 | 1                                                                                   | 7                                                                                   | 4                                                                                   | 328                                                                                 | 5                                                                                   | 269                                                                                 |
| Initial Q (Qb), veh          | 5                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 8                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 491                                                                                 | 331                                                                                 | 7                                                                                   | 1                                                                                   | 278                                                                                 | 271                                                                                 | 1                                                                                   | 8                                                                                   | 1                                                                                   | 369                                                                                 | 6                                                                                   | 198                                                                                 |
| Peak Hour Factor             | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Percent Heavy Veh, %         | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 469                                                                                 | 807                                                                                 | 684                                                                                 | 2                                                                                   | 318                                                                                 | 587                                                                                 | 2                                                                                   | 300                                                                                 | 38                                                                                  | 357                                                                                 | 717                                                                                 | 1025                                                                                |
| Arrive On Green              | 0.26                                                                                | 0.43                                                                                | 0.43                                                                                | 0.00                                                                                | 0.17                                                                                | 0.17                                                                                | 0.00                                                                                | 0.18                                                                                | 0.18                                                                                | 0.20                                                                                | 0.38                                                                                | 0.38                                                                                |
| Sat Flow, veh/h              | 1781                                                                                | 1870                                                                                | 1585                                                                                | 1781                                                                                | 1870                                                                                | 1585                                                                                | 1781                                                                                | 1630                                                                                | 204                                                                                 | 1781                                                                                | 1870                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 491                                                                                 | 331                                                                                 | 7                                                                                   | 1                                                                                   | 278                                                                                 | 271                                                                                 | 1                                                                                   | 0                                                                                   | 9                                                                                   | 369                                                                                 | 6                                                                                   | 198                                                                                 |
| Grp Sat Flow(s), veh/h/ln    | 1781                                                                                | 1870                                                                                | 1585                                                                                | 1781                                                                                | 1870                                                                                | 1585                                                                                | 1781                                                                                | 0                                                                                   | 1834                                                                                | 1781                                                                                | 1870                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 26.0                                                                                | 12.1                                                                                | 0.2                                                                                 | 0.1                                                                                 | 14.3                                                                                | 12.8                                                                                | 0.1                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 19.8                                                                                | 0.2                                                                                 | 5.0                                                                                 |
| Cycle Q Clear(g_c), s        | 26.0                                                                                | 12.1                                                                                | 0.2                                                                                 | 0.1                                                                                 | 14.3                                                                                | 12.8                                                                                | 0.1                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 19.8                                                                                | 0.2                                                                                 | 5.0                                                                                 |
| Prop In Lane                 | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.11                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 469                                                                                 | 807                                                                                 | 684                                                                                 | 2                                                                                   | 318                                                                                 | 587                                                                                 | 2                                                                                   | 0                                                                                   | 338                                                                                 | 357                                                                                 | 717                                                                                 | 1025                                                                                |
| V/C Ratio(X)                 | 1.05                                                                                | 0.41                                                                                | 0.01                                                                                | 0.41                                                                                | 0.88                                                                                | 0.46                                                                                | 0.41                                                                                | 0.00                                                                                | 0.03                                                                                | 1.03                                                                                | 0.01                                                                                | 0.19                                                                                |
| Avail Cap(c_a), veh/h        | 469                                                                                 | 807                                                                                 | 684                                                                                 | 90                                                                                  | 341                                                                                 | 607                                                                                 | 90                                                                                  | 0                                                                                   | 338                                                                                 | 357                                                                                 | 717                                                                                 | 1025                                                                                |
| HCM Platoon Ratio            | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 36.4                                                                                | 19.4                                                                                | 16.0                                                                                | 49.3                                                                                | 40.0                                                                                | 23.6                                                                                | 49.3                                                                                | 0.0                                                                                 | 33.0                                                                                | 39.5                                                                                | 19.4                                                                                | 7.0                                                                                 |
| Incr Delay (d2), s/veh       | 54.4                                                                                | 0.3                                                                                 | 0.0                                                                                 | 84.0                                                                                | 20.7                                                                                | 0.6                                                                                 | 84.0                                                                                | 0.0                                                                                 | 0.1                                                                                 | 56.5                                                                                | 0.0                                                                                 | 0.4                                                                                 |
| Initial Q Delay(d3), s/veh   | 38.4                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.9                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%), veh/ln    | 22.7                                                                                | 4.9                                                                                 | 0.1                                                                                 | 0.1                                                                                 | 8.1                                                                                 | 4.6                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.2                                                                                 | 13.8                                                                                | 1.0                                                                                 | 1.5                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 129.2                                                                               | 19.7                                                                                | 16.0                                                                                | 133.3                                                                               | 60.6                                                                                | 24.2                                                                                | 133.3                                                                               | 0.0                                                                                 | 33.2                                                                                | 96.0                                                                                | 20.3                                                                                | 7.5                                                                                 |
| LnGrp LOS                    | F                                                                                   | B                                                                                   | B                                                                                   | F                                                                                   | E                                                                                   | C                                                                                   | F                                                                                   |                                                                                     | C                                                                                   | F                                                                                   | C                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                     | 829                                                                                 |                                                                                     |                                                                                     | 550                                                                                 |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |                                                                                     | 573                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                     | 84.5                                                                                |                                                                                     |                                                                                     | 42.8                                                                                |                                                                                     |                                                                                     | 43.2                                                                                |                                                                                     |                                                                                     | 64.6                                                                                |                                                                                     |
| Approach LOS                 |                                                                                     | F                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                   | 2                                                                                   | 3                                                                                   | 4                                                                                   | 5                                                                                   | 6                                                                                   | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 24.3                                                                                | 22.7                                                                                | 4.6                                                                                 | 47.1                                                                                | 4.6                                                                                 | 42.4                                                                                | 30.5                                                                                | 21.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                                 | 4.5                                                                                 | 4.5                                                                                 | 4.5                                                                                 | 4.5                                                                                 | 4.5                                                                                 | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 19.8                                                                                | 18.2                                                                                | 5.0                                                                                 | 39.0                                                                                | 5.0                                                                                 | 33.0                                                                                | 26.0                                                                                | 18.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+1), s  | 21.8                                                                                | 2.4                                                                                 | 2.1                                                                                 | 14.1                                                                                | 2.1                                                                                 | 7.0                                                                                 | 28.0                                                                                | 16.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.8                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 0.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay, s/veh    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 66.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



## HCM 6th Signalized Intersection Summary

### 2: Nord Ave & W Lindo Ave

01/29/2024

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    |
| Traffic Volume (veh/h)       | 21   | 562  | 45   | 9    | 536  | 25   | 70   | 9    | 18   | 59   | 5    | 39   |
| Future Volume (veh/h)        | 21   | 562  | 45   | 9    | 536  | 25   | 70   | 9    | 18   | 59   | 5    | 39   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 24   | 631  | 51   | 10   | 602  | 28   | 79   | 10   | 20   | 66   | 6    | 44   |
| Peak Hour Factor             | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 53   | 805  | 65   | 24   | 851  | 721  | 320  | 34   | 41   | 268  | 28   | 85   |
| Arrive On Green              | 0.03 | 0.47 | 0.47 | 0.01 | 0.46 | 0.46 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h              | 1781 | 1708 | 138  | 1781 | 1870 | 1585 | 1053 | 247  | 292  | 795  | 199  | 608  |
| Grp Volume(v), veh/h         | 24   | 0    | 682  | 10   | 602  | 28   | 109  | 0    | 0    | 116  | 0    | 0    |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1846 | 1781 | 1870 | 1585 | 1592 | 0    | 0    | 1602 | 0    | 0    |
| Q Serve(g_s), s              | 0.5  | 0.0  | 11.1 | 0.2  | 9.3  | 0.4  | 0.0  | 0.0  | 0.0  | 0.2  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 0.5  | 0.0  | 11.1 | 0.2  | 9.3  | 0.4  | 2.0  | 0.0  | 0.0  | 2.2  | 0.0  | 0.0  |
| Prop In Lane                 | 1.00 | 0.07 | 1.00 | 1.00 | 1.00 | 0.72 | 0.18 | 0.57 | 0.38 | 0.38 | 0.38 | 0.38 |
| Lane Grp Cap(c), veh/h       | 53   | 0    | 870  | 24   | 851  | 721  | 395  | 0    | 0    | 380  | 0    | 0    |
| V/C Ratio(X)                 | 0.45 | 0.00 | 0.78 | 0.42 | 0.71 | 0.04 | 0.28 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h        | 248  | 0    | 1465 | 248  | 1485 | 1258 | 912  | 0    | 0    | 913  | 0    | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh     | 17.1 | 0.0  | 8.0  | 17.6 | 7.9  | 5.4  | 14.2 | 0.0  | 0.0  | 14.2 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 6.0  | 0.0  | 1.6  | 11.7 | 1.1  | 0.0  | 0.4  | 0.0  | 0.0  | 0.4  | 0.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 0.2  | 0.0  | 2.2  | 0.1  | 1.9  | 0.1  | 0.7  | 0.0  | 0.0  | 0.8  | 0.0  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 23.1 | 0.0  | 9.5  | 29.2 | 9.0  | 5.4  | 14.5 | 0.0  | 0.0  | 14.7 | 0.0  | 0.0  |
| LnGrp LOS                    | C    |      | A    | C    | A    | A    | B    |      |      | B    |      |      |
| Approach Vol, veh/h          | 706  |      |      | 640  |      |      | 109  |      |      | 116  |      |      |
| Approach Delay, s/veh        | 10.0 |      |      | 9.1  |      |      | 14.5 |      |      | 14.7 |      |      |
| Approach LOS                 | B    |      |      | A    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 2    | 3    | 4    |      | 6    | 7    | 8    |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.5  | 5.0  | 21.4 |      | 9.5  | 5.6  | 20.8 |      |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  |      | 4.5  | 4.5  | 4.5  |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 18.0 | 5.0  | 28.5 |      | 18.0 | 5.0  | 28.5 |      |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 4.0  | 2.2  | 13.1 |      | 4.2  | 2.5  | 11.3 |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.4  | 0.0  | 3.8  |      | 0.5  | 0.0  | 3.4  |      |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 10.3 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | B    |      |      |      |      |      |      |      |      |      |      |      |

