



Rush Environmental, LLC

Addendum to a Previously Adopted Mitigated Negative Declaration (MND), prepared For Mojave Jade, Inc. (APN 225-201-03).



CALIFORNIA CITY BLVD.



PROJECT TITLE:

Addendum to a Previously Adopted Mitigated Negative Declaration (MND), for a Retail & Commercial Cannabis Cultivation Facility of approximately 152,000 square-feet. The Project is located southerly of California City Blvd. and approximately ½ mile west of Baron Blvd.; more specifically, on Assessor's Parcel Number (APN): 225-201-03, within the City of California City.

PREPARED BY:

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Administrative Draft

Submitted: August 8, 2023

**ADDENDUM TO THE
MITIGATED NEGATIVE DECLARATION**

for

Mojave Jade, Inc.

Prepared for

**City of California City
21000 Hacienda Boulevard
California City, CA 93505**

August 8, 2023

Prepared on behalf of the

**Planning Division
City of California City**

ENVIRONMENTAL DETERMINATION:

The Project has been reviewed in connection with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code § 21000, *et seq.*) and the State CEQA Guidelines (14 C.C.R. § 15000, *et seq.*).

The MND prepared for the Mojave Jade, Inc. analyzed the potential development of The Project proposes the entitlement, siting, and construction of a 152,000 SF facility on an approximately 9.78 gross acre site across three (3) phases of development. The Project is authorized by the City on property zoned M-1 zone, herein known as “the Project”. Cannabis Businesses are permitted, in accordance with the criteria and procedures set forth Title 5, Chapter 6 of the California City Municipal Code and upon application and approval of a regulatory permit pertaining to operation of the facility including the duty to obtain any, and all, required state licenses. All cannabis related activities are only permitted in the interior of enclosed structures, facilities, and buildings. The Project is generally located southerly of California City Blvd. and approximately ½ mile west of Baron Blvd.; more specifically, on Assessor’s Parcel Number (APN): 225-201-03, within the City of California City. The Project will be designed in a manner compliant with California City Municipal Code Title 5, Chapter 6 and Title 9, Chapter 2, Articles 21 and 29. The Project site is located further than 200-feet from any residentially zoned property, or existing single-family residential dwelling. The Project site is surrounded by Conservation Land (O/RA) to the south, east, west and northwest and Light Industrial (M-1) zone to the north. Review of the Project site and aerial imagery do not indicate the presence of any existing residential dwelling. The Project site will be secured by an 8-foot perimeter fence, subject to the City’s site plan review process. Primary access to the project site will be provided through a standard commercial driveway approach, located along the Right-of-Way (R/W) for California City Blvd. Street improvements, such as the implementation of curb and gutter, as well as paved roads are intended as part of the development of the project, providing 150 standard, off-street, parking stalls within the project’s boundaries. The project also includes perimeter and on-site landscaping and irrigation, eight (8), 8’ x 40’ loading and storage areas, and a fire turnaround. The construction of a 304,000 Gallon Bolted Steel Water Tank is required in order to provide fire suppression mitigation for structures located on-site. The property is not connected to the City’s Municipal water system, and as such, the Tank was identified as an “Alternative Means and Methods”, which is established by State Fire Code. The Water Tank is approximately 32’ 2 ½” in overall height and 40’ 1 5/16” total inside diameter. The Tank is located along the westerly property line and will be constructed in the first phase of development. The Project will also utilize an existing well to provide water supply to the Water Tank. The total depth of the well boring is 980-vertical feet and is comprised of PVC material with a total outside diameter of 6.9-inches. California City is located within the Fremont Valley Groundwater Basin (#6-046), which is currently an unadjudicated basin and subject to potential overdraft. However, the number of well permits currently issued within the City does not constitute a cumulative impact.

The MND analyzed the potential environmental impacts from this type of development in the areas of: aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation transportation and traffic, utilities, and mandatory findings of significance. The MND

concluded that the Project (approved on February 17, 2021) has a Less Than Significant impact generated from Project-related and/or cumulative impacts would occur if the Mojave Jade, Inc. Project is implemented as currently proposed. The result of the Project upon Aesthetics, Air Quality, and Biological Resources are less than significant through the implementation of mitigation measures and regulatory compliance. The MND was adopted on February 17, 2021 and was never challenged. It is now final, beyond challenge, and conclusive in all respects.

The Project proposes development consistent with that analyzed in the MND. The Project proposes to subdivide approximately 9.78 gross acres (426,016 square-feet) of vacant land for the purposes constructing 152,000 square-feet (SF) of commercial cannabis cultivation, manufacturing, and distribution facility, across three (3) development phases. The proposed cannabis facility also includes a portion of retail cannabis sales including the sale of ancillary cannabis-related products (e.g., hats, T-shirts, stickers, etc.)x, all within the Mojave Jade, Inc. The mitigation measures imposed as part of the prior MND remain valid and applicable to the Project and are incorporated into the Project Conditions.

The prior MND has been reviewed to determine if the Project is within the scope of what was analyzed in the MND. Based on this review and analysis, an addendum has been prepared pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162, 15164, and 15168(c). CEQA Guidelines Section 15164(a) provides that the lead agency “shall prepare an addendum to a previously adopted MND if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent MND have occurred.” CEQA Guidelines Section 15164(c) further provides that an “addendum need not be circulated for public review but can be included in or attached to the final MND” and CEQA Guidelines Section 15164(e) provides that a “brief explanation of the decision not to prepare a subsequent MND pursuant to Section 15162 should be included” in the addendum, the agency’s findings, or elsewhere in the administrative record.

The Addendum evaluated the Project’s potential environmental effects in light of those effects previously disclosed in the prior MND to determine whether any of the conditions described in CEQA Guidelines Section 15162 calling for subsequent CEQA review have occurred.

All environmental impacts of Mojave Jade, Inc. (including those impacts related to the commercial and retail cannabis operation, such as those proposed by the Project) were analyzed, disclosed, and mitigated as set forth in the MND that was adopted on February 17, 2021; this conclusion is supported by the detailed Addendum. Therefore, any potential environmental impacts resulting from the types of land development proposed by the Project already have been analyzed and disclosed in the certified MND that is now final in all respects and is beyond challenge. Furthermore, a subsequent MND is not required as discussed below.

Public Resources Code Section 21166 and the corresponding CEQA Guidelines Section 15162 provide that no subsequent MND or EIR shall be prepared for a project unless, on the basis of substantial evidence in the light of the whole record, “major revisions” of the MND are needed to reflect (i) substantial changes to the project involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (ii) substantial changes to the circumstances under which the project is undertaken involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (iii) new information of substantial importance, which was not known and could not

have been known with the exercise of reasonable diligence at the time the previous MND was certified as complete, showing that the project will have one or more significant effects not discussed in the previous MND, or significant effects previously examined will be substantially more severe than shown in the previous MND, or mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or mitigation measures or alternatives which are considerably different from those analyzed in the previous MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. At this point in the process, "in-depth review has already occurred, the time for challenging the sufficiency of the original MND has long since expired, and the question is whether circumstances have changed enough to justify repeating a substantial portion of the process." (*Bowman v. City of Petaluma* (2008) 185 Cal.App.3d 1065, 1073-1074.) As a result, any issues with the earlier Subsequent MND that were raised or could have been raised are barred from further consideration. (*Comm. for Green Foothills v. Santa Clara County Bd. of Supervisors* (2010) 48 Cal.4th 32, 50.)

No information has been presented to the City demonstrating that any of the criteria set forth in Public Resources Code Section 21166, or CEQA Guidelines Sections 15162 or 15163, are present.

(1) No information has been presented to the City to demonstrate *that any substantial changes have occurred with respect to the* Project involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Rather, the Project proposes the same type of land uses analyzed in the MND and approved as part of Mojave Jade, Inc. The Project therefore serves to implement the vision for the area described in Mojave Jade, Inc. and is consistent the land use envisioned in the Project and its MND. Furthermore, the Addendum comprehensively analyzed the Project in comparison to the MND in each environmental impact area and concluded that there are no new or substantially greater impacts than those previously disclosed, analyzed, and mitigated (to the extent feasible) in the MND. City Staff finds that the Addendum, including its supporting technical reports, constitutes substantial evidence in support of this conclusion.

(2) No information has been presented to the City to demonstrate that any substantial changes have occurred with respect to the circumstances under which the Project is undertaken involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The Project remains consistent with the Project described in the prior MND for Mojave Jade, Inc. There have been no changes to the Specific Plan area that would alter the ability of the Project to remain consistent with the Specific Plan and the environmental impacts analyzed in the prior MND.

(3) No information has been presented to the City to demonstrate that there is any new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous MND was certified as complete showing that the Project will have any significant or more severe effects than those discussed in the prior MND, or that additional mitigation measures or alternatives would substantially reduce any significant effects on the environment disclosed in the prior MND. No information, let alone substantial evidence, has been presented to suggest that the current Project has environmental

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impacts beyond those previously analyzed, disclosed, and mitigated as set forth in the SMND. No information regarding any purported greater environmental impacts, or the need for additional mitigation or alternatives, has been presented.

The City finds, in the exercise of its independent judgment and based on substantial evidence in the whole of the record, that no further environmental review is required, including pursuant to Public Resources Code Section 21166, or CEQA Guidelines Sections 15162 or 15163 because (i) the Project will not have new or substantially more severe impacts than what was disclosed in the MND; (ii) all applicable mitigation measures in the MND remain applicable to the Project and are imposed on the Project as a condition of approval; and (iii) the Project will not require any new mitigation measures, all as documented in the Addendum. The Addendum and its supporting technical reports and memoranda constitute substantial evidence in support of the City's conclusion and findings.

The City hereby adopts the Addendum.

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ADDENDUM TO A PREVIOUSLY ADOPTED MITIGATED NEGATIVE DECLARATION (MND) FOR 152,000 S.F. RETAIL AND COMMERCIAL CANNABIS CULTIVATION AND MANUFACTURING FACILITY, LOCATED SOUTHERLY OF CALIFORNIA CITY BLVD. AND ½ MILE FROM BARON BOULEVARD. CITY OF CALIFORNIA CITY, CALIFORNIA (APN: 225-201-03).

I. Purpose and Authority

Project Description:

This Initial Study has been prepared to construct 152,000 square-feet (SF) of commercial cannabis cultivation, manufacturing, and distribution facility, across three (3) development phases. The proposed cannabis facility also includes a portion of retail cannabis sales including the sale of ancillary cannabis-related products (e.g., hats, T-shirts, stickers, etc.) herein known as “the Project”. This development proposal will be completed in accordance with adopted City Ordinances pertaining to the location and regulation of cannabis cultivation, distribution, and manufacturing facility, along with retail sales.

In 2020, the City of California City (“the City”) adopted a Change of Zone application which converted the zoning of the subject property from Conservation Land (O/RA) to Light Industrial (M-1) which authorizes a commercial cannabis cultivation and manufacturing facility, pursuant to the codified California City Municipal Code as Title 9, Chapter 2, Articles 21 and 29, and Title 5, Chapter 6, of the same. The proposed is only subject to a site plan review and building permit, as applicable; however, the use requires the preparation of an Initial Study to review, analyze and evaluate the possible effects resulting upon the surrounding environment. The types of uses, authorized in the M-1 zone include commercial cannabis cultivation, delivery, dispensaries, distribution, manufacturing, testing, retail sales of commercial cannabis, and ancillary uses necessary to the cultivation, manufacturing, distribution and sale of cannabis and cannabis-related products. These facilities are subject to all State Law and regulations including the California Code of Regulations, Title 21, Division 42, Bureau of Cannabis Control.

I. Project Description

The Project proposes the entitlement, siting, and construction of a 152,000 SF facility on an approximately 9.78 gross acre site across three (3) phases of development. The Project is authorized by the City on property zoned M-1 zone. Cannabis Businesses are permitted, in accordance with the criteria and procedures set forth Title 5, Chapter 6 of the California City Municipal Code and upon application and approval of a regulatory permit pertaining to operation of the facility including the duty to obtain any, and all, required state licenses. All cannabis related activities are only permitted in the interior of enclosed structures, facilities, and buildings. The Project is generally located southerly of California City Blvd. and approximately ½ mile west of Baron Blvd.; more specifically, on Assessor’s Parcel Number (APN): 225-201-03, within the City of California City. The Project will be designed in a manner compliant with California City Municipal Code Title 5, Chapter 6 and Title 9, Chapter 2, Articles 21 and 29. The Project site is located further than 200-feet from any residentially zoned property, or existing single-family residential dwelling. The Project site is surrounded by Conservation Land (O/RA) to the south, east, west and northwest and Light Industrial (M-1) zone to the north. Review of the Project site and aerial imagery do not indicate the presence of any existing residential dwelling. The Project site will be secured by an 8-foot perimeter fence, subject to the City’s site plan review process. Primary access to the project site will be provided through a standard commercial driveway approach, located along the Right-of-Way (R/W) for California City Blvd. Street improvements, such as the implementation of curb and gutter, as well as paved roads are intended as part of the development of the project, providing 150 standard, off-street, parking stalls within the project’s boundaries. The project also includes perimeter and on-site landscaping and irrigation, eight (8), 8’ x 40’ loading and storage areas,

and a fire turnaround. The construction of a 304,000 Gallon Bolted Steel Water Tank is required in order to provide fire suppression mitigation for structures located on-site. The property is not connected to the City's Municipal water system, and as such, the Tank was identified as an "Alternative Means and Methods", which is established by the State Fire Code. The Water Tank is approximately 32' 2 1/2" in overall height and 40' 1 5/16" total inside diameter. The Tank is located along the westerly property line and will be constructed in the first phase of development. The Project will also utilize an existing well to provide water supply to the Water Tank. The total depth of the well boring is 980-vertical feet and is comprised of PVC material with a total outside diameter of 6.9-inches. California City is located within the Fremont Valley Groundwater Basin (#6-046), which is currently an unadjudicated basin and subject to potential overdraft. However, the number of well permits currently issued within the City does not constitute a cumulative impact.

A. Type of Project: Site Specific ; Citywide ; Community ; Policy .

B. Total Project Area: 9.78 acres (426,016 sf)

Residential Acres: N/A	Lots: N/A	Units: N/A	Residents: N/A
Commercial Acres: N/A	Lots: N/A	Bldg. Area: N/A	Est. No. of Employees: N/A
Industrial Acres: 9.78	Lots: 1	Bldg. Area: 152,000 S.F.	Employees: 10-22

C. Assessor's Parcel No(s): 225-201-03

D. Street References: Southerly, and adjacent to, California City Blvd. and approximately 1/2 mile easterly of Baron Blvd.

Brief description of the existing environmental setting of the Project site and its surroundings:

The Project is located on slightly under 10 gross acres and is located adjacent to a planned industrial and manufacturing area of the City. The physical development of the project site and the adjacent public Rights-of-Way (R/W) (California City Blvd.) will be improved in an effort to eliminate geometric, turn-movement and roadway safety issues of concern; which include, but are not limited to unsafe or dangerous road conditions, sub-standard circulation patterns and traffic geometrics, frequent dust pollution; and other similar considerations through the implementation standard development-related Conditions of Approval (COAs) and compliance with the California City Municipal Code (CCMC). Based upon the infill nature of the property, combined with a relatively low development footprint, the Project does not have the potential to create an adverse environmental impacts related to city code permitted noise levels, the existing air quality levels, and/or the quality of the City's water and sewer system.

The following reports and/or studies are applicable to development of the project site and hereby incorporated by reference:

- *City of California City Final General Plan 2009-2028, City of California City, originally approved October 6, 2009 (City of California City 2009)*
- *City of California City Draft Environmental Impact Report on the Redevelopment Plan for the California City Redevelopment Plan (1998)*
- *City of California City Final General Plan 2009-2028 Initial Study and Mitigated Negative Declaration (SCH#1992062069)*
- *City of California City Final Environmental Impact Report on the Redevelopment Plan from the California City Redevelopment Plan (SCH#87110918)*
- *Biological Assessment Resources Assessment Report, Michael Baker, International, prepared February 28, 2020 for APN 216-162-06*

This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et. seq. The City of California City will serve as the lead agency pursuant to CEQA.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** Light Industrial
2. **Circulation:** California City Blvd. will provide the primary point of ingress and egress as this publicly dedicated roadway serves only the northerly project boundary. In order to facilitate circulation, throughout the project site, and accommodate secondary access required per the City's codified fire code, the City will require the dedication and improvement of a 60-foot public road that traverses the length of the Project along the westerly boundary. General project circulation will likely occur in either an easterly or westerly condition along California City Blvd. or in a north/south direction by Baron Blvd. This Boulevard intersects with California City Blvd. to the west of the project site about ½ mile to the east.
3. **Multipurpose Open Space:** The Project is located within a planned industrial area of California City. The project will not create a need for additional open space and/or active park recreational facilities. Furthermore, the Project does not preclude or remove any active parkland and/or passive open space, trails, bike paths, or other similar facilities. The project is located adjacent to a designated conversation area and will need to address possible interface guidelines set forth by the California Department of Fish & Wildlife (CDFW) and the USFWS.
4. **Safety:** The Project is not located upon, or within, an area of hazardous materials as detailed within the applicable state and federal resource maps. The Project is not located within the Airport Influence Area (AIA) of the California City Municipal Airport and does not impact airport operations in any manner. The Project will not create any dangerous or hazardous circulation geometrics which would cause a concern for the motoring public.
5. **Noise:** The Project is located within a planned industrial area of the City where the majority of ambient noise generation is caused by the Average Daily Trips (ADT) associated with vehicle traffic trips occurring along California City Blvd. The Project may create an increase in the levels of ambient noise given the adjacency to an existing area of land conservation and will need to address possible interface guidelines set forth by the California Department of Fish & Wildlife (CDFW) and the USFWS.
6. **Housing:** The Project is located on vacant land, within the M-1/Light Industrial Zoning District and does not propose to remove or displace any housing, of any type on, or adjacent to the Project boundaries, as no dwelling units exist either on the project site or within the vicinity of the project site to be reasonably affected by implementation of the Project. As such the proposed development will not cause an undue impact or burden upon any existing or planned City, State, or Federal housing program or regulation.
7. **Air Quality:** The Project will not substantially increase the baseline air quality emissions resulting from either the construction or operations of the cannabis cultivation and

manufacturing facility. The Project is not anticipated to produce pollutants of concern in excess of SCAQMD thresholds for elements such as NO_x; SO_x; or, O³. The Project may require the use of generators (powered by either gas or diesel fuel) during construction and/or initial operations. Generators shall be certified by the California Air Resources Board (CARB) and obtain a permit from the East Kern Air Pollution Control District (EKAPCD), as applicable. Southern California Edison (SCE) will provide the project site with both temporary and permanent power service.

- 8. Healthy Communities:** The Project does not contribute and will not impede or impact aspects of the City's Healthy Community strategies. The City's Health Communities goals include, but are not limited to, decreasing the total Vehicle Miles Traveled (VMT) in lieu of increasing multi-modal transportation and transit opportunities; which in turn reduces emissions (having a positive benefit upon public health); increases in transit ridership; and expansion of healthy grocery items, including Certified Farmer's Markets and other similar opportunities. In an effort to promote this goal, the Project will dedicate and construct a Class I Bike Trail along the property line fronting California City Blvd.

B. General Plan Area Plan(s): Light Industrial

C. Land Use Designation(s): Light Industrial

D. Overlay(s), if any: N/A

E. Policy Area(s), if any: N/A

F. Adjacent and Surrounding:

1. **Land Use Designation(s):** O/RA (Controlled Development Area)

2. **Overlay(s), if any:** N/A

3. **Policy Area(s), if any:** N/A

G. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** N/A

2. **Specific Plan Planning Area, and Policies, if any:** N/A

H. Existing Zoning: M-1 (Light Industrial Zoning District)

I. Proposed Zoning, if any: N/A

J. Adjacent and Surrounding Zoning: M-1 (Light Industrial Zoning District) located to the north only with Conservation Land located (O/RA) located to the south, east, west, and M-2 located to the south.

III. Modified Environmental Checklist Form

This Checklist Form is used to compare the anticipated environmental effects of the project with those disclosed in the previous MND and to review whether any of the conditions set forth in Section 15162

of the State CEQA Guidelines requiring preparation of a subsequent environmental document are met. The Form is used to review the potential environmental effects of the proposed project for each of the following areas:

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

There are four possible responses to each of the questions included on the Form based on the initial evaluation:

- a. This response is used when the proposed project could not have a significant effect on the environment, and a negative declaration will be prepared.
- b. This response is used when a proposed project that could potentially have a significant effect on the environment has been revised such that there will not be a significant effect. A mitigated negative declaration will be declared.
- c. This response is used when a proposed project may have a significant effect on the environment, and an environmental impact report is required.
- d. This response is used when a 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.
- e. This response is used when the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier MND or negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier MND or negative declaration, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
<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 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, described in this document, have been made 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.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.

I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15212 exist. **An ADDENDUM** to a previously certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

I find that at least one of the conditions described in California Code of Regulations, Section 15212 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the Project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the Project as revised.

I find that at least one of the following conditions described in California Code of Regulations, Section 15212, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the Project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the Project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The Project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the Project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the Project on the environment, but the Project proponents decline to adopt the mitigation measures or alternatives.

Signature

Date

Printed Name

City Planner

Regional Location Map

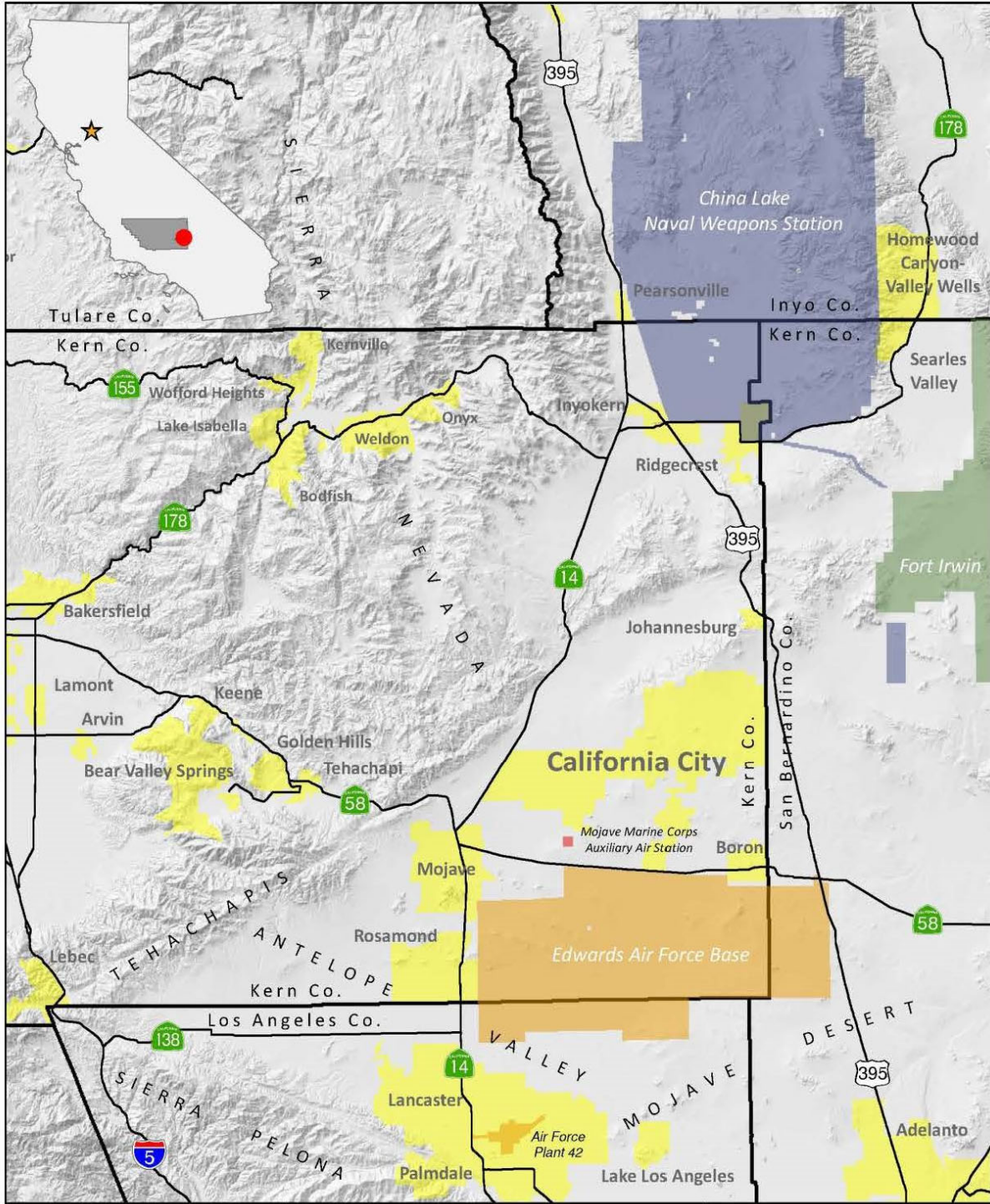


Figure 1-1: Regional Vicinity Map

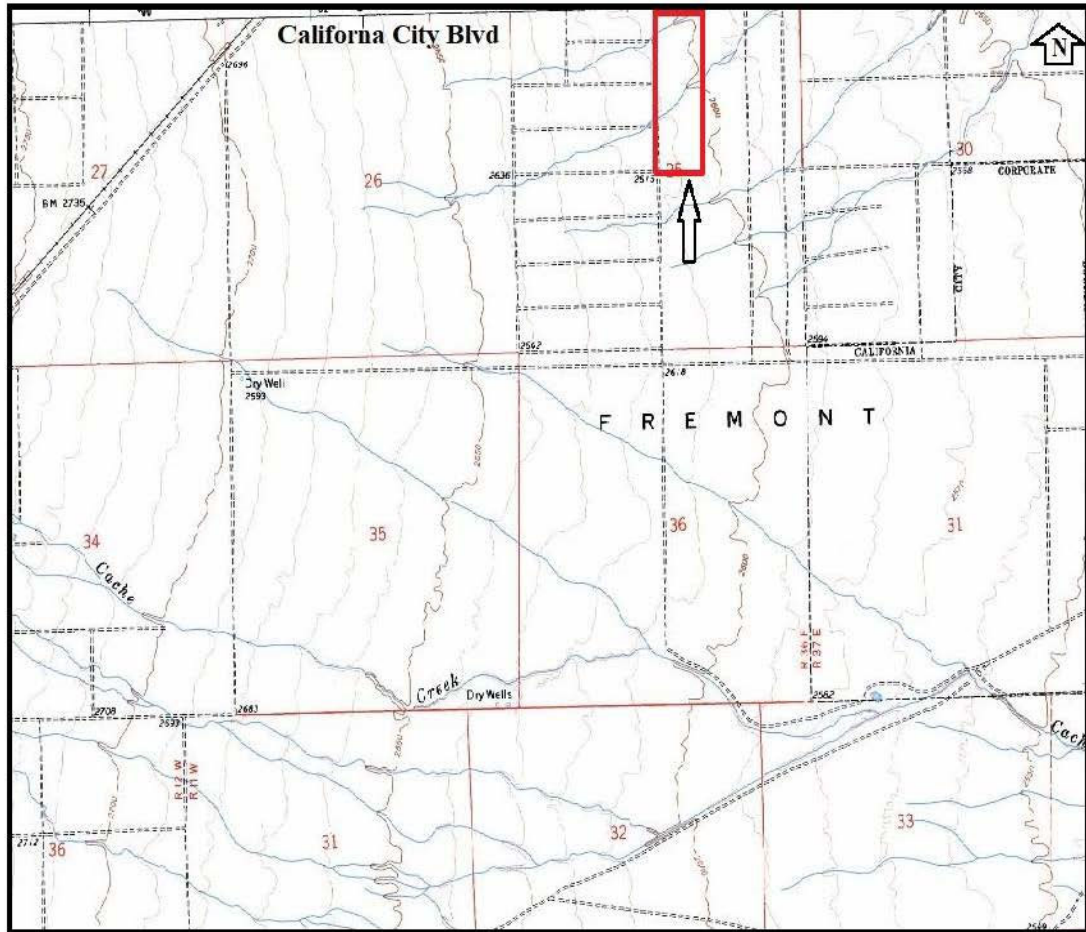


Figure 2. Approximate location of study area as depicted on excerpt from USGS Quadrangle, Sanborn, Calif., 7.5' 1994.