## HCM 6th Signalized Intersection Summary

### 3: Nord Ave & W 8th Ave

01/29/2024

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    |
| Traffic Volume (veh/h)       | 149  | 425  | 156  | 57   | 364  | 109  | 132  | 157  | 41   | 68   | 116  | 70   |
| Future Volume (veh/h)        | 149  | 425  | 156  | 57   | 364  | 109  | 132  | 157  | 41   | 68   | 116  | 70   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 4    | 2    | 0    | 1    | 3    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 173  | 494  | 147  | 66   | 423  | 103  | 153  | 183  | 39   | 79   | 135  | 58   |
| Peak Hour Factor             | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 209  | 537  | 160  | 85   | 462  | 113  | 195  | 444  | 91   | 104  | 315  | 125  |
| Arrive On Green              | 0.12 | 0.39 | 0.39 | 0.05 | 0.32 | 0.32 | 0.11 | 0.29 | 0.29 | 0.06 | 0.24 | 0.24 |
| Sat Flow, veh/h              | 1781 | 1384 | 412  | 1781 | 1453 | 354  | 1781 | 1495 | 319  | 1781 | 1241 | 533  |
| Grp Volume(v), veh/h         | 173  | 0    | 641  | 66   | 0    | 526  | 153  | 0    | 222  | 79   | 0    | 193  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1796 | 1781 | 0    | 1807 | 1781 | 0    | 1813 | 1781 | 0    | 1774 |
| Q Serve(g_s), s              | 8.0  | 0.0  | 28.5 | 3.1  | 0.0  | 23.5 | 7.1  | 0.0  | 8.3  | 3.7  | 0.0  | 7.7  |
| Cycle Q Clear(g_c), s        | 8.0  | 0.0  | 28.5 | 3.1  | 0.0  | 23.5 | 7.1  | 0.0  | 8.3  | 3.7  | 0.0  | 7.7  |
| Prop In Lane                 | 1.00 | 0.23 | 1.00 | 1.00 | 0.20 | 1.00 | 0.18 | 1.00 | 0.18 | 1.00 | 0.30 | 0.30 |
| Lane Grp Cap(c), veh/h       | 209  | 0    | 697  | 85   | 0    | 575  | 195  | 0    | 530  | 104  | 0    | 434  |
| V/C Ratio(X)                 | 0.83 | 0.00 | 0.92 | 0.78 | 0.00 | 0.92 | 0.78 | 0.00 | 0.42 | 0.76 | 0.00 | 0.44 |
| Avail Cap(c_a), veh/h        | 244  | 0    | 760  | 117  | 0    | 635  | 223  | 0    | 531  | 146  | 0    | 433  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 36.3 | 0.0  | 24.5 | 39.7 | 0.0  | 27.6 | 37.0 | 0.0  | 24.1 | 39.1 | 0.0  | 27.2 |
| Incr Delay (d2), s/veh       | 18.2 | 0.0  | 15.6 | 19.9 | 0.0  | 17.1 | 14.8 | 0.0  | 2.4  | 13.4 | 0.0  | 3.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 14.0 | 0.0  | 0.2  | 2.7  | 0.0  | 0.6  |
| %ile BackOfQ(50%), veh/ln    | 4.4  | 0.0  | 14.2 | 1.8  | 0.0  | 12.3 | 5.0  | 0.0  | 4.1  | 2.2  | 0.0  | 4.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 54.5 | 0.0  | 40.1 | 59.6 | 0.0  | 44.7 | 65.9 | 0.0  | 26.7 | 55.3 | 0.0  | 31.1 |
| LnGrp LOS                    | D    |      | D    | E    |      | D    | E    |      | C    | E    |      | C    |
| Approach Vol, veh/h          | 814  |      |      | 592  |      |      | 375  |      |      | 272  |      |      |
| Approach Delay, s/veh        | 43.2 |      |      | 46.3 |      |      | 42.7 |      |      | 38.1 |      |      |
| Approach LOS                 | D    |      |      | D    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.3  | 29.1 | 8.5  | 37.1 | 13.4 | 25.0 | 14.4 | 31.2 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 6.9  | 24.1 | 5.5  | 35.5 | 10.5 | 20.5 | 11.5 | 29.5 |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 5.7  | 10.3 | 5.1  | 30.5 | 9.1  | 9.7  | 10.0 | 25.5 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 1.1  | 0.0  | 1.9  | 0.1  | 0.8  | 0.1  | 1.2  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 43.3 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | D    |      |      |      |      |      |      |      |      |      |      |      |



# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/29/2024

| Movement                     | EBL  | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|-------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↑    | ↱    | ↰     | ↑    | ↱    | ↰    | ↑    | ↱    | ↰    | ↑    | ↱    |
| Traffic Volume (veh/h)       | 376  | 235  | 1    | 1     | 308  | 287  | 0    | 2    | 3    | 398  | 2    | 501  |
| Future Volume (veh/h)        | 376  | 235  | 1    | 1     | 308  | 287  | 0    | 2    | 3    | 398  | 2    | 501  |
| Initial Q (Qb), veh          | 2    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      |       | No   |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 396  | 247  | 0    | 1     | 324  | 154  | 0    | 2    | 2    | 419  | 2    | 358  |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 401  | 755  | 640  | 2     | 337  | 285  | 2    | 163  | 163  | 401  | 860  | 729  |
| Arrive On Green              | 0.22 | 0.40 | 0.00 | 0.00  | 0.18 | 0.18 | 0.00 | 0.19 | 0.19 | 0.22 | 0.46 | 0.46 |
| Sat Flow, veh/h              | 1781 | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 858  | 858  | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h         | 396  | 247  | 0    | 1     | 324  | 154  | 0    | 0    | 4    | 419  | 2    | 358  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 0    | 1716 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s              | 22.2 | 9.1  | 0.0  | 0.1   | 17.2 | 8.8  | 0.0  | 0.0  | 0.2  | 22.5 | 0.1  | 15.8 |
| Cycle Q Clear(g_c), s        | 22.2 | 9.1  | 0.0  | 0.1   | 17.2 | 8.8  | 0.0  | 0.0  | 0.2  | 22.5 | 0.1  | 15.8 |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 0.50 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 401  | 755  | 640  | 2     | 337  | 285  | 2    | 0    | 326  | 401  | 860  | 729  |
| V/C Ratio(X)                 | 0.99 | 0.33 | 0.00 | 0.41  | 0.96 | 0.54 | 0.00 | 0.00 | 0.01 | 1.05 | 0.00 | 0.49 |
| Avail Cap(c_a), veh/h        | 401  | 755  | 640  | 89    | 337  | 285  | 89   | 0    | 326  | 401  | 860  | 729  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 0.00 | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 38.8 | 20.5 | 0.0  | 49.9  | 40.7 | 37.2 | 0.0  | 0.0  | 32.9 | 38.8 | 14.6 | 18.8 |
| Incr Delay (d2), s/veh       | 41.7 | 0.3  | 0.0  | 84.1  | 39.0 | 2.0  | 0.0  | 0.0  | 0.1  | 57.3 | 0.0  | 0.5  |
| Initial Q Delay(d3), s/veh   | 12.6 | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 15.3 | 3.8  | 0.0  | 0.1   | 11.2 | 3.4  | 0.0  | 0.0  | 0.1  | 15.7 | 0.0  | 5.4  |
| Unsig. Movement Delay, s/veh |      |      |      |       |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 93.0 | 20.7 | 0.0  | 134.0 | 79.6 | 39.3 | 0.0  | 0.0  | 33.0 | 96.1 | 14.6 | 19.3 |
| LnGrp LOS                    | F    | C    |      | F     | E    | D    |      |      | C    | F    | B    | B    |
| Approach Vol, veh/h          |      | 643  |      |       | 479  |      |      | 4    |      | 779  |      |      |
| Approach Delay, s/veh        |      | 65.2 |      |       | 66.8 |      |      | 33.0 |      | 60.6 |      |      |
| Approach LOS                 |      | E    |      |       | E    |      |      | C    |      | E    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4     | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 27.0 | 23.5 | 4.6  | 44.9  | 0.0  | 50.5 | 27.0 | 22.5 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5   | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 22.5 | 19.0 | 5.0  | 35.5  | 5.0  | 36.5 | 22.5 | 18.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 24.5 | 2.2  | 2.1  | 11.1  | 0.0  | 17.8 | 24.2 | 19.2 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 0.0  | 0.0  | 1.2   | 0.0  | 1.1  | 0.0  | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |       |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    |      | 63.7 |      |       |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |      | E    |      |       |      |      |      |      |      |      |      |      |

# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/30/2024

| Movement                     | EBL  | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|-------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↑    | ↱    | ↰     | ↑    | ↱    | ↰    | ↑    | ↱    | ↰    | ↑    | ↱    |
| Traffic Volume (veh/h)       | 376  | 235  | 1    | 1     | 308  | 287  | 0    | 2    | 3    | 398  | 2    | 501  |
| Future Volume (veh/h)        | 376  | 235  | 1    | 1     | 308  | 287  | 0    | 2    | 3    | 398  | 2    | 501  |
| Initial Q (Qb), veh          | 2    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      |       | No   |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 396  | 247  | 0    | 1     | 324  | 154  | 0    | 2    | 2    | 419  | 2    | 358  |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 397  | 751  | 637  | 2     | 337  | 658  | 2    | 156  | 156  | 419  | 864  | 1086 |
| Arrive On Green              | 0.22 | 0.40 | 0.00 | 0.00  | 0.18 | 0.18 | 0.00 | 0.18 | 0.18 | 0.23 | 0.46 | 0.46 |
| Sat Flow, veh/h              | 1781 | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 858  | 858  | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h         | 396  | 247  | 0    | 1     | 324  | 154  | 0    | 0    | 4    | 419  | 2    | 358  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 0    | 1716 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s              | 22.2 | 9.1  | 0.0  | 0.1   | 17.2 | 6.3  | 0.0  | 0.0  | 0.2  | 23.5 | 0.1  | 9.2  |
| Cycle Q Clear(g_c), s        | 22.2 | 9.1  | 0.0  | 0.1   | 17.2 | 6.3  | 0.0  | 0.0  | 0.2  | 23.5 | 0.1  | 9.2  |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 0.50 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 397  | 751  | 637  | 2     | 337  | 658  | 2    | 0    | 312  | 419  | 864  | 1086 |
| V/C Ratio(X)                 | 1.00 | 0.33 | 0.00 | 0.41  | 0.96 | 0.23 | 0.00 | 0.00 | 0.01 | 1.00 | 0.00 | 0.33 |
| Avail Cap(c_a), veh/h        | 397  | 751  | 637  | 89    | 337  | 658  | 89   | 0    | 312  | 419  | 864  | 1086 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 0.00 | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 38.8 | 20.6 | 0.0  | 49.9  | 40.7 | 19.0 | 0.0  | 0.0  | 33.5 | 38.3 | 14.5 | 6.4  |
| Incr Delay (d2), s/veh       | 44.3 | 0.3  | 0.0  | 84.1  | 39.0 | 0.2  | 0.0  | 0.0  | 0.1  | 44.2 | 0.0  | 0.2  |
| Initial Q Delay(d3), s/veh   | 16.7 | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 15.9 | 3.8  | 0.0  | 0.1   | 11.2 | 2.2  | 0.0  | 0.0  | 0.1  | 14.8 | 0.0  | 2.4  |
| Unsig. Movement Delay, s/veh |      |      |      |       |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 99.9 | 20.9 | 0.0  | 134.0 | 79.6 | 19.1 | 0.0  | 0.0  | 33.6 | 82.5 | 14.5 | 6.6  |
| LnGrp LOS                    | F    | C    |      | F     | E    | B    |      |      | C    | F    | B    | A    |
| Approach Vol, veh/h          |      | 643  |      |       | 479  |      |      | 4    |      | 779  |      |      |
| Approach Delay, s/veh        |      | 69.5 |      |       | 60.3 |      |      | 33.6 |      | 47.4 |      |      |
| Approach LOS                 |      | E    |      |       | E    |      |      | C    |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4     | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 28.0 | 22.7 | 4.6  | 44.7  | 0.0  | 50.7 | 26.8 | 22.5 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5   | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 23.5 | 18.2 | 5.0  | 35.3  | 5.0  | 36.7 | 22.3 | 18.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 25.5 | 2.2  | 2.1  | 11.1  | 0.0  | 11.2 | 24.2 | 19.2 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 0.0  | 0.0  | 1.2   | 0.0  | 1.2  | 0.0  | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |       |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    |      | 58.1 |      |       |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |      | E    |      |       |      |      |      |      |      |      |      |      |



## HCM 6th Signalized Intersection Summary

2: Nord Ave & W Lindo Ave

01/29/2024

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↰    | ↱    | ↲    | ↰    | ↱    | ↲    | ↰    | ↱    | ↲    | ↰    | ↱    | ↲    |
| Traffic Volume (veh/h)       | 43   | 497  | 94   | 13   | 568  | 34   | 49   | 9    | 9    | 50   | 10   | 25   |
| Future Volume (veh/h)        | 43   | 497  | 94   | 13   | 568  | 34   | 49   | 9    | 9    | 50   | 10   | 25   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 46   | 529  | 100  | 14   | 604  | 36   | 52   | 10   | 10   | 53   | 11   | 27   |
| Peak Hour Factor             | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 92   | 691  | 131  | 32   | 783  | 663  | 312  | 59   | 31   | 269  | 52   | 67   |
| Arrive On Green              | 0.05 | 0.45 | 0.45 | 0.02 | 0.42 | 0.42 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h              | 1781 | 1529 | 289  | 1781 | 1870 | 1585 | 942  | 413  | 218  | 738  | 363  | 464  |
| Grp Volume(v), veh/h         | 46   | 0    | 629  | 14   | 604  | 36   | 72   | 0    | 0    | 91   | 0    | 0    |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1818 | 1781 | 1870 | 1585 | 1573 | 0    | 0    | 1565 | 0    | 0    |
| Q Serve(g_s), s              | 0.9  | 0.0  | 10.1 | 0.3  | 9.7  | 0.5  | 0.0  | 0.0  | 0.0  | 0.4  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 0.9  | 0.0  | 10.1 | 0.3  | 9.7  | 0.5  | 1.2  | 0.0  | 0.0  | 1.7  | 0.0  | 0.0  |
| Prop In Lane                 | 1.00 | 0.00 | 0.16 | 1.00 | 1.00 | 0.72 | 0.14 | 0.58 | 0.30 | 0.30 | 0.00 | 0.00 |
| Lane Grp Cap(c), veh/h       | 92   | 0    | 822  | 32   | 783  | 663  | 403  | 0    | 0    | 387  | 0    | 0    |
| V/C Ratio(X)                 | 0.50 | 0.00 | 0.77 | 0.43 | 0.77 | 0.05 | 0.18 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h        | 255  | 0    | 1224 | 255  | 1259 | 1067 | 943  | 0    | 0    | 943  | 0    | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh     | 16.1 | 0.0  | 8.0  | 17.0 | 8.7  | 6.0  | 13.3 | 0.0  | 0.0  | 13.5 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 4.2  | 0.0  | 1.7  | 8.8  | 1.7  | 0.0  | 0.2  | 0.0  | 0.0  | 0.3  | 0.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 0.4  | 0.0  | 2.1  | 0.2  | 2.2  | 0.1  | 0.4  | 0.0  | 0.0  | 0.6  | 0.0  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 20.3 | 0.0  | 9.7  | 25.8 | 10.4 | 6.1  | 13.5 | 0.0  | 0.0  | 13.8 | 0.0  | 0.0  |
| LnGrp LOS                    | C    |      | A    | C    | B    | A    | B    |      |      | B    |      |      |
| Approach Vol, veh/h          | 675  |      |      | 654  |      |      | 72   |      |      | 91   |      |      |
| Approach Delay, s/veh        | 10.4 |      |      | 10.5 |      |      | 13.5 |      |      | 13.8 |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 2    | 3    | 4    |      | 6    | 7    | 8    |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.5  | 5.1  | 20.3 |      | 9.5  | 6.3  | 19.1 |      |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  |      | 4.5  | 4.5  | 4.5  |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 18.0 | 5.0  | 23.5 |      | 18.0 | 5.0  | 23.5 |      |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 3.2  | 2.3  | 12.1 |      | 3.7  | 2.9  | 11.7 |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.2  | 0.0  | 3.0  |      | 0.3  | 0.0  | 2.9  |      |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 10.8 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | B    |      |      |      |      |      |      |      |      |      |      |      |

## HCM 6th Signalized Intersection Summary

3: Nord Ave & W 8th Ave

01/29/2024

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↰    | ↱    | ↲    | ↰    | ↱    | ↲    | ↰    | ↱    | ↲    | ↰    | ↱    | ↲    |
| Traffic Volume (veh/h)       | 77   | 394  | 71   | 19   | 441  | 88   | 63   | 57   | 16   | 105  | 101  | 150  |
| Future Volume (veh/h)        | 77   | 394  | 71   | 19   | 441  | 88   | 63   | 57   | 16   | 105  | 101  | 150  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 4    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 81   | 415  | 64   | 20   | 464  | 76   | 66   | 60   | 11   | 111  | 106  | 121  |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 104  | 530  | 82   | 41   | 470  | 77   | 95   | 461  | 85   | 142  | 275  | 285  |
| Arrive On Green              | 0.06 | 0.33 | 0.33 | 0.02 | 0.30 | 0.30 | 0.05 | 0.30 | 0.30 | 0.08 | 0.33 | 0.33 |
| Sat Flow, veh/h              | 1781 | 1582 | 244  | 1781 | 1567 | 257  | 1781 | 1538 | 282  | 1781 | 797  | 910  |
| Grp Volume(v), veh/h         | 81   | 0    | 479  | 20   | 0    | 540  | 66   | 0    | 71   | 111  | 0    | 227  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1826 | 1781 | 0    | 1824 | 1781 | 0    | 1820 | 1781 | 0    | 1707 |
| Q Serve(g_s), s              | 3.1  | 0.0  | 16.2 | 0.8  | 0.0  | 20.2 | 2.5  | 0.0  | 1.9  | 4.2  | 0.0  | 7.1  |
| Cycle Q Clear(g_c), s        | 3.1  | 0.0  | 16.2 | 0.8  | 0.0  | 20.2 | 2.5  | 0.0  | 1.9  | 4.2  | 0.0  | 7.1  |
| Prop In Lane                 | 1.00 | 0.00 | 0.13 | 1.00 | 0.00 | 0.14 | 1.00 | 0.00 | 0.15 | 1.00 | 0.00 | 0.53 |
| Lane Grp Cap(c), veh/h       | 104  | 0    | 611  | 41   | 0    | 546  | 95   | 0    | 545  | 142  | 0    | 558  |
| V/C Ratio(X)                 | 0.78 | 0.00 | 0.78 | 0.49 | 0.00 | 0.99 | 0.69 | 0.00 | 0.13 | 0.78 | 0.00 | 0.41 |
| Avail Cap(c_a), veh/h        | 138  | 0    | 611  | 130  | 0    | 547  | 133  | 0    | 545  | 148  | 0    | 558  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 31.8 | 0.0  | 20.5 | 33.0 | 0.0  | 23.8 | 31.9 | 0.0  | 17.5 | 30.9 | 0.0  | 18.2 |
| Incr Delay (d2), s/veh       | 18.4 | 0.0  | 6.6  | 8.6  | 0.0  | 35.4 | 8.6  | 0.0  | 0.5  | 22.7 | 0.0  | 2.2  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 2.6  | 0.0  | 0.0  | 0.0  | 0.0  | 0.6  |
| %ile BackOfQ(50%), veh/ln    | 1.8  | 0.0  | 7.3  | 0.4  | 0.0  | 13.2 | 1.4  | 0.0  | 0.9  | 2.6  | 0.0  | 3.4  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 50.2 | 0.0  | 27.1 | 41.6 | 0.0  | 59.2 | 43.1 | 0.0  | 18.0 | 53.6 | 0.0  | 21.0 |
| LnGrp LOS                    | D    |      | C    | D    |      | E    | D    |      | B    | D    |      | C    |
| Approach Vol, veh/h          | 560  |      |      | 560  |      |      | 137  |      |      | 338  |      |      |
| Approach Delay, s/veh        | 30.5 |      |      | 58.6 |      |      | 30.1 |      |      | 31.7 |      |      |
| Approach LOS                 | C    |      |      | E    |      |      | C    |      |      | C    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.9  | 25.0 | 6.1  | 27.4 | 8.1  | 26.9 | 8.5  | 25.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 5.7  | 20.5 | 5.0  | 20.8 | 5.1  | 21.1 | 5.3  | 20.5 |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 6.2  | 3.9  | 2.8  | 18.2 | 4.5  | 9.1  | 5.1  | 22.2 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 0.3  | 0.0  | 0.8  | 0.0  | 1.0  | 0.0  | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 40.6 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | D    |      |      |      |      |      |      |      |      |      |      |      |



# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/29/2024

| Movement                     | EBL   | EBT  | EBR  | WBL   | WBT  | WBR   | NBL   | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------------|-------|------|------|-------|------|-------|-------|------|------|-------|------|------|
| Lane Configurations          | ↰     | ↑    | ↱    | ↰     | ↑    | ↱     | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    |
| Traffic Volume (veh/h)       | 472   | 319  | 8    | 1     | 267  | 422   | 1     | 8    | 4    | 354   | 5    | 291  |
| Future Volume (veh/h)        | 472   | 319  | 8    | 1     | 267  | 422   | 1     | 8    | 4    | 354   | 5    | 291  |
| Initial Q (Qb), veh          | 5     | 0    | 0    | 0     | 0    | 0     | 0     | 0    | 0    | 0     | 8    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00  |      | 1.00  | 1.00  |      | 1.00 | 1.00  |      | 1.00 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach        | No    |      |      | No    |      |       | No    |      |      | No    |      |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1870 | 1870  | 1870 | 1870  | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 530   | 358  | 8    | 1     | 300  | 305   | 1     | 9    | 1    | 398   | 6    | 223  |
| Peak Hour Factor             | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89  | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 |
| Percent Heavy Veh, %         | 2     | 2    | 2    | 2     | 2    | 2     | 2     | 2    | 2    | 2     | 2    | 2    |
| Cap, veh/h                   | 463   | 820  | 695  | 2     | 337  | 285   | 2     | 306  | 34   | 347   | 708  | 600  |
| Arrive On Green              | 0.26  | 0.44 | 0.44 | 0.00  | 0.18 | 0.18  | 0.00  | 0.19 | 0.19 | 0.19  | 0.38 | 0.38 |
| Sat Flow, veh/h              | 1781  | 1870 | 1585 | 1781  | 1870 | 1585  | 1781  | 1654 | 184  | 1781  | 1870 | 1585 |
| Grp Volume(v), veh/h         | 530   | 358  | 8    | 1     | 300  | 305   | 1     | 0    | 10   | 398   | 6    | 223  |
| Grp Sat Flow(s), veh/h/ln    | 1781  | 1870 | 1585 | 1781  | 1870 | 1585  | 1781  | 0    | 1837 | 1781  | 1870 | 1585 |
| Q Serve(g_s), s              | 26.0  | 13.3 | 0.3  | 0.1   | 15.7 | 18.0  | 0.1   | 0.0  | 0.4  | 19.5  | 0.2  | 10.2 |
| Cycle Q Clear(g_c), s        | 26.0  | 13.3 | 0.3  | 0.1   | 15.7 | 18.0  | 0.1   | 0.0  | 0.4  | 19.5  | 0.2  | 10.2 |
| Prop In Lane                 | 1.00  |      | 1.00 | 1.00  |      | 1.00  | 1.00  |      | 0.10 | 1.00  |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 463   | 820  | 695  | 2     | 337  | 285   | 2     | 0    | 340  | 347   | 708  | 600  |
| V/C Ratio(X)                 | 1.14  | 0.44 | 0.01 | 0.41  | 0.89 | 1.07  | 0.41  | 0.00 | 0.03 | 1.15  | 0.01 | 0.37 |
| Avail Cap(c_a), veh/h        | 463   | 820  | 695  | 89    | 337  | 285   | 89    | 0    | 340  | 347   | 708  | 600  |
| HCM Platoon Ratio            | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  | 0.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 37.0  | 19.5 | 15.8 | 49.9  | 40.0 | 41.0  | 49.9  | 0.0  | 33.4 | 40.3  | 19.9 | 22.5 |
| Incr Delay (d2), s/veh       | 87.8  | 0.4  | 0.0  | 84.1  | 24.3 | 72.8  | 84.1  | 0.0  | 0.2  | 94.0  | 0.0  | 1.8  |
| Initial Q Delay(d3), s/veh   | 38.9  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  | 0.0   | 0.9  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 26.9  | 5.4  | 0.1  | 0.1   | 9.1  | 12.4  | 0.1   | 0.0  | 0.2  | 17.2  | 1.0  | 3.8  |
| Unsig. Movement Delay, s/veh |       |      |      |       |      |       |       |      |      |       |      |      |
| LnGrp Delay(d), s/veh        | 163.6 | 19.9 | 15.8 | 134.0 | 64.3 | 113.8 | 134.0 | 0.0  | 33.6 | 134.3 | 20.8 | 24.2 |
| LnGrp LOS                    | F     | B    | B    | F     | E    | F     | F     |      | C    | F     | C    | C    |
| Approach Vol, veh/h          | 896   |      |      | 606   |      |       | 11    |      |      | 627   |      |      |
| Approach Delay, s/veh        | 104.9 |      |      | 89.3  |      |       | 42.7  |      |      | 94.1  |      |      |
| Approach LOS                 | F     |      |      | F     |      |       | D     |      |      | F     |      |      |
| Timer - Assigned Phs         | 1     | 2    | 3    | 4     | 5    | 6     | 7     | 8    |      |       |      |      |
| Phs Duration (G+Y+Rc), s     | 24.0  | 23.0 | 4.6  | 48.4  | 4.6  | 42.4  | 30.5  | 22.5 |      |       |      |      |
| Change Period (Y+Rc), s      | 4.5   | 4.5  | 4.5  | 4.5   | 4.5  | 4.5   | 4.5   | 4.5  |      |       |      |      |
| Max Green Setting (Gmax), s  | 19.5  | 18.5 | 5.0  | 39.0  | 5.0  | 33.0  | 26.0  | 18.0 |      |       |      |      |
| Max Q Clear Time (g_c+I1), s | 21.5  | 2.4  | 2.1  | 15.3  | 2.1  | 12.2  | 28.0  | 20.0 |      |       |      |      |
| Green Ext Time (p_c), s      | 0.0   | 0.0  | 0.0  | 1.9   | 0.0  | 0.7   | 0.0   | 0.0  |      |       |      |      |
| Intersection Summary         |       |      |      |       |      |       |       |      |      |       |      |      |
| HCM 6th Ctrl Delay, s/veh    | 97.0  |      |      |       |      |       |       |      |      |       |      |      |
| HCM 6th LOS                  | F     |      |      |       |      |       |       |      |      |       |      |      |

# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/30/2024

| Movement                     | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL   | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-------|------|------|-------|------|------|-------|------|------|------|------|------|
| Lane Configurations          | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    | ↰    | ↑    | ↱    |
| Traffic Volume (veh/h)       | 472   | 319  | 8    | 1     | 267  | 422  | 1     | 8    | 4    | 354  | 5    | 291  |
| Future Volume (veh/h)        | 472   | 319  | 8    | 1     | 267  | 422  | 1     | 8    | 4    | 354  | 5    | 291  |
| Initial Q (Qb), veh          | 5     | 0    | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0    | 8    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No    |      |      | No    |      |      | No    |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 530   | 358  | 8    | 1     | 300  | 305  | 1     | 9    | 1    | 398  | 6    | 223  |
| Peak Hour Factor             | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, %         | 2     | 2    | 2    | 2     | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 527   | 855  | 724  | 2     | 304  | 621  | 2     | 269  | 30   | 408  | 730  | 1088 |
| Arrive On Green              | 0.30  | 0.46 | 0.46 | 0.00  | 0.16 | 0.16 | 0.00  | 0.16 | 0.16 | 0.23 | 0.39 | 0.39 |
| Sat Flow, veh/h              | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781  | 1654 | 184  | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h         | 530   | 358  | 8    | 1     | 300  | 305  | 1     | 0    | 10   | 398  | 6    | 223  |
| Grp Sat Flow(s), veh/h/ln    | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781  | 0    | 1837 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s              | 35.5  | 15.4 | 0.3  | 0.1   | 19.2 | 17.4 | 0.1   | 0.0  | 0.6  | 26.6 | 0.2  | 6.2  |
| Cycle Q Clear(g_c), s        | 35.5  | 15.4 | 0.3  | 0.1   | 19.2 | 17.4 | 0.1   | 0.0  | 0.6  | 26.6 | 0.2  | 6.2  |
| Prop In Lane                 | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00  |      | 0.10 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 527   | 855  | 724  | 2     | 304  | 621  | 2     | 0    | 299  | 408  | 730  | 1088 |
| V/C Ratio(X)                 | 1.01  | 0.42 | 0.01 | 0.41  | 0.99 | 0.49 | 0.41  | 0.00 | 0.03 | 0.97 | 0.01 | 0.21 |
| Avail Cap(c_a), veh/h        | 527   | 855  | 724  | 74    | 304  | 621  | 74    | 0    | 299  | 408  | 730  | 1088 |
| HCM Platoon Ratio            | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 42.3  | 21.9 | 17.8 | 59.9  | 50.1 | 27.5 | 59.9  | 0.0  | 42.3 | 45.9 | 23.0 | 6.9  |
| Incr Delay (d2), s/veh       | 40.6  | 0.3  | 0.0  | 84.5  | 47.9 | 0.6  | 84.5  | 0.0  | 0.2  | 37.8 | 0.0  | 0.4  |
| Initial Q Delay(d3), s/veh   | 34.2  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.9  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 25.8  | 6.5  | 0.1  | 0.1   | 12.7 | 6.4  | 0.1   | 0.0  | 0.3  | 15.6 | 1.2  | 1.9  |
| Unsig. Movement Delay, s/veh |       |      |      |       |      |      |       |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 117.0 | 22.2 | 17.8 | 144.4 | 98.1 | 28.1 | 144.4 | 0.0  | 42.5 | 83.8 | 23.9 | 7.3  |
| LnGrp LOS                    | F     | C    | B    | F     | F    | C    | F     |      | D    | F    | C    | A    |
| Approach Vol, veh/h          | 896   |      |      | 606   |      |      | 11    |      |      | 627  |      |      |
| Approach Delay, s/veh        | 78.3  |      |      | 62.9  |      |      | 51.8  |      |      | 56.0 |      |      |
| Approach LOS                 | E     |      |      | E     |      |      | D     |      |      | E    |      |      |
| Timer - Assigned Phs         | 1     | 2    | 3    | 4     | 5    | 6    | 7     | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 32.0  | 24.0 | 4.7  | 59.3  | 4.7  | 51.3 | 40.0  | 24.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5   | 4.5  | 4.5  | 4.5   | 4.5  | 4.5  | 4.5   | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 27.5  | 19.5 | 5.0  | 50.0  | 5.0  | 42.0 | 35.5  | 19.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 28.6  | 2.6  | 2.1  | 17.4  | 2.1  | 8.2  | 37.5  | 21.2 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0   | 0.0  | 0.0  | 2.0   | 0.0  | 0.7  | 0.0   | 0.0  |      |      |      |      |
| Intersection Summary         |       |      |      |       |      |      |       |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 67.3  |      |      |       |      |      |       |      |      |      |      |      |
| HCM 6th LOS                  | E     |      |      |       |      |      |       |      |      |      |      |      |