Figure 1-2: Project Location Map

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, City of California, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the Project				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; Project Materials.

Findings of Fact: According to the California City General Plan, the City is located within the Mojave Desert, which is characterized by gentle rolling ground surfaces, with low to moderate topographical relief across the desert floor. The immediate vicinity surrounding the Project consists of moderately sloping alluvial plains with a series of steep rock buttes and several arroyos, including Cache Creek, which lies approximately 3-miles south of the project site; The City is encompassed by the San Gabriel Mountains to the south, Tehachapi Mountains to the west, and the Rand Mountains to the north which create various scenic vistas throughout California City (California City General Plan, 2009).

The adjacent parcels south, east and west of the project, are currently vacant and undisturbed with scattered vegetation. From the project site, views of the Tehachapi Mountains to the west are the most prominent but will not be obscured by the proposed height or massing of the proposed buildings.

The Project proposes to develop a 152,000 SF for a cannabis cultivation facility. The building construction type, architectural style and massing, as well as the proposed building elevations, materials, roof pitch will conform and be consistent with the theme and style of surrounding parcels and the general environment of the immediately surrounding Project area.

According to the California Scenic Highway Mapping System, the two closest state highways, being Kern County Highways 14 and 58, are not designated as State Scenic Highways. However, these same highways are listed as Eligible State Scenic Highways, yet not official designated as such and are located several miles from the Project site to be substantially impacted in any manner.

The project shall comply with the standards outlined within the California City General Plan and Municipal Code Zoning Classification of M-1 (Light Industrial Zoning District), respectfully, as well as, the regulations set forth in City ordinance for cannabis cultivation and manufacturing facility. The project is required to go through a Site Plan Review process, which is administered by the City, as part of the development process, in which the proposed site design will be reviewed by the Community Development Department. As required by this process, the project will implement design elements that reduce the visual impacts associated with large manufacturing buildings. As such, enhanced fencing and landscaping standards shall be implemented within the project site. These enhancements can include, but not limited to decorative brick or block wall(s) adjacent to California City Blvd. frontages, large mature trees (48" box or larger) shall be installed pursuant to the approval of a construction set of landscaping plans, and/or earthen berms in combination with the decorative block walls shall be installed. The final design elements shall be subject to the discretion of the Community Development Director. The project's compliance with these standards ensures that impacts affecting the existing visual character or quality of the site and its surroundings are less than significant.

Mitigation: The developer shall cause plans to be prepared and submitted to the City that include construction-level (i.e., "working drawings" associated with the requirements to install enhanced landscaping and wall/fencing conditions utilizing decorative brick or block walls.

Monitoring: The Community Development Department shall review and approve landscaping plans prior to the issuance of the first grading permit.

2. Nighttime Lighting Interference

a) Interfere with the nighttime use of the, as protected through City Ordinance?

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; Project Materials.

Findings of Fact: The project is proposed within the M-1 (Light Industrial Zoning District) where the current sources of light are attributed to the existing industrial facilities to the north. These current sources of light include illumination from vehicular traffic in the area, as well as existing lighting fixtures above building entrances, in parking lots, and around existing signage. The public street, adjacent to the Project site, does not contain any existing traffic signals or streetlamps; only utility poles are located adjacent to the westbound lane of California City Blvd. No additional sources of lighting exist that could impact the project.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

3. Other Lighting Issues

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

b) Expose residential property to unacceptable light levels?

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; Project Materials.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: The California City Municipal Code requires that signage shall not be directly illuminated, internally or externally, except the name and address of the business may be illuminated at night (Municipal Code Section 5-6.906). These standards will ensure the amount of lighting that is created from the project site does not substantially affect the surrounding area.

Pertaining to daytime glare, the project will not involve building materials with highly reflective properties that would disrupt day-time views. The proposed structure will utilize beige, brown and off-white colored and glint-and-glare resistant windows located within the building’s façade. The proposed use will not substantially increase glint, glare, or light pollution given the small size of the property, the relatively small footprint or the use, and the minimum amount of exterior lighting required. The project does have the potential to create a new source of light pollution within a sub-region which is not currently well developed and as such this project does have the potential to introduce a new source of lighting where by itself is considered minimal; however, given the low level of ambient lighting, could be considered an impact. As such, incorporation of the following mitigation measure results in a less than significant impact with mitigation incorporated.

Mitigation:

LIGHT-1: The amount of lighting that is required, to ensure compliance and prevent accidental light spillage or pollution, the City shall require a photometric plan to be prepared by a licensed/registered electric engineer, electrical contractor, licensed architect or other such official as approved by the City. The Photometric plan shall identify all sources of exterior lighting to be hooded and directed downwards to illuminate the parking, loading, and security areas only (or as required by the Cannabis Control Bureau and said licensing demands). The photometric plan shall detail a measurement of zero (“0”) lumens at all property lines of the subject parcel. The project shall implement shielded lighting standards (subject to the City’s permit and inspection) in addition to utilizing low-sodium lighting elements where necessary to ensure impact is minimal and mitigated below any level of impact, the project shall comply with City standards regarding lighting and glare in industrial facilities and M-1 zones.

Monitoring: The City will require a photometric plan be submitted and approved prior to the first building permit.

AGRICULTURE & FOREST RESOURCES	Would the Project			
4. Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a County or City designated Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 “Right-to-Farm”)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; Project Materials.

Findings of Fact: The proposed Project will not disturb or convert any designated farmland or other form of agricultural resource. According to the 2021 California Farmland Mapping and Monitoring Program the property is designated as "light industrial and research". The subject site and surrounding land to the north, east, south and west is not categorized as Prime Farmland, Unique Farmland, or Farmland of local statewide importance, as such no impacts are expected. The Project site is not located in an existing zone for agricultural use or classified as farmland. According to the Williamson Act records, no portion of land within a one-mile radius is recognized as being under a Williamson Act Contract. The proposed Project will not impact or remove land from the City or County's agricultural zoning or agricultural reserve. No impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

5. Forest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; Project Materials.

Findings of Fact: The Project is located within an existing urbanizing desert environment that is currently zoned for industrial uses. The Project site, and the surrounding vicinity, does not contain any forest land, timberland or Timberland Production Zones (TPZ) that have occurred or will occur on the Project site or in the surrounding area because forest vegetation is not characteristic of the Eastern Kern County desert environment. No impacts are anticipated. The Project will occur in an existing urban desert setting zoned for industrial uses. No forest land, timberland or Timberland Production zoning occurs on the Project site or in the surrounding area because forest vegetation is not characteristic of the Eastern Kern County desert environment. No impacts are anticipated. As previously described, the Project site and vicinity are designated by the California City General Plan and Zoning map as Light Industrial and Research. The proposed indoor cultivation and processing facilities will not result

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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in conversion of any farmland or forest land because no farmland or forest land is situated within or adjacent to the Project. No impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

AIR QUALITY Would the Project

6. Air Quality Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors which are located within 1 mile of the Project site to Project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; Project Materials; Kern County Air Pollution Control District (EKAPCD).

Findings of Fact: California City is located within the Mojave Desert Air Basin and is under the jurisdiction of the Kern County Air Pollution Control District (EKAPCD). There are over 3,700-square miles in the eastern portion that Kern County APCD controls, located on the western edge of the Mojave Desert. The high summer temperatures and radiation from the sun can encourage photochemical ozone formation when local sources or transported volatile organic compounds (VOC's) and oxides of Nitrogen (NOx) precursors are present. Kern County is within the jurisdiction of both the San Joaquin Valley Air Pollution Control District (SJVAPCD) in the San Joaquin Valley Air Basin (SJVAB) and the Eastern Kern Air Pollution Control District (EKAPCD) in the Mojave Desert Air Basin (MOAB).

Projects are evaluated for consistency with the local air quality management plans, which link local planning and individual Projects to the regional plans developed to meet the ambient air quality standards. The assessment takes into consideration whether the Project forms part of the expected conditions identified in local plans (General Plan Land Use and Zoning) and whether the Project adheres to the City's air quality goals, policies, and local development assumptions factored into the regional California Air Resources Board (CARB). As previously discussed, the undeveloped Project property has a Conservation Land (O/RA) General Plan Land Use Designation and Light Industrial Zoning (M - 1) city classification, which has been established to permit the development of a wide spectrum of industrial and manufacturing uses. In its current condition, the undeveloped Project site is surrounded

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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by mostly vacant land and is not located within proximity of existing residential uses or other densely populated areas of the City or County. The Project will not require a General Plan Amendment or other revision that would provide directly or indirectly for increased population growth above the level projected in the adopted California Air Resources Board. The Project will not interfere with the ability of the region to comply with federal and state ambient air quality standards. Projects that are consistent with local General Plans are considered consistent with the air quality related regional plans including the current CARB, the PM-10 and other applicable regional plans. The proposed Project is permitted to use in the existing zone and shall comply with the corresponding development standards. Development is consistent with the growth projections in the City of California City General Plan and is to be consistent with CARB.

The Project would not result in or cause violations to the National Ambient Air Quality Standards or California Ambient Air Quality Standards. The Project's proposed land use designation for the subject site does not materially affect the uses allowed or their development intensities as reflected in the adopted City General Plan. The Project is therefore considered to be consistent with the AQMP and impacts related to air quality plans are expected to be less than significant following implementation of standard conditions within the plan and including but not limited to:

- Development of the proposed Project will comply with the provisions of Eastern Kern County Air Pollution District.
- A Fugitive Dust Control Plan will be prepared for the Project outlining required control measures throughout all stages of construction.

In the event that the electricity purveyor (Southern California Edison) cannot immediately supply service concurrently with the City's issuance of occupancy permits and business licenses, the project may utilize on-site generators to achieve operational capacity prior to full electrification by SCE. In this circumstance, the project anticipates the utilization of an 8.1LT, 125 kW 6-Cylinder Inline generator, to provide temporary power in lieu of delaying project operations and awaiting the completion of infrastructure development by Southern California Edison (SCE). The proposed generator will operate 24-hours per day for at-least one year (365 days). While the timeframe of electrical infrastructure by SCE is undetermined, the generator being utilized has already undergone a rigorous certification process by CalEPA and CARB for commercial use in the manner described. In addition, an air quality (CalEEMod) analysis was completed and the results are described below in Table 1-1. The proposed generator does not exceed the daily thresholds for criteria pollutants as set forth by the Kern County/Mohave Air District.

TABLE 1-1: PROJECT CONSTRUCTION EMISSIONS (Unmitigated)			
Pollutant	Daily Maximum Emissions (lbs./day)	EKAPCD Maximum Daily Threshold* (lbs./day)	Exceeds EKAPCD Threshold?
Reactive Organic Gas (ROG)	202.81	137	NO¹

¹Guidelines for Implementation of the California Environmental Quality Act (CEQA) of 1970, As Amended. Adopted by the KCAPCD Board of Directors, July 11, 1996. Pgs. 12-13.

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Oxides of Nitrogen (NO _x)	39.8	137	NO
Carbon Monoxide (CO)	37.1	548	NO
Particulate Matter (PM ₁₀)	21.7	82	NO
Particulate Matter (PM _{2.5})	11.8	20	NO
SO ₂	0.05	148	NO

*Source: CalEEMod v.2022. (<https://www.caleemod.com/>) & EKAPCD (http://www.kernair.org/Documents/Desert_Breeze/EKAPCD_2020-2021_Report.pdf)

TABLE 1-2: PROJECT OPERATION EMISSIONS (Unmitigated)			
Pollutant	Daily Maximum Emissions (lbs./day)	EKAPCD Maximum Daily Threshold* (lbs./day)	Exceeds EKAPCD Threshold?
Reactive Organic Gas (ROG)	65.86	137	NO
Oxides of Nitrogen (NO _x)	9.4	137	NO
Carbon Monoxide (CO)	152	548	NO
Particulate Matter (PM ₁₀)	2.52	82	NO
Particulate Matter (PM _{2.5})	0.81	20	NO
SO ₂	0.09	148	NO

*Source: CalEEMod v.2022. (<https://www.caleemod.com/>) & EKAPCD (http://www.kernair.org/Documents/Desert_Breeze/EKAPCD_2020-2021_Report.pdf)

Consequently, the Project would not substantially contribute to a significant individual or cumulative impact on existing or projected exceedances of the state or federal ambient air quality standards or result in a cumulatively considerable net increase in the emissions of any criteria pollutant for which the Project region is designated nonattainment. Less than significant impacts are anticipated.

Mitigation: **AQ 1:** Article 11, Section 5-6.1101 of the City Municipal Code requires the reduction and elimination of odors resulting from the processing, cultivation, and the commercial sale of cannabis and cannabis related products. The Project is required to implement, maintain in good repair, and comply with City monitoring and enforcement as necessary. Furthermore, compliance with City Code is required of all projects and is not considered unique mitigation.

Monitoring: The project proponent shall install a sign, no less than four feet by eight feet in area, and no more than six feet in height. The sign shall provide the name and number of a 24/7 contact for concerns relating to construction noise or dust. The City Code Enforcement Department will monitor and enforce odor, noise, and other similar complaints.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES Would the Project				
7. Wildlife & Vegetation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Biological Resources Assessment & Endangered Species Report (dated April 2, 2020); Project Materials.

Findings of Fact:

(a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?

The California Department of Fish & Wildlife (CDFW) began planning for the establishment of, and acquisition of private lands for the conservation of the Mohave Ground Squirrel (MGS). In 2007, CDFW determined that an essential component of any conservation strategy, for the state-listed MGS. The service has identified four "core areas" that have historically supported relatively abundant and widespread MGS populations. There is evidence that these populations will continue to persist given adequate conservation efforts and mitigation strategies. As a Land Mitigation Bank

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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does not currently exist, mitigation credits are reserved for future conservation efforts. The four core areas currently recognized are detailed as follows:

- (i) Coso Range NW to Olancha. Most of the area is within the China Lake NAWS military reservation, with a mixture of BLM, LADWP, and private lands to the west (Inyo County).
- (ii) Little Dixie Wash (from Inyokern SW to Red Rock Canyon State Park). Most of the area is publicly managed by BLM, with some private and state ownerships as well (Kern County).
- (iii) Edwards Air Force Base, east of Rogers Dry Lake. This core area is entirely on the United States Air Force (USAF) military reservation; the surrounding lands are in private and BLM ownership (Kern and San Bernardino County).
- (iv) Coolgardie Mesa to Superior Valley. Land ownership was primarily BLM and in private ownership; however, much of the northern portion of this core area is not included within the Fort Irwin Western Expansion Area (WEA) (San Bernardino County).

The Project is located approximately 45-miles from the Little Dixie Wash conservation area; which is sufficient distance removed from the conservation area. CDFW provides additional analysis to support this potential incremental impact upon MGS habitat, through their Mohave Ground Squirrel Technical Advisory Group (MSG TAG); which is a long-standing committee of MGS technical experts, land management, and regulatory agencies. That being said CDFW remains concerned that the urbanizing effects of the Project will contribute to the diminishment; albeit incremental, upon the MGS habitat. The TAG published a list of conservation priorities in December of 2010 and sets forth five primary conservation priorities intended to support the ongoing conservation of the MGS. These priorities are detailed as follows²:

- 1) Maintain Functional Habitat Connections between Known Populations
- 2) Protect Known Core Areas
- 3) Identify Development Zones with Minimal Impact on MGS Habitat
- 4) Conduct Research to Clarify the Distribution and Status of the MGS
- 5) Conduct Research to Improve Mohave Ground Squirrel Detection Capabilities

b) – g) Mark Hagan Biological conducted a habitat assessment/field survey, which is incorporated herein by reference, to confirm existing site conditions within the project site. Mr. Hagan extensively surveyed all special-status habitats and/or natural areas, where accessible, which have a higher potential to support special-status plant and wildlife species. Vegetation communities occurring within the project site were mapped on an aerial photograph and classified in accordance with the vegetation descriptions provided in *A Manual of California Vegetation* (Sawyer *et al.*, 2009) and cross referenced with the *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland, 1986). In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, condition of on-site vegetation communities, and the presence of potentially regulated jurisdictional features were noted. Mark Hagan Biological used Geographic Information Systems (GIS) ArcView software to digitize the mapped vegetation communities and then transferred these data onto an aerial photograph to further document existing conditions and quantify

² <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83973&inline>

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the acreage of each vegetation community. A line transect survey was conducted on 2 September 2019 to inventory biological resources. The proposed project area was characteristic of a disturbed creosote bush (*Larrea tridentata*) scrub plant community. A total of twenty-three plant species and fourteen wildlife species or their sign were observed during the line transect survey. No desert tortoises (*Gopherus agassizii*) or their sign were observed during the field survey. No Mohave ground squirrels (*Xerospermophilus mohavensis*) were observed or audibly detected during the field survey. Schismus (*Schismus* sp.), an invasive grass species that appears to be an indicator of poor Mohave ground squirrel habitat, is the dominant annual within and adjacent to the study site. Mohave ground squirrels are not expected due to lack of required forage and cover plant species. Additional details, regarding the Habitat Assessment methodology, can be found in the attached Biological Assessment Report, prepared by Mark Hagan Biological, dated September 10, 2019.

The Biological Assessment indicated that natural habitats (within the project site) have been disturbed as a result of previous grading activities, resulting in a disturbed rubber rabbitbrush vegetation community and heavily disturbed/compacted surface soils throughout. No special-status plant species were observed during the field survey. The disturbed nature of the project site has reduced the potential for it to provide suitable habitat for special-status plant species. Based on the results of the habitat assessment and a review of specific habitat preferences, distributions, and elevation ranges, it was determined that special-status plant species identified by the CNDDDB and CNPS Online Inventory database are not expected to occur within the project site. The project site and surrounding vegetation communities provide limited suitable foraging and nesting habitat for a variety of year-round and seasonal avian residents as well as migrating songbirds that could occur in the area. Nesting birds are protected under the MBTA, the Bald and Golden Eagle Protection Act, and the CFGC. If project-related activities are to be initiated during the nesting season (January 1st to August 31st), a pre-construction nesting bird clearance survey should be conducted by a qualified biologist no more than three (3) days prior to the start of any vegetation removal or ground disturbing activities. The qualified biologist shall survey all suitable nesting habitat within the project impact area, and areas within a biologically defensible buffer zone surrounding the project impact area. If no active nests are detected during the clearance survey, project activities may begin, and no additional avoidance and minimization measures would be required. If an active nest is found, the bird species shall be identified and a “non-disturbance” buffer should be established around the active nest. The size of the “non-disturbance” buffer should be increased or decreased based on the judgement of the qualified biologist and level of activity and sensitivity of the species. It is further recommended that the qualified biologist periodically monitor any active nests to determine if project-related activities occurring outside the “no-disturbance” buffer disturb the birds and if the buffer should be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the “no-disturbance” buffer may occur.

Although not identified in the CNDDDB database search of the USGS *California City North, California City South, Mojave NE, and Sanborn, California* 7.5-minute quadrangles, California horned lark was the only special-status wildlife species observed during the field survey. Based on the results of the habitat assessment and a review of specific habitat preferences, occurrence records, known distributions, and elevation ranges, it was determined that the project site has a moderate potential to support burrowing owl, prairie falcon, and loggerhead shrike; and a low potential to support Mohave ground squirrel. All remaining special-status wildlife species identified by the CNDDDB database are not expected to occur within the project site.

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Due to the proximity of the project site to existing occurrence records for burrowing owl, **pre-construction burrowing owl clearance surveys should be conducted by a qualified biologist to ensure that burrowing owls remain absent from the project site and impacts to burrowing owls do not occur.** In accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFW, 2012), two (2) pre-construction clearance surveys should be conducted 14-30 days and 24 hours prior to any vegetation removal or ground disturbing activities. Documentation of surveys and findings shall be submitted to the City of California City for review and file. If no burrowing owls or occupied burrows are detected, project activities may begin. If an occupied burrow is found within the development footprint during pre-construction clearance surveys, a burrowing owl exclusion and mitigation plan will need to be prepared and submitted to CDFW for approval prior to initiating project activities.

Although Mohave Ground Squirrel (MGS) was not observed during the field survey, the project site provides marginal habitat and occurs within the vicinity of known populations. Therefore, CDFW may require that protocol surveys be conducted prior to any development occurs within the project site to confirm the presence/absence of Mohave ground squirrel and determine if an Incidental Take Permit would be necessary. Protocol surveys would consist of three (3) separate 5-night trapping sessions conducted during specific terms between March 15th and July 15th. The results of surveys would be valid for one year and expire on the end date of the last trapping on the project site.

Mitigation:

BIO 1: The Project proponent shall conduct two (2) pre-construction clearance surveys should be conducted 14-30 days and 24 hours prior to any vegetation removal or ground disturbing activities. Documentation of surveys and findings shall be submitted to the City of California City for review and file. If no burrowing owls or occupied burrows are detected, project activities may begin. If an occupied burrow is found within the development footprint during pre-construction clearance surveys, a burrowing owl exclusion and mitigation plan will need to be prepared and submitted to CDFW for approval prior to initiating project activities.

BIO 2: If positive findings are determined, through the pre-construction surveys conducted under **Mitigation Measure BIO 1**, then the Project proponent shall conduct protocol surveys, for MGS, prior to any development occurs within the project site to confirm the presence/absence of Mohave Ground Squirrel. Protocol surveys shall consist of three (3) separate 5-night trapping sessions conducted during specific terms between March 15th and July 15th. If protocols surveys yield positive results, then the Project proponent shall prepare an Incidental Take Permit (ITP) in accordance with the applicable survey protocols and CDFW criteria.

BIO 3: If the protocol surveys conducted as part of **Mitigation Measure BIO 2** and MGS is found to occupy the project site and/or the construction clearance areas of the Project site, then proponent shall file for, and process to completion, an *Incidental Take Permit*, in compliance with CDFW's discretionary authority as defined by Title 14 of the California Code of Regulations (Section 15357 of the CEQA Guidelines). Under this *Incidental Take Permit*, CDFE will review and determine the necessary minimization and mitigation measures; including, but not limited to, the purchase of credits from a CDFW approved conservation or mitigation bank.³

³ <https://wildlife.ca.gov/Conservation/Planning/Banking/Approved-Banks>

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Monitoring: The California Department of Fish and Wildlife (CDFW) will monitor and establish the mitigation/conservation credit agreement and the City of California City shall monitor the grading permit process and require written clearance, from CDFW, prior to the issuance of a grading permit.

CULTURAL RESOURCES Would the Project				
8. Historic Resources				
a) Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; Project Materials.

Findings of Fact: The project is located on approximately 9.78 acres of undeveloped land within the M-1 (Light Industrial Zoning District), within California City. The M-1 land use designation provides a broad spectrum of industrial and manufacturing uses that do not have the potential for detrimental impacts on surrounding properties. Existing manufacturing establishments in the vicinity are located north and west of the project site, including the California City Municipal Airport and a storage company. According to the California City General Plan, *historic resources are items that are at least 45 years of age or older that also represents a significant time, place, origin, event, or work of a master.* Historic resources may be identified as structures and as archaeological sites. Five historic archaeological sites are recorded within the City. Recorded historic sites included trash scatter, glass and ceramics and potential WWII desert training or military disposal items. As referenced within the Historic and Cultural resources of the General Plan none of these findings were eligible for inclusion under the California State Office of Historic Preservation (SOHP). The site is vacant, and no historic structures or features have been identified on or adjacent to the project site. In addition, there are no recognizable potential historic resources, as defined in Section 15064.5 of the CEQA Guidelines that would be adversely affected by the proposed project. This includes any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant. Less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

9. Archaeological Resources				
a) Alter or destroy an archaeological site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; Project Materials.

Findings of Fact: The approximately 9.78-acre project site is characterized by relatively flat, undisturbed desert land, with scattered vegetation. The Project is located in the M-1 (Light Industrial Zoning District) within the City of California City. The Project site is not recognized as a unique archeological features; a site where former human remains, including those interred outside of formal cemeteries, have been identified or located; or a site that contains any existing religious or sacred uses. However, per the California City General Plan, if a unique archeological resource or site or human remains are found during excavation, all work will be suspended until the area has been thoroughly examined.

Pursuant to the California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the coroner determines the remains to be Native America or has reason to believe that they are Native American, the coroner shall contact by telephone within 24-hours of the Native American Heritage Commission. Pursuant to the mentioned California Health and Safety Code, proper actions shall take place in the event of the discovery or recognition of any human remains during project construction activities. Less than significant impacts are expected following the standard conditions which do not address any unique circumstances regarding the proposed site.

Findings of Fact: As previously discussed in the Cultural Resources section, there are five recorded historic archaeological sites within the City, according to the California City General Plan. These archaeological sites are not found within the project area. The cultural resource survey was concluded that no cultural resources were found on the project site or with close proximity to the site (discussed in Cultural Resources: Sections 8-9). The historical, cultural and archaeological resources surveys outlined within the California City General Plan indicate that the project site is not listed or eligible for listing in the California Register of Historical Resources or in any local register. Therefore, no impacts are anticipated with project implementation. As previously discussed in the Cultural Resources discussion of this document, there are five recorded historic archaeological sites within the City, according to the California City General Plan. The archaeological sites are not found within the project area.

Therefore, no impacts are anticipated with project implementation. As previously discussed, the land surveys prepared for the California City General Plan did not indicate the presence of historic resources, cultural resources, and archaeological resources on or near the project site. The California City General Plan states that the City had no Native American Sacred Sites within the City's boundary. Therefore, project implementation is not expected to have a substantial adverse change in a significant Tribal cultural resource. Less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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ENERGY CONSERVATION Would the Project				
9. Energy Conservation				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Open Space Element.