## HCM 6th Signalized Intersection Summary

### 2: Nord Ave & W Lindo Ave

01/29/2024

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    |
| Traffic Volume (veh/h)       | 23   | 629  | 50   | 10   | 600  | 26   | 78   | 10   | 20   | 61   | 6    | 41   |
| Future Volume (veh/h)        | 23   | 629  | 50   | 10   | 600  | 26   | 78   | 10   | 20   | 61   | 6    | 41   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 26   | 707  | 56   | 11   | 674  | 29   | 88   | 11   | 22   | 69   | 7    | 46   |
| Peak Hour Factor             | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 56   | 877  | 69   | 26   | 927  | 786  | 303  | 24   | 37   | 251  | 23   | 79   |
| Arrive On Green              | 0.03 | 0.51 | 0.51 | 0.01 | 0.50 | 0.50 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h              | 1781 | 1710 | 135  | 1781 | 1870 | 1585 | 1130 | 191  | 293  | 838  | 181  | 617  |
| Grp Volume(v), veh/h         | 26   | 0    | 763  | 11   | 674  | 29   | 121  | 0    | 0    | 122  | 0    | 0    |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1846 | 1781 | 1870 | 1585 | 1614 | 0    | 0    | 1636 | 0    | 0    |
| Q Serve(g_s), s              | 0.6  | 0.0  | 13.4 | 0.2  | 11.1 | 0.4  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 0.6  | 0.0  | 13.4 | 0.2  | 11.1 | 0.4  | 2.5  | 0.0  | 0.0  | 2.5  | 0.0  | 0.0  |
| Prop In Lane                 | 1.00 | 0.07 | 1.00 | 1.00 | 1.00 | 0.73 | 0.18 | 0.57 | 0.38 | 0.38 | 0.38 | 0.38 |
| Lane Grp Cap(c), veh/h       | 56   | 0    | 947  | 26   | 927  | 786  | 365  | 0    | 0    | 353  | 0    | 0    |
| V/C Ratio(X)                 | 0.46 | 0.00 | 0.81 | 0.43 | 0.73 | 0.04 | 0.33 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h        | 228  | 0    | 1533 | 228  | 1553 | 1316 | 875  | 0    | 0    | 879  | 0    | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh     | 18.6 | 0.0  | 7.9  | 19.1 | 7.8  | 5.1  | 16.0 | 0.0  | 0.0  | 16.0 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 5.9  | 0.0  | 1.7  | 10.9 | 1.1  | 0.0  | 0.5  | 0.0  | 0.0  | 0.6  | 0.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 0.3  | 0.0  | 2.7  | 0.2  | 2.3  | 0.1  | 0.9  | 0.0  | 0.0  | 0.9  | 0.0  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 24.5 | 0.0  | 9.6  | 30.0 | 8.9  | 5.1  | 16.5 | 0.0  | 0.0  | 16.6 | 0.0  | 0.0  |
| LnGrp LOS                    | C    |      | A    | C    | A    | A    | B    |      |      | B    |      |      |
| Approach Vol, veh/h          | 789  |      |      | 714  |      |      | 121  |      |      | 122  |      |      |
| Approach Delay, s/veh        | 10.1 |      |      | 9.1  |      |      | 16.5 |      |      | 16.6 |      |      |
| Approach LOS                 | B    |      |      | A    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 2    | 3    | 4    |      | 6    | 7    | 8    |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.5  | 5.1  | 24.6 |      | 9.5  | 5.7  | 23.9 |      |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  |      | 4.5  | 4.5  | 4.5  |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 19.0 | 5.0  | 32.5 |      | 19.0 | 5.0  | 32.5 |      |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 4.5  | 2.2  | 15.4 |      | 4.5  | 2.6  | 13.1 |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.5  | 0.0  | 4.6  |      | 0.5  | 0.0  | 4.2  |      |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 10.6 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | B    |      |      |      |      |      |      |      |      |      |      |      |

## HCM 6th Signalized Intersection Summary

### 3: Nord Ave & W 8th Ave

01/29/2024

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    | ↩    |
| Traffic Volume (veh/h)       | 160  | 426  | 168  | 61   | 391  | 117  | 142  | 169  | 44   | 73   | 125  | 75   |
| Future Volume (veh/h)        | 160  | 426  | 168  | 61   | 391  | 117  | 142  | 169  | 44   | 73   | 125  | 75   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 4    | 2    | 0    | 1    | 3    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 186  | 495  | 161  | 71   | 455  | 112  | 165  | 197  | 42   | 85   | 145  | 64   |
| Peak Hour Factor             | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 220  | 544  | 177  | 91   | 479  | 118  | 202  | 430  | 87   | 111  | 301  | 119  |
| Arrive On Green              | 0.12 | 0.40 | 0.40 | 0.05 | 0.33 | 0.33 | 0.11 | 0.28 | 0.28 | 0.06 | 0.23 | 0.23 |
| Sat Flow, veh/h              | 1781 | 1352 | 440  | 1781 | 1449 | 357  | 1781 | 1494 | 319  | 1781 | 1230 | 543  |
| Grp Volume(v), veh/h         | 186  | 0    | 656  | 71   | 0    | 567  | 165  | 0    | 239  | 85   | 0    | 209  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1791 | 1781 | 0    | 1806 | 1781 | 0    | 1813 | 1781 | 0    | 1773 |
| Q Serve(g_s), s              | 9.1  | 0.0  | 30.6 | 3.5  | 0.0  | 27.2 | 8.0  | 0.0  | 9.7  | 4.2  | 0.0  | 9.1  |
| Cycle Q Clear(g_c), s        | 9.1  | 0.0  | 30.6 | 3.5  | 0.0  | 27.2 | 8.0  | 0.0  | 9.7  | 4.2  | 0.0  | 9.1  |
| Prop In Lane                 | 1.00 | 0.25 | 1.00 | 1.00 | 0.20 | 1.00 | 0.18 | 1.00 | 0.31 | 0.31 | 0.31 | 0.31 |
| Lane Grp Cap(c), veh/h       | 220  | 0    | 722  | 91   | 0    | 597  | 202  | 0    | 510  | 111  | 0    | 411  |
| V/C Ratio(X)                 | 0.84 | 0.00 | 0.91 | 0.78 | 0.00 | 0.95 | 0.82 | 0.00 | 0.47 | 0.77 | 0.00 | 0.51 |
| Avail Cap(c_a), veh/h        | 231  | 0    | 722  | 111  | 0    | 601  | 211  | 0    | 511  | 139  | 0    | 410  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 38.1 | 0.0  | 25.0 | 41.6 | 0.0  | 29.0 | 38.9 | 0.0  | 26.5 | 41.1 | 0.0  | 30.0 |
| Incr Delay (d2), s/veh       | 23.1 | 0.0  | 15.5 | 24.5 | 0.0  | 24.9 | 20.7 | 0.0  | 3.1  | 17.8 | 0.0  | 4.4  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 15.2 | 0.0  | 0.2  | 2.5  | 0.0  | 0.8  |
| %ile BackOfQ(50%), veh/ln    | 5.3  | 0.0  | 15.1 | 2.1  | 0.0  | 15.2 | 5.9  | 0.0  | 4.8  | 2.5  | 0.0  | 4.7  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 61.2 | 0.0  | 40.5 | 66.1 | 0.0  | 53.9 | 74.8 | 0.0  | 29.8 | 61.3 | 0.0  | 35.2 |
| LnGrp LOS                    | E    |      | D    | E    |      | D    | E    |      | C    | E    |      | D    |
| Approach Vol, veh/h          | 842  |      |      | 638  |      |      | 404  |      |      | 294  |      |      |
| Approach Delay, s/veh        | 45.1 |      |      | 55.3 |      |      | 48.2 |      |      | 42.7 |      |      |
| Approach LOS                 | D    |      |      | E    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.9  | 29.5 | 9.0  | 40.2 | 14.4 | 25.0 | 15.5 | 33.8 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 6.9  | 24.1 | 5.5  | 35.5 | 10.5 | 20.5 | 11.5 | 29.5 |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 6.2  | 11.7 | 5.5  | 32.6 | 10.0 | 11.1 | 11.1 | 29.2 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 1.1  | 0.0  | 1.2  | 0.0  | 0.8  | 0.0  | 0.1  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 48.3 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | D    |      |      |      |      |      |      |      |      |      |      |      |



# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/29/2024

| Movement                     | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-------|------|------|-------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰     | ↑    | ↱    | ↰     | ↑    | ↱    | ↰    | ↑    | ↱    | ↰    | ↑    | ↱    |
| Traffic Volume (veh/h)       | 406   | 254  | 1    | 1     | 332  | 309  | 0    | 2    | 3    | 428  | 2    | 541  |
| Future Volume (veh/h)        | 406   | 254  | 1    | 1     | 332  | 309  | 0    | 2    | 3    | 428  | 2    | 541  |
| Initial Q (Qb), veh          | 2     | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No    |      |      | No    |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 427   | 267  | 0    | 1     | 349  | 177  | 0    | 2    | 2    | 451  | 2    | 400  |
| Peak Hour Factor             | 0.95  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2     | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 426   | 793  | 672  | 2     | 349  | 295  | 2    | 146  | 146  | 429  | 845  | 716  |
| Arrive On Green              | 0.24  | 0.42 | 0.00 | 0.00  | 0.19 | 0.19 | 0.00 | 0.17 | 0.17 | 0.24 | 0.45 | 0.45 |
| Sat Flow, veh/h              | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 858  | 858  | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h         | 427   | 267  | 0    | 1     | 349  | 177  | 0    | 0    | 4    | 451  | 2    | 400  |
| Grp Sat Flow(s), veh/h/ln    | 1781  | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 0    | 1716 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s              | 26.3  | 10.5 | 0.0  | 0.1   | 20.5 | 11.3 | 0.0  | 0.0  | 0.2  | 26.5 | 0.1  | 20.4 |
| Cycle Q Clear(g_c), s        | 26.3  | 10.5 | 0.0  | 0.1   | 20.5 | 11.3 | 0.0  | 0.0  | 0.2  | 26.5 | 0.1  | 20.4 |
| Prop In Lane                 | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 0.50 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 426   | 793  | 672  | 2     | 349  | 295  | 2    | 0    | 292  | 429  | 845  | 716  |
| V/C Ratio(X)                 | 1.00  | 0.34 | 0.00 | 0.41  | 1.00 | 0.60 | 0.00 | 0.00 | 0.01 | 1.05 | 0.00 | 0.56 |
| Avail Cap(c_a), veh/h        | 426   | 793  | 672  | 81    | 349  | 295  | 81   | 0    | 292  | 429  | 845  | 716  |
| HCM Platoon Ratio            | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00  | 1.00 | 0.00 | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 41.9  | 21.3 | 0.0  | 54.9  | 44.7 | 41.0 | 0.0  | 0.0  | 38.0 | 41.8 | 16.5 | 22.1 |
| Incr Delay (d2), s/veh       | 44.3  | 0.2  | 0.0  | 84.3  | 48.5 | 3.3  | 0.0  | 0.0  | 0.1  | 57.5 | 0.0  | 1.0  |
| Initial Q Delay(d3), s/veh   | 16.9  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 18.2  | 4.4  | 0.0  | 0.1   | 13.8 | 4.5  | 0.0  | 0.0  | 0.1  | 17.9 | 0.0  | 7.2  |
| Unsig. Movement Delay, s/veh |       |      |      |       |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 103.0 | 21.5 | 0.0  | 139.2 | 93.3 | 44.3 | 0.0  | 0.0  | 38.1 | 99.2 | 16.5 | 23.1 |
| LnGrp LOS                    | F     | C    |      | F     | F    | D    |      |      | D    | F    | B    | C    |
| Approach Vol, veh/h          |       | 694  |      |       | 527  |      |      | 4    |      |      | 853  |      |
| Approach Delay, s/veh        |       | 71.7 |      |       | 76.9 |      |      | 38.1 |      |      | 63.3 |      |
| Approach LOS                 |       | E    |      |       | E    |      |      | D    |      |      | E    |      |
| Timer - Assigned Phs         | 1     | 2    | 3    | 4     | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 31.0  | 23.2 | 4.7  | 51.1  | 0.0  | 54.2 | 30.8 | 25.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5   | 4.5  | 4.5  | 4.5   | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 26.5  | 18.7 | 5.0  | 41.8  | 5.0  | 40.2 | 26.3 | 20.5 |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 28.5  | 2.2  | 2.1  | 12.5  | 0.0  | 22.4 | 28.3 | 22.5 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0   | 0.0  | 0.0  | 1.4   | 0.0  | 1.3  | 0.0  | 0.0  |      |      |      |      |
| Intersection Summary         |       |      |      |       |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    |       |      |      | 69.5  |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |       |      |      | E     |      |      |      |      |      |      |      |      |

# HCM 6th Signalized Intersection Summary

1: Nord Ave & W East Ave

01/30/2024

| Movement                     | EBL  | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|-------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↑    | ↱    | ↰     | ↑    | ↱    | ↰    | ↑    | ↱    | ↰    | ↑    | ↱    |
| Traffic Volume (veh/h)       | 406  | 254  | 1    | 1     | 332  | 309  | 0    | 2    | 3    | 428  | 2    | 541  |
| Future Volume (veh/h)        | 406  | 254  | 1    | 1     | 332  | 309  | 0    | 2    | 3    | 428  | 2    | 541  |
| Initial Q (Qb), veh          | 2    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No    |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 427  | 267  | 0    | 1     | 349  | 177  | 0    | 2    | 2    | 451  | 2    | 400  |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 438  | 808  | 685  | 2     | 351  | 700  | 1    | 139  | 139  | 453  | 849  | 1110 |
| Arrive On Green              | 0.25 | 0.43 | 0.00 | 0.00  | 0.19 | 0.19 | 0.00 | 0.16 | 0.16 | 0.25 | 0.45 | 0.45 |
| Sat Flow, veh/h              | 1781 | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 858  | 858  | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h         | 427  | 267  | 0    | 1     | 349  | 177  | 0    | 0    | 4    | 451  | 2    | 400  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 1870 | 1585 | 1781  | 1870 | 1585 | 1781 | 0    | 1716 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s              | 28.5 | 11.4 | 0.0  | 0.1   | 22.4 | 8.4  | 0.0  | 0.0  | 0.2  | 30.3 | 0.1  | 12.2 |
| Cycle Q Clear(g_c), s        | 28.5 | 11.4 | 0.0  | 0.1   | 22.4 | 8.4  | 0.0  | 0.0  | 0.2  | 30.3 | 0.1  | 12.2 |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 0.50 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 438  | 808  | 685  | 2     | 351  | 700  | 1    | 0    | 279  | 453  | 849  | 1110 |
| V/C Ratio(X)                 | 0.98 | 0.33 | 0.00 | 0.41  | 1.00 | 0.25 | 0.00 | 0.00 | 0.01 | 1.00 | 0.00 | 0.36 |
| Avail Cap(c_a), veh/h        | 438  | 808  | 685  | 74    | 351  | 700  | 74   | 0    | 279  | 453  | 849  | 1110 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 0.00 | 1.00  | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 45.2 | 22.6 | 0.0  | 59.9  | 48.7 | 21.1 | 0.0  | 0.0  | 42.2 | 44.7 | 17.9 | 7.2  |
| Incr Delay (d2), s/veh       | 36.4 | 0.2  | 0.0  | 84.5  | 46.7 | 0.2  | 0.0  | 0.0  | 0.1  | 41.2 | 0.0  | 0.2  |
| Initial Q Delay(d3), s/veh   | 6.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 17.6 | 4.8  | 0.0  | 0.1   | 14.6 | 3.0  | 0.0  | 0.0  | 0.1  | 18.0 | 0.0  | 3.5  |
| Unsig. Movement Delay, s/veh |      |      |      |       |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 87.6 | 22.8 | 0.0  | 144.4 | 95.4 | 21.2 | 0.0  | 0.0  | 42.3 | 85.9 | 17.9 | 7.4  |
| LnGrp LOS                    | F    | C    |      | F     | F    | C    |      |      | D    | F    | B    | A    |
| Approach Vol, veh/h          |      | 694  |      |       | 527  |      |      | 4    |      |      | 853  |      |
| Approach Delay, s/veh        |      | 62.7 |      |       | 70.6 |      |      | 42.3 |      |      | 48.9 |      |
| Approach LOS                 |      | E    |      |       | E    |      |      | D    |      |      | D    |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4     | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 35.0 | 24.0 | 4.7  | 56.3  | 0.0  | 59.0 | 34.0 | 27.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5   | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 30.5 | 19.5 | 5.0  | 47.0  | 5.0  | 45.0 | 29.5 | 22.5 |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 32.3 | 2.2  | 2.1  | 13.4  | 0.0  | 14.2 | 30.5 | 24.4 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 0.0  | 0.0  | 1.4   | 0.0  | 1.4  | 0.0  | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |       |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    |      |      |      | 59.0  |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |      |      |      | E     |      |      |      |      |      |      |      |      |