Findings of Fact: The Project will reduce its GHG emissions to the maximum extent feasible through energy conservation measures and implementation of the current California Green Building Standards Code in addition to the use of natural light for plant growth and waterefficient irrigation for irrigation and landscape design. No impact is anticipated to adopted Energy Conservation plans.

a. Less than Significant Impact. The Project would have a potentially significant impact if it would result in the substantial adverse effect due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation. During plan check, the City reviews plans for compliance with building code requirements specified in CCMC Chapter 8, Building Regulations. As noted on the site plans, the Project shall comply with the California Building Code, California Green Building Standards Code, and the California Energy Code. The California Green Building Standards Code enhances the design and construction of buildings to reduce negative environmental impacts through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. Compliance with the California Energy Code ensures energy efficiency within new and existing buildings. As Project design features, the Project will install high efficiency electric lighting. Based on CalEEMod Outputs shown in Tables 5.11 and 5.12 below, the proposed Project would use 2,933,468 kilowatt hours per year (kWh/yr.) of electricity and 5,585,961 kilo-British thermal units per year (kBTU/yr.) of natural gas. The Project will consume 35,150,000 gallons per year (for Indoor Water consumption) and 432,845 gallons per year (for Outdoor Water consumption).

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)
Industrial Park	2,933,468	532	0.0330	0.0040	5,585,961
Parking Lot	48,423	532	0.0330	0.0040	0.00
5.12. Operational Water and Wastewater Consumption					
5.12.1. Unmitigated					
Land Use	Indoor Water (gal/year)		Outdoor Water (gal/year)		
Industrial Park	35,150,000		432,845		
Parking Lot	0.00		65,041		

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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GEOLOGY AND SOILS Would the Project

10. Alquist-Priolo Earthquake Fault Zone or City/County Fault Hazard Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be subject to 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Department of Conservation; Project Materials.

Findings of Fact: According to the Safety Element in the California City General Plan, a fault is defined as a fracture in the earth's crust forming a boundary between rock masses that have shifted. Fault rupture is a break in the ground's surface and associated deformation resulting from the movement of a fault. Rupture would be a potential problem within California City if a strong earthquake occurs along a known or unknown fault within or near the City. According to the California City General Plan, the City is not located in an Alquist- Priolo Earthquake Fault Zone. The closest Alquist-Priolo Earthquake Fault Zone lies approximately 5.75 miles northwest of the project site, at the Garlock Fault.

According to the Safety Element, of the City's General Plan, the project property shows no mapped faults on-site per maps prepared by the California Geologic Survey and published by the International Conference of Building Officials (ICBO). The project area is not located within an earthquake fault zone, and no evidence of surface faulting was observed on the property during the site reconnaissance. Per the findings within the California City General Plan and the project-specific Geotechnical Investigation, surface fault rupture is considered unlikely at the project site. Less than significant impacts are expected.

California City, and the project site, is located in the Mojave Block, also referred to as the Eastern California Shear Zone (ECSZ). The ECSZ is an area of increased seismic activity which stretches from the San Andreas Fault in the Coachella Valley, north-northeast across the Mojave Desert, and northward to the Owens Valley. The numerous faults in the region may accommodate as much as 10 to 20 percent of the relative motion between the North American and Pacific Plates, and according to the California City General Plan, the closest fault to the City is the Garlock Fault, which lies approximately 10 miles west of the City's core, and 5.75 miles northwest of the project property. The nearest significant active fault is the San Andreas Fault Zone, which is located approximately 37.8 miles from the proposed site. As a result, California City has the potential to experience seismic shaking and seismic-related hazards.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

11. Liquefaction Potential Zone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Department of Conservation; Project Materials.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: The Safety Element in the California City General Plan states that liquefaction is the phenomenon in which loose, saturated, granular soils temporarily behave similarly to a fluid when subjected to high intensity ground shaking. Liquefaction occurs when three general conditions are present: shallow groundwater, low-density, silty or fine sandy soils, and high intensity ground motion. Areas of shallow groundwater have a higher susceptibility to liquefaction; however, the groundwater in the City ranges from approximately 600 to 800 feet below ground level, which results in a negligible impact from the effects of liquefaction.

Per the findings within the California City General Plan, the potential for liquefaction occurring at the project site is considered low. Less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

12. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Department of Conservation; Project Materials.

Findings of Fact: As the Project is in southern California, it is likely that the project site will experience at least one moderate to severe earthquake and associated seismic shaking during the Project useable life, as well as periodic slight to moderate earthquakes. In order to ensure the safety of the project site, the proposed cultivation facility shall be constructed in a manner that reduces the risk of seismic hazards (Title 24, California Code of Regulations). Standard Conditions of Approval require compliance with the most current seismic design coefficients and ground motion parameters and all applicable provisions of the 2019 California Building Code (CBC).

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

13. Landslide Risk

a) 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, collapse, or rockfall hazards?

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Department of Conservation; Project Materials.

Findings of Fact: The California City Slope of Terrain Map in the General Plan (Figure 6-4) classifies the project site's location as having a 0 to 15 percent slope. The City lists two notable slopes within the City being Galilee Hill and Twin Buttes, approximately 15-miles northeast and 6-miles southeast of the project site, respectively. Moreover, there are no significant slopes proposed as part of the proposed development; either on-site or being affected through any off-site grading activities. Based upon the Project's associated earthmoving activities, it is concluded that risks associated with slope instability at the project property are considered low to negligible. In that vein, potential hazards associated with landslide risks are unlikely at the project site and less than significant impacts are anticipated.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

14. Ground Subsidence

a) 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 ground subsidence?

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Department of Conservation; Project Materials.

Findings of Fact: The Safety Element in the California City General Plan states that land subsidence is the gradual, local settling or sinking of the earth’s surface with little or no horizontal motion. Although a seismic event can trigger subsidence, it can also occur as a result of gas, oil, or water extraction, hydrocompaction, or peat oxidation. The southern portion of the Planning Area has been undergoing gradual land subsidence, with up to four feet of subsidence over a 40-year period. Although subsidence is not a significant hazard damage to wells, foundations, and underground utilities may occur. The Project site is in the central to western portion of the City and is not as greatly affected by ground subsidence as those properties located in the southern portions of the City.

Per the findings within the California City General Plan and the project-specific Geotechnical Investigation, the potential for ground subsidence occurring at the project site is considered low. Less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

15. Other Geologic Hazards

a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Department of Conservation; Project Materials.

Findings of Fact: The property is not subject to any additional geological hazard such as seiche, mudflow, or volcanic hazard. As stated herein, the property is not located near, or within the general vicinity of a lake or partially enclosed body of water which would be affected by oscillation in the water level (e.g., seiche). As stated in the section on landslide risks, for which mudflow would be a concern. Lastly, the Project is not located near or within a volcano.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Slopes				
a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Department of Conservation; Project Materials.

Findings of Fact: As stated in section 14a), previously, the California City Slope of Terrain Map in the General Plan (Figure 6-4) classifies the project site's location as having a 0 to 15 percent slope; which is the category of least slope available in the City's General Plan. The Project does not propose to alter or modify the topography or ground surface feature in a way that will substantially alter the topography or ground surface relief features; including changes that will possibly impact the operation of subsurface sewage disposal systems. The Project also does not propose to create cut or fill slopes greater than 2:1 or higher than 10-feet; therefore, risks associated with irregular or excessive slopes are considered negligible.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

17. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Department of Conservation; Project Materials.

Findings of Fact: As expansive soils dry, the soil shrinks; when moisture is reintroduced into the soil, the soil swells. In order to reduce post-construction soil movement and provide uniform support for the buildings to be constructed at the subject site, over excavation and recompaction within the proposed building footprint areas should be performed to a minimum depth of five (5) feet below existing grades or three (3) feet below bottom of the proposed footing, whichever is deeper. Any undocumented fill encountered during grading should be removed and replaced with engineered fill.

Compliance with the City's General Plan Safety Element, construction of underground utilities will be required to interconnect, and provide, water and sanitary sewer to the project site. According to the Existing Sewer System Map (Figure 6) in the 2018 California City Local Agency Management Program

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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for Onsite Wastewater Treatment Systems (OWTS) there are no existing municipal sewer facilities located near or adjacent to the property. As such, a subsurface sewage disposal system is necessary for the facility to gain occupancy and will be in place until municipal sewer facilities are available.,

The construction site plan will utilize a portable toilet service in compliance with industry regulations until the construction of the permanent facilities and connection to the existing infrastructure. Design for all disposal systems shall comply with industry regulations, as well as the standards outlined in Title 7, Chapter 2 within California City Municipal Code. No septic systems are proposed. Less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

18. Erosion	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in any increase in water erosion either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Department of Conservation; Project Materials.

Findings of Fact: The project is located within the Mojave Desert Air Basin (MOAB), under the jurisdiction of the Eastern Kern Air Pollution Control District (EKAPCD). Air quality within this region is influenced by the regional climate as well as the temperature, wind, humidity, precipitation, and amount of sunshine. California City is in the high desert with an elevation range of 2,300 to 4,000 feet above sea level. Its climate is semi-arid, rainfall for the area is less than 6 inches annually, which provides for warm, dry weather in the summer and mild cooler weather in the winter.

The California City Erosion Hazards Map (Figure 6-3) within the General Plan displays most of the City, including the project site, is in an area with none to slight erosion hazards. As previously stated, the project site resides within the Eastern Kern Air Pollution Control District, therefore must comply with the District's Regulation IV, Rule 402. The purpose of this Rule is to prevent, reduce and mitigate ambient concentrations of anthropogenic fugitive dust emissions, resulting from construction vehicles and construction-related activities, to an amount sufficient to attain and maintain the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). According to Regulation IV, Rule 402, the project shall implement one or more fugitive dust emission control strategies, in order to limit visible dust emissions (VDE) to no more than 20-percent opacity or meet the conditions for a stabilized surface. Some control strategies include applying dust suppressants, controlling vehicular speed, using water trucks, and implementing track-out avoidance measures. The implementation of the fugitive dust emission control strategies will ensure the reduction of ambient concentrations of fine particulate matter (PM-10) by reducing or mitigating anthropogenic fugitive dust emissions.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In addition to the Dust Control Plan, the project site is also required to implement a Stormwater Pollution Prevention Plan (SWPPP) during the construction of the project, in order to comply with Environmental Protection Agency (EPA) and the National Pollutant Discharge Elimination System (NPDES). The purpose of the SWPPP is to develop a strategy for construction projects to minimize sediment and other pollutants that may be expected to affect the quality of storm water discharges associated with project development. The development and implementation of the SWPPP during project construction will ensure that potential sources of pollution are identified and mitigated through the application of best management practices (BMPs), such as concrete washouts or secondary containment areas, further discussed in the Hydrology Section of this document.

Impacts of windborne and waterborne soil erosion at the project site will be controlled during project operation after adequate paving, landscaping, and other means of stabilization is incorporated. The proposed plan indicates that offsite run-on to the site is collected and conveyed through to retention basins in-between buildings, and underground retention facilities under the eastern parking lots, in order to avoid onsite flooding. The drainage condition of the project site is subject to the completion of percolation/infiltration studies conducted during the grading process. If infiltration is infeasible, the Regional Water Quality Control Board Guidebook requires compliance with secondary or tertiary treatment measures. Upon completion of the project, the site intends to have both hardscape and softscape surfaces including the main industrial building and Project site landscaping surrounding the buildings and project perimeter. Following the implementation of the fugitive dust emission control strategies and the SWPPP, as well as the compliance with the adopted procedures for grading, erosion at the project site is anticipated to be less than significant.

According to the Existing Sewer System Map (Figure 6) in the 2018 California City Local Agency Management Program for Onsite Wastewater Treatment Systems (OWTS there are no existing municipal sewer facilities located near or adjacent to the property. As such, a subsurface sewage disposal system is necessary for the facility to gain occupancy and will be in place until municipal sewer facilities are available The construction site plan will utilize a portable toilet service in compliance with industry regulations until the construction of the permanent facilities and connection to the existing infrastructure. Design for all disposal systems shall comply with industry regulations, as well as the standards outlined in Title 7, Chapter 2 within California City Municipal Code. No septic systems are proposed. Less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

19. Wind Erosion and Blowsand from Project either on or off site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?				

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Department of Conservation; Project Materials.

Findings of Fact: Impacts of windborne and waterborne soil erosion at the project site will be controlled during project operation after adequate paving, landscaping, and other means of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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stabilization is incorporated. Upon completion of the project, the site intends to have both hardscape and softscape surfaces including the industrial and manufacturing uses building, and landscaping surrounding the buildings and project perimeter. Following the implementation of the fugitive dust emission control strategies and the SWPPP, as well as the compliance with the adopted procedures for grading, erosion at the project site is anticipated to be less than significant.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

20. Paleontological Resources

a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Project Materials.

Findings of Fact: The approximately 9.78-acre project site is characterized by relatively flat, undisturbed desert land, with scattered vegetation. The project is located in the M-1 (Light Industrial Zoning District) within the City of California City. The site is not recognized as a unique paleontological or a unique geologic feature. However, per the California City General Plan, if a unique paleontological resource or site or unique geologic feature are found during excavation, all work will be suspended until the area has been thoroughly examined.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

GREENHOUSE GAS EMISSIONS Would the Project

21. Greenhouse Gas Emissions

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

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

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Project Materials.

Findings of Fact: Greenhouse Gas (GHG) is a gaseous compound in the earth's atmosphere that is capable of absorbing infrared radiation, thereby trapping and holding heat in the atmosphere. Common greenhouse gases in the earth's atmosphere include water vapor, carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), ozone, and to a lesser extent chlorofluorocarbons. Carbon dioxide is the main GHG thought to contribute to climate change.

In response to growing concern for long-term adverse impacts associated with global climate change, California's Global Warming Solutions Act of 2006 (AB 32) requires California Air Resource

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Board (CARB) to reduce statewide emissions of greenhouse gases to 1990 levels by 2020. In 2021, Governor Jerry Brown signed Senate Bill 32 (SB32) that requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. In general, the Project will generate GHG emissions through Project-related area sources, energy usage, mobile sources, solid waste disposal, water usage, and wastewater treatment.

The proposed industrial and manufacturing facility will add a new land use, and as a result, an expected increase in greenhouse gas emissions is expected. The square-footage of the proposed industrial and manufacturing uses is anticipated to generate an average daily maximum of 14,928 (MT/yr. of CO2e) which is in excess of the recommended threshold of 3,000 (MT/yr. of CO2e).⁴ The City does not have established Climate Action Planning (CAP) goals. The project will operate under the mandatory regulations found in the most recent Cal Green Building Standards Code for non-residential uses.

California's Global Warming Solutions Act of 2006 (AB32) requires California to reduce its GHG emissions to 1990 levels by 2020. California Air Resource Board (CARS) has identified measures to achieve this goal as set forth in the CARB Seeping Plan. The EKAPCD adopted the interim GHG significance threshold for stationary/industrial sources on December 5, 2008 which applies to Projects where the EKAPCD is the lead agency. SB 32 adopted in 2021 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The project will reduce its GHG emissions to the maximum extent feasible through energy conservation measures and implementation of the current California Green Building Standards Code in addition to the use of natural light for plant growth and water efficient irrigation for plans and landscape design. The project will not interfere with the state's implementation of AB 32 or SB 32. As previously indicated, the project would not exceed the air basin threshold, therefore the project's GHG emissions would not conflict with plans and policies adopted for reducing GHGs emissions. Less than significant impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

HAZARDS AND HAZARDOUS MATERIALS Would the Project				
22. Hazards and Hazardous Materials				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁴ Mojave Jade, Inc. (2) – CalEEMod Detailed Report (Section 2.4. Operations Emissions Compared Against Thresholds, Page 9/45)

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) 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"/>
e) 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"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Project Materials.

Findings of Fact: The project site is approximately 9.78 gross-acres of vacant desert land and proposes to construct a 152,000 SF industrial and manufacturing uses. The project will not involve the use or storage of hazardous materials other than organic certified fertilizers and California approved natural pesticides and fungicides. These materials will be stored and applied according to manufacturer's instructions to mitigate the potential for incidental release of hazardous materials or explosive reactions.

The Code of Federal Regulations (CFR Title 40, Part 261) defines hazardous materials based on ignitability, reactivity, corrosivity, and/or toxicity properties. The State of California defines hazardous materials as substances that are toxic, ignitable or flammable, reactive and/or corrosive, which have the capacity of causing harm or a health hazard during normal exposure or an accidental release. As a result, the use and management of hazardous or potentially hazardous substances is regulated under existing federal, state and local laws. State law requires that cannabis and cannabis related waste products are properly disposed of through a qualified vendor. California City Municipal Code mirrors the same requirements; as such, operators of cannabis cultivation facilities will be required to contract with a qualified disposal service to effectuate the necessary disposal in compliance with state and local laws.

In addition, other hazardous waste materials, requiring special handling and disposal, must comply with applicable Cal-EPA, Cal-OSCHA, and MSDS protocols⁵ to reduce their potential to damage public health and the environment. Manufacturer's specifications also dictate the proper use, handling, and disposal methods for the specific substances. Construction of the project is expected to involve the temporary management and use of potentially hazardous substances and petroleum products. The nature and quantities of these products would be limited to what is necessary to carry out construction of the project. Some of these materials would be transported to the site periodically by vehicle and would be stored in designated controlled areas on a short-term basis. When handled properly by trained individuals and consistent with the manufacturer's instructions and industry standards, the risk involved with handling these materials is considerably reduced.

To prevent a threat to the environment during construction, the management of potentially hazardous materials and other potential pollutant sources will be regulated through the implementation of control measures required in the Stormwater Pollution Prevention Plan (SWPPP) for the project. The SWPPP requires a list of potential pollutant sources and the identification of construction areas where additional control measures are necessary to prevent pollutants from being discharged. Best Management

⁵ California Environmental Protection Agency (Cal-EPA); California Occupational Safety and Health Agency (Cal-OSHA); Material Data Safety Sheet (MSDS)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Practices (BMPs) are necessary for *Material Delivery and Storage; Material Use; and Spill Prevention and Control*. These measures outline the required physical improvements and procedures to prevent impacts of pollutants and hazardous materials to workers and the environment during construction. For example, all construction materials, including paints, solvents, and petroleum products, must be stored in controlled areas and according to the manufacturer's specifications. In addition, perimeter controls (fencing with wind screen), linear sediment barriers (gravel bags, fiber rolls, or silt fencing), and access restrictions (gates) would help prevent temporary impacts to the public and environment. With such standard measures in place, less than significant impacts are anticipated during construction.

Implementation Measure S-7, within the California City's General Plan states that the City shall require commercial and industrial businesses to meet the procedures for the proper transport, use, storage and disposal of hazardous waste as required by the Kern County Waste Management Department, the California City Fire Department, and Kern County Department of Environmental Health Services. Additionally, the California City Fire Department shall require a detailed chemical inventory in accordance with the fire code to determine the hazards and classifications of the materials used in the proposed cannabis cultivation facility. Less than significant impacts related to the routine transport, use or disposal of hazardous materials are expected.

The project site is located within the M-1 Zoning District of the City that is naturally segregated from residential neighborhoods or other densely populated land uses. As previously discussed, the project is not expected to handle any significant quantities of hazardous materials. Any other use of potentially hazardous substances, is expected to occur in small quantities and managed on-site with the proper containment and facilities, as required by the fire department and other applicable industry standards.

The Safety Element, within the California City General Plan, addresses safety within the City through goals, policies, and implementation measures that seek to reduce the potential for the loss of life, injuries and property damage associated with natural and human-induced hazards.

California City is served by a single Fire Department and Police Department within their City boundaries. The California City Fire Department is located at 20890 Hacienda Boulevard, approximately five (5) driving miles southeast of the Project site. The California City Fire Station is staffed by three full-time fire fighters on a 24-hour basis, including a captain, engineer and fire fighter; however, the Fire Department is designed to be staffed by nine fire fighters. The California City Fire Station has two part-time, seven reserves, and five Fire Department Volunteer positions that City Council has authorized. The fire department is equipped with one wildland patrol unit, one wildland/interface engine, one water tender, and two full-sized fire engines. In addition to fire suppression, additional services the department provides includes Paramedic Advanced Life Support, fire prevention, public education, fire hydrant maintenance, hazardous materials response, nuisance abatement, flood response and aircraft crash and arson investigation. According to the National Fire Protection Association (NFPA), the recommended dispatch-to-arrival time is five (5) minutes, on 90-percent (%) of calls. The California City Fire Department has mutual aid agreements with the Kern County Fire Department, Edwards Airforce Base, the East Kern Airport District Fire Department, and the Bureau of Land Management.

Police protection services within the City are provided by the City's Police Department, located at 21130

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Hacienda Boulevard, approximately four (4) driving miles east of the project site. The Kern County Coroner's services are provided throughout the County by the Sheriff's Department and the court system and jails are operated and maintained by Kern County.

The project site proposes improvements to California City Blvd. (include a newly proposed curb-and-gutter). Improvements also included paved access, along California City Blvd., to the commercial cannabis facility. A new Class I Bicycle path is also required along the frontage of California City Blvd. Primary access intends to be located on the northerly portion of the property, adjacent and south of California City Blvd., which follows a general circulation pattern from Lindbergh Boulevard. The site plan configuration of the proposed development includes fire truck accessible drive aisles and a two-way driveway to ensure adequate emergency response access on-site. The proposed design would be subject to a standard review process by the Fire Department to ensure that the site-specific emergency access, water pressure, and other pertinent criteria are met by the project. Less than significant impacts are expected.

Toxic cleaning compounds, sanitizing agents, solvents, and potentially flammable materials may also be involved within the proposed facilities. The use of these products would also be subject to the manufacturer's specifications, as well as local, state, and federal regulations that would help protect against accidental release, explosive reactions, injury and contamination. The project operator would be required to provide the proper storage facilities and containers designed to protect and isolate these substances, therefore minimizing the threat to the public or the environment. Facility employees shall be trained on safety rules to prevent personal or public risk. Solid waste produced by the project will be stored in a designated staging area with enclosures and less than significant impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
23. Airports				
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) For a Project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Caltrans Aeronautics Handbook, Project Materials.

Findings of Fact: The California City Municipal Airport, located north of the project property, spans over 200-acres within the City. The Kern County Airport Land Use Compatibility Plan maps five zones;

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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related to noise and safety levels, for each airport under their jurisdiction. According to this Plan, the project site is located within California City's Airport Compatibility Zone B-1. Compatibility Zone B-1 is identified as the approach and departure zone that is adjacent to the runway. Limited risks and frequent noise intrusions vary within Compatibility Zone B-1. The Airport Land Use Commission shall restrict the height of buildings, structures, appurtenances, plants and trees to not more than 35 feet above ground level (unless approved by the Federal Aviation Administration) to prevent a hazard to the safe landing or take-off of aircrafts. In addition, the Project is located outside of the 65 CNEL noise contour zone. According to the 2011 Kern County Airport Land Use Compatibility Plan the project is located outside of the Airport Influence Area (AIA) of the California Municipal Airport, therefore the project does not present an inconsistency with the prescribed land uses already determined to be compatible with the Airport's CLUP.

Additionally, the Federal Aviation Administration (FAA) may require review of structures in excess of 55-foot height, measured from the Mean Sea Level (MSL) of the Airport. However, the proposed use does not currently propose buildings or structures that will exceed this height restriction. Therefore, a less than significant impact will occur.

The project is not subject to the Airport AIA as it is not located outside of the influence area. Less than significant impacts are anticipated. The project is not located in the vicinity of a private airstrip. No impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

24. Hazardous Fire Area

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

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Chapter 8 – State Hazard Mitigation Plan (SHMP), Project Materials.

Findings of Fact: The California City General Plan indicates that major wildland fires are uncommon within the City area due to the vegetation type, the sparseness of the vegetation and the lack of available ground fuel. According to Chapter 8, of the SHMP, the Project, and its surroundings, are located outside of the Very High and High Fire Hazard Severity Zone (FHSZ) for Local Responsibility Area and outside of the Very High/High/Moderate FHSZ for State and Federal Responsibility Areas.

As mentioned previously, the California City Fire Department is located at 20890 Hacienda Boulevard, approximately five driving miles southeast of the project site. Additionally, the City has a mutual aid agreement with Kern County Fire Department, Edwards Air Force Base Fire Department, the East Kern Airport District Fire Department, and the Bureau of Land Management. Less than significant impacts related to wildland fire are expected.

Mitigation: No Mitigation Required

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No Monitoring Necessary

HYDROLOGY AND WATER QUALITY Would the Project

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
25. Water Quality Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water that 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"/>
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Chapter 8 – State Hazard Mitigation Plan (SHMP), Project Materials.

Findings of Fact: The proposed project is located within the Fremont Hydrologic Unit of the South Lahontan Basin in the Lahontan Region 6V (https://www.waterboards.ca.gov/waterboards_map.html). Within Region 6V, the approved Water Quality Control Plan, prepared by SWRCB, provides guidelines for protecting the beneficial uses of state waters within the Region by preserving and protecting their water quality. The project site is located within the Fremont Hydrologic Unit. The receiving water is the Kohen Dry Lake. Beneficial uses of Kohen Lake includes municipal and domestic supply, agricultural supply, industrial process supply, industrial service supply, groundwater recharge, water contact recreation, noncontact water supply, warm freshwater habitat, Inland saline water habitat and wildlife habitat.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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According to the California City 2009 Final Environmental Impact Report (SCH # 1992062069), the only named blue line stream is identified as Cache Creek, which runs through California City from the west towards the northeast, and eventually terminates just south of the Koehn Lakebed outside of the City boundary. Cache Creek lies approximately 1.8-miles south of the project property, and Koehn Lakebed is approximately 11-miles northeast of the project site. The nature and size of the proposed development prompts compliance requirements with the existing regulations pertaining to water quality standards and waste discharge requirements.

The proposed project will result in temporary and permanent disturbance in an area that nearly encompasses one acre in gross area. As a precautionary measure, the developer will comply with the State's most current Construction General Permit (CGP). Compliance with the CGP involves the development and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential adverse impacts to surface water quality during the period of construction. The required plan will identify the locations and types of construction activities requiring Best Management Practices (BMPs) and other necessary compliance measures to prevent soil erosion and stormwater runoff pollution. The plan will also identify the limits of allowable construction-related disturbance to prevent any off-site exceedances or violations.

During construction, the project will also be required to comply with the Eastern Kern Air Pollution Control District (EKAPCD) Rule 402, which requires the project property to implement fugitive dust emission control strategies. Implementation of the control strategies primarily pertains to air quality, but also supports water quality protection through the requirement of soil stabilization measures to prevent sediment erosion and track-out. The concurrent implementation of the required SWPPP and fugitive dust emission control strategies will prevent the potential construction-related impacts to water quality at the site and its surroundings, therefore resulting in less than significant impacts.