## HCM 6th Signalized Intersection Summary

2: Nord Ave & W Lindo Ave

01/29/2024

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↰    | ↱    | ↲    | ↰    | ↱    | ↲    | ↰    | ↱    | ↲    | ↰    | ↱    | ↲    |
| Traffic Volume (veh/h)       | 45   | 556  | 105  | 15   | 586  | 82   | 55   | 10   | 10   | 53   | 11   | 26   |
| Future Volume (veh/h)        | 45   | 556  | 105  | 15   | 586  | 82   | 55   | 10   | 10   | 53   | 11   | 26   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 48   | 591  | 112  | 16   | 623  | 87   | 59   | 11   | 11   | 56   | 12   | 28   |
| Peak Hour Factor             | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 94   | 736  | 139  | 36   | 841  | 712  | 299  | 53   | 29   | 258  | 47   | 62   |
| Arrive On Green              | 0.05 | 0.48 | 0.48 | 0.02 | 0.45 | 0.45 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h              | 1781 | 1529 | 290  | 1781 | 1870 | 1585 | 977  | 392  | 215  | 775  | 347  | 462  |
| Grp Volume(v), veh/h         | 48   | 0    | 703  | 16   | 623  | 87   | 81   | 0    | 0    | 96   | 0    | 0    |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1818 | 1781 | 1870 | 1585 | 1584 | 0    | 0    | 1583 | 0    | 0    |
| Q Serve(g_s), s              | 1.0  | 0.0  | 12.1 | 0.3  | 10.2 | 1.2  | 0.0  | 0.0  | 0.0  | 0.4  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 1.0  | 0.0  | 12.1 | 0.3  | 10.2 | 1.2  | 1.5  | 0.0  | 0.0  | 1.9  | 0.0  | 0.0  |
| Prop In Lane                 | 1.00 | 0.00 | 0.16 | 1.00 | 1.00 | 0.73 | 0.14 | 0.58 | 0.29 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap(c), veh/h       | 94   | 0    | 875  | 36   | 841  | 712  | 381  | 0    | 0    | 367  | 0    | 0    |
| V/C Ratio(X)                 | 0.51 | 0.00 | 0.80 | 0.44 | 0.74 | 0.12 | 0.21 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h        | 240  | 0    | 1346 | 240  | 1385 | 1173 | 926  | 0    | 0    | 929  | 0    | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh     | 17.1 | 0.0  | 8.1  | 18.0 | 8.4  | 6.0  | 14.6 | 0.0  | 0.0  | 14.7 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 4.3  | 0.0  | 2.1  | 8.1  | 1.3  | 0.1  | 0.3  | 0.0  | 0.0  | 0.4  | 0.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 0.4  | 0.0  | 2.5  | 0.2  | 2.3  | 0.2  | 0.6  | 0.0  | 0.0  | 0.7  | 0.0  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 21.4 | 0.0  | 10.2 | 26.0 | 9.8  | 6.0  | 14.8 | 0.0  | 0.0  | 15.1 | 0.0  | 0.0  |
| LnGrp LOS                    | C    |      | B    | C    | A    | A    | B    |      |      | B    |      |      |
| Approach Vol, veh/h          | 751  |      |      | 726  |      |      | 81   |      |      | 96   |      |      |
| Approach Delay, s/veh        | 10.9 |      |      | 9.7  |      |      | 14.8 |      |      | 15.1 |      |      |
| Approach LOS                 | B    |      |      | A    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 2    | 3    | 4    |      | 6    | 7    | 8    |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 9.5  | 5.3  | 22.4 |      | 9.5  | 6.5  | 21.2 |      |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  |      | 4.5  | 4.5  | 4.5  |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 19.0 | 5.0  | 27.5 |      | 19.0 | 5.0  | 27.5 |      |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 3.5  | 2.3  | 14.1 |      | 3.9  | 3.0  | 12.2 |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.3  | 0.0  | 3.7  |      | 0.4  | 0.0  | 3.6  |      |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 10.8 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | B    |      |      |      |      |      |      |      |      |      |      |      |

## HCM 6th Signalized Intersection Summary

3: Nord Ave & W 8th Ave

01/29/2024

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↰    | ↱    | ↲    | ↰    | ↱    | ↲    | ↰    | ↱    | ↲    | ↰    | ↱    | ↲    |
| Traffic Volume (veh/h)       | 83   | 422  | 76   | 20   | 471  | 95   | 68   | 61   | 17   | 113  | 109  | 161  |
| Future Volume (veh/h)        | 83   | 422  | 76   | 20   | 471  | 95   | 68   | 61   | 17   | 113  | 109  | 161  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 4    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   | No   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 87   | 444  | 69   | 21   | 496  | 83   | 72   | 64   | 12   | 119  | 115  | 132  |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 111  | 586  | 91   | 42   | 518  | 87   | 96   | 425  | 80   | 151  | 260  | 268  |
| Arrive On Green              | 0.06 | 0.37 | 0.37 | 0.02 | 0.33 | 0.33 | 0.05 | 0.28 | 0.28 | 0.08 | 0.31 | 0.31 |
| Sat Flow, veh/h              | 1781 | 1581 | 246  | 1781 | 1562 | 261  | 1781 | 1532 | 287  | 1781 | 794  | 912  |
| Grp Volume(v), veh/h         | 87   | 0    | 513  | 21   | 0    | 579  | 72   | 0    | 76   | 119  | 0    | 247  |
| Grp Sat Flow(s), veh/h/ln    | 1781 | 0    | 1826 | 1781 | 0    | 1823 | 1781 | 0    | 1819 | 1781 | 0    | 1706 |
| Q Serve(g_s), s              | 3.6  | 0.0  | 18.2 | 0.9  | 0.0  | 23.0 | 2.9  | 0.0  | 2.3  | 4.8  | 0.0  | 8.6  |
| Cycle Q Clear(g_c), s        | 3.6  | 0.0  | 18.2 | 0.9  | 0.0  | 23.0 | 2.9  | 0.0  | 2.3  | 4.8  | 0.0  | 8.6  |
| Prop In Lane                 | 1.00 | 0.00 | 0.13 | 1.00 | 0.14 | 1.00 | 0.16 | 1.00 | 0.00 | 0.00 | 0.00 | 0.53 |
| Lane Grp Cap(c), veh/h       | 111  | 0    | 677  | 42   | 0    | 605  | 96   | 0    | 505  | 151  | 0    | 528  |
| V/C Ratio(X)                 | 0.78 | 0.00 | 0.76 | 0.50 | 0.00 | 0.96 | 0.75 | 0.00 | 0.15 | 0.79 | 0.00 | 0.47 |
| Avail Cap(c_a), veh/h        | 133  | 0    | 677  | 121  | 0    | 605  | 142  | 0    | 505  | 157  | 0    | 529  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 34.1 | 0.0  | 20.4 | 35.6 | 0.0  | 24.2 | 34.5 | 0.0  | 20.1 | 33.2 | 0.0  | 20.9 |
| Incr Delay (d2), s/veh       | 21.7 | 0.0  | 5.0  | 8.8  | 0.0  | 26.4 | 11.6 | 0.0  | 0.6  | 22.6 | 0.0  | 3.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 3.2  | 0.0  | 0.0  | 0.0  | 0.0  | 0.8  |
| %ile BackOfQ(50%), veh/ln    | 2.1  | 0.0  | 7.9  | 0.5  | 0.0  | 13.4 | 1.7  | 0.0  | 1.1  | 3.0  | 0.0  | 4.2  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 55.8 | 0.0  | 25.3 | 44.4 | 0.0  | 50.5 | 49.3 | 0.0  | 20.7 | 55.8 | 0.0  | 24.6 |
| LnGrp LOS                    | E    |      | C    | D    |      | D    | D    |      | C    | E    |      | C    |
| Approach Vol, veh/h          | 600  |      |      | 600  |      |      | 148  |      |      | 366  |      |      |
| Approach Delay, s/veh        | 29.7 |      |      | 50.3 |      |      | 34.6 |      |      | 34.8 |      |      |
| Approach LOS                 | C    |      |      | D    |      |      | C    |      |      | C    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 10.7 | 25.0 | 6.3  | 31.9 | 8.4  | 27.4 | 9.1  | 29.0 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  | 4.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 6.5  | 20.5 | 5.0  | 25.0 | 5.9  | 21.1 | 5.5  | 24.5 |      |      |      |      |
| Max Q Clear Time (g_c+1), s  | 6.8  | 4.3  | 2.9  | 20.2 | 4.9  | 10.6 | 5.6  | 25.0 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 0.3  | 0.0  | 1.4  | 0.0  | 1.1  | 0.0  | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay, s/veh    | 38.4 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  | D    |      |      |      |      |      |      |      |      |      |      |      |