The project will be designed with on-site stormwater detention facilities that, during the life of the project, will comply with the City's drainage requirements by preventing site discharge and transport of untreated runoff. The project will be required to comply with the most current State standards, as well as the standards outlined in the City of California City Urban Water Management Plan and the Water Quality Control Plan for Lahontan Region (Region 6V). Per the project-specific Final Hydrology Report, current drainage requirements for this project fall under the jurisdiction of the City of California City, which requires the entirety of the storm water from the 10-year, 5-day storm to be retained onsite. The site plan, grading design, storm drain design, and retention facilities of the project must be factored in the project-specific WQMP development and documentation. Runoff from throughout the impervious surfaces (buildings, hardscape and pavement) of each drainage management area will be conveyed via surface and piped flows to either corresponding underground retention chambers or retention basins. Each of the retention basins and underground facilities will be sized to retain the incremental increase between the pre-development and post-development volume per City requirements.

As proposed, the stormwater retention and management strategy are expected to comply with local and regional requirements for protecting surface water quality and preventing waste discharge violations. Less than significant impacts are expected. According to the California City Water Master Plan, California City obtains its water from five groundwater wells and an imported surface water supply from the Antelope Valley-East Kern Water District (AVEK). As previously mentioned, the Project is located within the Fremont Valley Groundwater Basin (FVGB). Historic water levels of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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groundwater wells between 1955 and 1958 indicates that the FVGB is a closed groundwater basin (without subsurface outflow). Long term groundwater level data obtained from the USGS Ground Water Data water levels indicated the groundwater levels in the FVGB have declined significantly since 1955, probably due to the prolonged drought period from 1945 to 1964 and excessive groundwater extraction in the FVGB in the late 1950s, 1960s and 1970s. The most important storage system is the groundwater aquifer, which holds water at a depth of approximately 320 to 380-feet below ground surface and has slightly risen since 1983.

According to the California City General Plan, the City primarily relies on underground water supplies. Groundwater wells in California City produced over 93-percent (%) of the water supply in 2000 to 2001. Per the Urban Water Management Plan, Potable Well No. 14 is the closest facility within the vicinity of the project site and is located at 22000 Mendiburu Boulevard. The Project will utilize a 304,000 gallon water tank, which is served by an existing water well with a bore depth of 980-feet and 18-inches in diameter, and a pipe diameter of 7-inches. Water service will utilize the existing well until a connection is made to the City Municipal system. According to the General Plan, future water demands will be met by the construction of five new water wells and through additional groundwater purchases within the Antelope Valley-East Kern Water (AVEK) District.

The California City Municipal Code also outlines the importance of water conservation (California City Municipal Code Chapter 1, Article 4, Section 7-1.431). Within this code, the City states that water conservation is a goal of high importance in order to be consistent with State of California and City legal responsibilities to the utilization of water resources. All irrigation within the City comply with the State Model Water Efficiency Landscape Ordinance (MWELo) and City Municipal Code that implement water efficiency standards. Additional conservation efforts include the use of drought tolerant landscaping, and new, low- flowing plumbing fixtures. Water conserving fixture installations shall be subject to compliance inspection, prior to issuance of final occupancy permits, for the industrial facility. Given the use, and projected low water and wastewater demands, the Project not expected to interfere with groundwater recharge conditions. The project includes both underground retention facilities and retention basins, designed to collect and provide sufficient storage for the 10-year and 5-day storm event. This method of stormwater management will therefore facilitate groundwater recharge through infiltration. Infiltration opportunities are also provided in the form of BMPs and pervious cover areas in the landscaping design. Less than significant impacts are expected.

The proposed project is located in the M-1 (Light Industrial Zoning District); which by designation under the California City Zoning Map is allocated to support general and specialty industrial and manufacturing uses facilities, including cannabis cultivation and manufacturing facility. The general vicinity surrounding the Project area also includes undeveloped properties with relatively flat topography and scattered vegetation, similar to that found on the Project site. The local hydromorphology is influenced by the presence of intermittent surface drainages originating from the mountains to the west and carrying flows predominantly in a northeasterly direction toward the valley floor. In particular, the project setting, and a majority of the City's light industrial zone occur between the Cache Creek and Koehn Lakebed. Cache Creek is located approximately four miles upstream of the project, and Koehn Lakebed is approximately 11 miles northeast of the project site.

In this context, the project has a Zone X FEMA designation, defined as areas determined to be outside the 0.2-percent (%) annual chance floodplain. The current Zone X designation encompasses a

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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majority of the City's undeveloped and developed properties within the vicinity of the Municipal Airport. Project implementation would involve permanent site improvements introducing impervious surfaces in the form of buildings, paving, and hardscape to the previously undeveloped (pervious) land. The size and scope of the Project dictates a low impact development site plan; which does not utilize the entire property to accommodate the proposed facilities and operations through the construction of buildings, parking lot, drive aisles, etc. As a result, opportunities to minimize imperviousness through the use of landscaping, natural areas or other pervious surfaces are ample and are subsequently integrated into Project site plan. To prevent changes to local drainage conditions (patterns, quantities, or velocities) and adverse erosion and sedimentation impacts, the Project will implement a storm drain design with flood control facilities sized to handle the project-specific conditions.

The proposed grading and hydrology improvement plans will be subject to review and approval by the City and Kern County Floodplain Management Division to ensure that the proposed grading and drainage conditions are acceptable to the City standards. As a result, following implementation of an approved grading plan, the project is not anticipated to alter any local drainage course, stream or wash in a manner that would result in erosion or siltation on- or off-site. Following the standard regulations and project design features, less than significant impacts are expected related to the existing drainage patterns and erosion or siltation conditions. The National Wetlands Inventory, from the USFWS, indicates that there is evidence of an intermittent riverine/riparian feature that is located south of Lindbergh Blvd., but is well off-site of the proposed Project. A riverine, as defined by the National Wetlands Inventory, includes all wetlands and deepwater habitats contained within a channel, with the exception of: wetlands dominated by trees and shrubs, and habitats with water containing ocean derived salts of 0.5 ppt or greater. However, the intermittent riverine is not considered waters of the United State because it does not connect to another source of water and furthermore is not connected with the Project site.

The proposed project would introduce impervious surfaces (hardscape, asphalt, rooftops, etc.) to a presently undeveloped (pervious) ground condition. In particular, the Project anticipates developing over 50-percent (%) of the project site with impervious materials and coverage. This conversion would typically result in a site-specific increase in the rate and quantity of surface runoff. To manage this on-site condition, the project includes a proposed storm drain design (subject to approval by the City Engineer) with surface and piped conveyances draining into retention basins and underground retention structures. The retention basins and facilities will be required to incorporate a capacity to accept and infiltrate the worst-case increase in runoff volume for the 10-year and 5-day storm event.

Furthermore, the project involves street improvements including curb and gutter at the California City Blvd. frontage. This aspect of the Project will introduce engineered surface stability to the previously unimproved road shoulders by intercepting and properly conveying off-site flows toward the existing and future street improvements. Less than significant impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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26. Floodplains

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable <input checked="" type="checkbox"/>	U - Generally Unsuitable <input type="checkbox"/>	R - Restricted <input type="checkbox"/>		
a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Chapter 8 – State Hazard Mitigation Plan (SHMP), Chapter 7 – Hydrologic Soil Groups: USDA, Natural Resources Conservation Service (NRCS); Project Materials.

Findings of Fact: The Project includes stormwater capture, detention, and on-site treatment that will prevent any substantial increase in the rate, velocity, or quantity of runoff generated from the Project as compared to the existing undeveloped, and pervious, site condition. Runoff, from the Project, that exceeds the 10-year, 5-day storm runoff volume for post-development conditions will discharge from the site in a way that perpetuates the existing drainage condition; which flows off-site to the northeast. The project, as a whole, includes approximately less than half-acre of proposed structures, driveways, parking and hardscape (impervious areas) and approximately a quarter-acre of proposed landscape or open space (pervious areas). Runoff will be conveyed primarily via surface flows through biofiltration BMPs and eventually to storm drain inlets with inlet filters. The runoff will subsequently be directed to the detention basins or carried via proposed piped flow to the corresponding underground infiltration structures located under the drive aisles.

Through this required compliance, the project will prevent impacts to the local receiving waters and avoid violations to the established water quality standards and waste discharge requirements. Less than significant impacts relative to the substantial degradation of water quality are expected.

The Federal Emergency Management Agency (FEMA) evaluates potential flood hazards for the City. The FEMA Flood Insurance Rate Maps (FIRMs) serve as the basis for identifying those potential hazards and determining the need for and availability of federal flood insurance. According to FIRM panel 06029M-1920E, effective September 26, 2008, the entire project and its immediate surroundings are located within Zone X, identified as areas determined to be outside the 0.2% annual chance floodplain. As such, less than significant impacts are expected.

The project is not located near an existing levee or dam; therefore, no impacts are expected pertaining to this topic. The project is not located within a 100-year flood zone based on FEMA

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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FIRM panel 06029M-1920E, effective September 26, 2008. Less than significant impacts are expected. The project site is not located near a body of water that would pose potential seiche or tsunami impacts. The project site is underlain by Hydrologic Soil Type "C", which is characterized for having a slow infiltration rate when thoroughly wet. Type "C" soils consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission. With the relatively shallow gradients that characterize the vicinity, the erosive nature and mudflow potential is reduced. As stated previously, the proposed site plan includes retention facilities sized to contain the 10-year, 5-day storm runoff volume for post-development conditions. Only flows in excess of the project's retention requirements would be allowed to exit the project area, therefore, less than significant impacts are expected.

The project site is not located near a body of water that would pose potential seiche or tsunami impacts. The project site is underlain by Hydrologic Soil Type "C", which is characterized for having a slow infiltration rate when thoroughly wet. Type "C" soils consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission. With the relatively shallow gradients that characterize the vicinity, the erosive nature and mudflow potential is reduced.

As stated previously, the proposed site plan includes retention facilities sized to contain the 10-year, 5-day storm runoff volume for post-development conditions. Only flows in excess of the project's retention requirements would be allowed to exit the project area, therefore, less than significant impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

LAND USE/PLANNING Would the Project

27. Land Use

a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028

Findings of Fact: The proposed project site sits on 9.78 gross acres of vacant desert land, located at the south side of California City Blvd. and adjacent to the westbound lane. The project proposes to 152,000 square-foot industrial and manufacturing uses facility in the City's (M-1) Light Industrial Zoning District. The Project proposal is consistent and authorized by Title 5: Chapter 6 and Title 9: Chapter 29, and the M-1 (Light Industrial Zoning District). The Project provides for an industrial and manufacturing uses; pursuant to the authorized uses set forth in the M-1 zone. As such, the Project is consistent with the planned land use zoning and land use patterns of the property and its surrounding property conditions.

Mitigation: No Mitigation Required

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No Monitoring Necessary

28. Planning	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Be consistent with the site's existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be consistent with the land use designations and policies of the General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028

Findings of Fact: The Project proposes industrial and manufacturing uses; which is consistent with the underlying M-1 (Light Industrial Zoning District). and no existing or proposed residential zones or properties exist within the immediate vicinity of the Project site. As such, impacts to the surrounding zoning patterns remain enacted. Furthermore, the Project is consistent with the existing and surrounding land uses as it implements the designated land use of commercial. The surrounding land use patterns are compatible with the proposed Project. There are no established community patterns in the project vicinity that would be divided by the proposed project. Therefore, no impacts relative to the division of an established community is expected. As discussed previously, the M-1 (Light Industrial Zoning District), in which the project resides, is designated for service industrial and manufacturing uses and neighborhood commercial facilities and land uses; which do not have potential for detrimental impacts on surrounding properties. The 9.78 gross-acre project one (152,000 square foot) cannabis industrial and manufacturing uses which is permitted within M-1 (Light Industrial Zoning District) zone, according to California City Municipal Code Title 5 and 9 and is not located within a uniquely establishment community or area of interest. No impacts are anticipated to land use or planning zoning or land use standards.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

MINERAL RESOURCES Would the Project				
29. Mineral Resources	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 or 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"/>
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Open Space and Conservation Element; Chapter 5; Figure 5-3: Mojave Desert Designated Areas Map; Project Materials.

Findings of Fact: According to Chapter 5, of the California City General Plan, there are no mineral resources within the City’s General Planning Area. In the eastern portion of the Mojave Specific Plan, it contains areas with mineral resources consisting of several gravel pits. In the western portion of the North Edwards Specific Plan is a mineral extraction owned by Rio Tinto (Borax) Mine that is the world’s largest sodium borate deposit. This includes the world’s largest open pit borax mining operation (more than 600 feet deep) near the community of Boron.

According to the California Geological Study (CGS) Mineral Land Classifications, no areas or sites of mineral resource and/or SMARA study areas exist on, or within the vicinity, of the Project site. The property is not listed as an active or historical mineral resources mine. In addition, the Project site is not located within an active or potential area of aggregate extraction pursuant to Map Sheet 52; which was updated in 2018 providing guidance on aggregate sustainability areas within the state.

The nature of the project does not involve the extraction of mineral deposits. Construction of the proposed cultivation and processing facility would rely on existing local and regional aggregate resources from permitted facilities within the region. The project is not expected to result in a considerable extraction and/or loss of known mineral resources that are considered important to the region or residents of California. Additionally, there are no specific known mineral resource deposits or facilities on or near the project. No impacts are expected related to the loss of availability of known mineral resources.

As previously discussed, there are no mineral resources within the City of California City. The closest mineral resource to California City is located in the City of Mojave, approximately 10 miles southwest of the project site. As determined in the previous discussion, the project site is located within an area that is not designated, has not been evaluated or studied, and is not historically known to contain mineral and/or aggregate deposits of value. This zone designation applies to areas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources. Overall, the project site is not recognized as a mineral resource recovery site delineated in the City of California City General Plan or the resource maps prepared pursuant to SMARA. No impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

NOISE Would the Project result in

Definitions for Noise Acceptability Ratings

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

30. Airport Noise

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) 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 expose people residing or working in the Project area to excessive noise levels?

NA A B C D

b) For a Project within the vicinity of a private airstrip, would the Project expose people that reside or work in the Project area to excessive noise levels?

NA A B C D

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City Airport Master Plan and Airport Land Use Compatibility Plan.

Findings of Fact: The project site shall comply with the property development standards outlined in the California City Municipal Code for facilities located within the M-1 (Light Industrial Zoning District) (Municipal Code Title 21), and cannabis cultivation and manufacturing facility within the City (Municipal Code Article 28). The project is not located within the AIA of the California Municipal Airport; therefore, impact is anticipated to the airport operations. Therefore, less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

31. Railroad Noise

NA A B C D

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Noise Element.

Findings of Fact: The Project is located approximately two (2) miles from a Union Pacific Rail line that travels in a northeast to southwest direction. According to Table 7-2, referenced in the City's General Plan Noise Element, the highest decibel level resulting from railroad noise was 95 dBA. This was measured at 100-foot distance from the edge of the railroad right-of-way. A measurement of 95 dBA, at 100-feet from the measured source point would be reduced by approximately 40.50 dBA, resulting in a sound pressure that is less than the average human voice (65 dBA). As such, the distance between the project site and this railroad, combined with the lack of sensitive receptors created by the project results in a less than significant impact from railroad noise.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

32. Highway Noise

NA A B C D

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Noise Element.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: The property, is not located near, or within the vicinity, of a major highway. The City's Planning Area is particularly bounded by the State Highway 58, along its southern boundary and State Highway 14 as well along its western boundary. These highways are not located close enough to impact future patrons or employees of the Project.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

33. Other Noise

NA A B C D

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Noise Element.

Findings of Fact: The property, is not located near (or within the vicinity) of another major source of noise. The City's Planning Area is particularly bounded by the State Highway 58, along its southern boundary and State Highway 14 as well along its western boundary. These highways are not located close enough to impact future patrons or employees of the Project.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

34. Noise Effects on or by the Project

a) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

b) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Noise Element.

Findings of Fact: Noise is defined as unwanted sound that disrupts normal activities or that diminishes the quality of the environment. It is usually caused by human activity that adds to the existing acoustic setting of a locale. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies, being less sensitive to low and high frequencies than to medium frequencies that correspond with human speech. In response to this, the A- weighted noise level or scale has been

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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developed to correspond better with peoples' subjective judgment of sound levels. This A-weighted sound level is called the "noise level" referenced in units of dB(A).

Land uses determined to be "sensitive" to noise as defined by the Kern County General Plan (KCGP) include residential areas, schools, hospitals, parks, and recreational areas, senior centers, and churches. The KCGP Noise Element sets a sixty 60-decibel dB(A) limit on exterior noise levels from stationary sources (i.e., non- transportation sources) at sensitive receptors. With the exception of periodic noise release from the California City Airport, the ambient noise level can be anticipated to occur below the maximum threshold established by City Ordinance. The Noise Control Ordinance in the Kern County Code of Ordinances (Section 8.36.020 et seq.) prohibits a variety of nuisance noises between the hours of 9 PM and 6 AM on weekdays and 9 PM and 8 AM on weekends. The future marijuana-related facilities would adhere to the provisions of the Kern County Noise Ordinance under both proposed project alternatives. In evaluating human response to noise, acoustical analysis compensates for the response of people to varying frequency or pitch components of sound. The human ear is most sensitive to sounds in the middle frequency range used for human speech and is less sensitive to lower and higher-pitched sounds. The "A" weighted scale, abbreviated dB(A). The noise exposure information developed during the preparation of the Noise Element does not include all conceivable sources of industrial, commercial or agricultural noise within the City, but rather focuses on the existing sources of noise which have been identified by the City as being significant.

Section 19.04.252 in Kern County Zoning Ordinance defines exterior noise levels as "the noise level near the exterior of a structure usually within 50 feet of the structure. Kern County has implemented standards for sensitive areas for new projects, where in those sensitive areas outdoor noise levels are to be mitigated to below or 65 dB Lin and similarly 45 dB(A) or below in interior residential or inside other sensitive interior spaces.

The City of California City has the authority to establish land use noise standards and corresponding restrictions under the City's Noise Ordinance. A range of noise standards apply to different receiving land uses based on sensitivity and compatibility. In general, land uses with a higher sensitivity to noise (residential, schools, libraries, churches, hospitals, nursing homes and recreation) are assigned lower ambient noise thresholds than land uses deemed less sensitive (industrial and commercial). According to the Government Code, noise exposure contours should be developed in terms of the Day-Night Average Level (Ldn) or Community Noise Equivalent Level (CNEL) for transportation-related noise sources. These descriptors represent the weighted energy noise level for a 24-hour day after inclusion of a 10dB penalty for noise levels occurring at night between the houses of 10:00 p.m. and 7:00a.m. The CNEL descriptor includes a penalty of about 4.8 dB for noise levels occurring during the evening hours 7:00p.m. and 10:00 p.m. The CNEL explanation was developed for the quantification of aircraft noise, and its use is required when preparing noise exposure maps for airports within the State of California.

The Noise Element of the City's General Plan identifies vehicular traffic as the principal source of noise in the community. The General Plan Area is particularly bounded by State Highway 58, along its southern boundary and State highway 14 as well along its western boundary. The front of the project area is located adjacent to California City Blvd. and approximately from the California City Municipal Airport to the North. The project property is currently vacant and is located near the airport,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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vacant commercial lands, industrial and manufacturing uses to the west and northwest. The Project proposes to construct a 152,000 square-foot industrial and manufacturing facility. The anticipated noise impacts, from such an industrial and manufacturing use, will not exceed the evaluated noise generation factors established within commercial land use.

Section 19.80.030.S(1) within Kern County Zoning Ordinances restricts noise generated by commercial or industrial uses within 500-feet of a residential use or residential zone district. The Project will not generate noise that exceeds an average 65 dB/Ldn between the hours of 7 AM and 10 PM and shall not generate noise that exceeds 65 dB/Ldn, or which would result in an increase of 5 dB(A) or more from ambient sound levels, both are superior, between the hours of 10 PM and 7 AM. Commercial or industrial facilities that are located within the heavy industrial (M-3) zones are exempt from these noise generation limitations.

As discussed previously, the Project property forms part of an undeveloped portion of the industrial land use district in the City of California City. This section of the City has been designated in the City's General Plan to support industrial land uses. The Project property is considerably separated from any existing or planned residential use.

The construction activities of the Project are expected to generate short-term noise increases compared to the existing levels. A temporary incremental increase in noise levels along local roadways is expected to occur during the transport of workers and equipment to and from the site. Noise increases will also be generated by the actual on-site construction activities, which based on location and context, will not take place within proximity to any sensitive receptor.

Any new construction required for a future cannabis facility would generally occur during daytime hours, typically from 6 AM to 6 PM; however, the Kern County Noise Control Ordinance (Title 8 of the Kern County Code of Ordinances) limits all construction activities to take place between 6 AM and 9 PM, Monday through Friday, and between 8 AM and 9 PM on Saturdays and Sundays. If construction work is performed between dusk and 9 PM or dawn and sunrise (approximately 6 AM), construction crews would use minimal illumination to perform the work safely. California City Noise Ordinance Section 5-1.406 interior noise standards for Residential zones states that between the times of 10:00 p.m. to 7:00 a.m., the allowable interior noise level at 45 dB(A) and 55 dB(A) between 7:00a.m. and 10:00 p.m.

During construction, the Project is also expected to follow common industry standards that will help limit noise level increases. For example, all construction equipment, fixed or mobile, should be equipped with properly operating and maintained mufflers and the engines should be equipped with shrouds. Approved haul routes shall be used to minimize exposure of sensitive receptors to potential adverse levels from hauling operations. Truck haul routes are anticipated to include service from California City Blvd., in a westerly direction, and then accessing the site through California City Blvd. All construction equipment shall be in proper working order and maintained to reduce backfires.

During the life of the Project, all industrial and manufacturing operations will be conducted in the interior of enclosed structures, facilities, and buildings, as mandated by the local zoning ordinance. All cultivation and processing operations, including materials management, will occur indoors and within the fenced limits. Outdoor activities will be limited. These include vehicular access and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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circulation in the Project's parking lot and drive aisles; access to the trash enclosures for waste management (disposal and pick-up); access to the outdoor utilities for maintenance purposes (e.g. chillers, septic or sewer systems, storm drain system components). While the Project would result in an increase in noise levels compared to the existing undeveloped condition, the nature and intensity of operations that would occur in the proposed structures are not expected to result in the generation of noise levels that would surpass the community noise and land use compatibility standards. The Project is expected to result in an incremental increase in traffic-related noise levels on the local roadways and less than significant impacts are expected.

Vibration is defined as the mechanical motion of earth or ground, building, or other type of structure, induced by the operation of any mechanical device or equipment located upon or attached to. Vibration generally results in an oscillatory motion in terms of the displacement, velocity, or acceleration of the ground-or structure(s) that causes a normal person to be aware of the vibration by means such as, but not limited to, sensation by touch or visual observation moving objects. ground- or structure(s) that causes a normal person to be aware of the vibration by means such as, but not limited to, sensation by touch or visual observation of moving objects.

Groundborne vibration, also referred to as earth borne vibration, can be described as perceptible rumbling, movement, shaking or rattling of structures and items within a structure. Groundborne vibration can generate a heightened disturbance in residential areas. These vibrations can disturb residential structures and household items while creating difficulty for residential activities such as reading or other tasks. Although, groundborne vibration is sometimes perceptible in an outdoor environment, it is not a problem as it is when this form of disturbance is experienced inside a building. Groundborne vibration can be measured in terms of amplitude and frequency or vibration decibels (VdB). Trains, buses, large trucks and construction activities that include pile driving, blasting, earth moving, and heavy vehicle operation commonly cause these vibrations. Other factors that influence the disturbance of groundborne vibration include distance to source, foundation materials, soil and surface types.

The construction activities of the Project are expected to generate a short-term noise increases compared to the existing levels. Two types of noise impacts are anticipated during future construction activities. First, the transport of workers and equipment to the site would incrementally increase noise levels along the local roadways leading to and from the site.

The Project is surrounded by vacant land and is separated from the nearest existing residential uses by a minimum distance of approximately 4,000-feet directly to the east. Due to this location context, the presence of residential uses and any other sensitive receptors in relation to the project is not a significant impact. The existing source of groundborne vibration is attributed to the anticipated circulation of large vehicles and trucks along Lindbergh Blvd. Construction of the Project is expected to involve the temporary use of vehicles and equipment that would result in short-term groundborne vibration increases within the permitted construction hours established by the City. During the life of the Project, all routine operations will occur within the proposed structure and during the permitted hours of operation, as mandated by the county ordinance and conditioned by the City. The routine operation of vehicles accessing the Project would cause an incremental increase in groundborne vibration, but not in levels that would be deemed inconsistent with the existing industrial setting or excessive in nature, such that would impact residential uses. Less than significant impacts related to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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excessive groundborne vibration noise levels are expected. The primary permanent noise sources will be vehicles traveling to and from the site and grounds maintenance equipment. The vehicle mix will be comparable with existing vehicles on surrounding roads. The proposed project is not expected to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Noise generated by vendors, visitors and employees is expected to be consistent with noise levels at any light industrial development and will not exceed county standards. Project-related vehicles will be consistent with vehicles already using area roadways.

The Project property and most of its surroundings are undeveloped. Therefore, this setting does not represent an existing source of ambient noise. The Project site is not located adjacent to or within proximity to any residential land uses or other sensitive receptors. However, the project is located near an existing airport deemed to be a primary noise generator. Noise resulting from the Project operations is anticipated to be largely contained in the proposed structures, while noise resulting from traffic noise caused by the Project is not expected to substantially increase the current ambient levels in a way that would impact sensitive receptors. Less than significant impacts related to permanent increase in ambient noise levels are expected.

Two types of noise impacts should be considered during the construction phase. First, the transport of workers, equipment, and building materials to and from the construction site will incrementally increase noise levels along the roadways leading to and from the site. Second, the noise generated by the actual on-site construction activities should be considered. The increase, although temporary in nature, could be audible to noise receptors located along the roadways utilized for this purpose. High noise levels would also result from all construction activities, whether associated with specific facilities on specific sites, or with the extension pipelines to and from these sites.

Most of the development in the City has occurred within the central core. An area comprising approximately twelve sections of land (7,680 acres) in the southwest portion of the land area within the City's corporate limits. The remaining development in the City has occurred in the northeastern portion; an area located about twelve miles northeast of the central core along Twenty Mule Team Parkway and Randsburg- Mojave Road. The project is located approximately 20-miles west of Twenty Mule Team Parkway and approximately 14-miles from Randsburg-Mojave Road. The City's General Plan Land Use Element includes a summary of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

The proposed cultivation and processing site will produce a temporary and intermittent increase in ambient noise levels during construction, but will occur indoors within insulated buildings and is not anticipated to exceed the limits set forth by the General Plan which is no greater than 70 dBA over a 10-minute Leq. During Project site preparation, grading and construction, the contractors will be expected to utilize properly maintained construction equipment consistent with the manufacturer's standards. Construction activities are required to take place within the designated hours established by standards of California City. Less than significant impacts related to temporary or periodic ambient noise levels are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING Would the Project				
35. Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Affect a City Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cumulatively exceed official regional or local population Projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Housing Element.

Findings of Fact: The California City planning area is comprised of 130,200 acres (203.44 square miles). This represents an increase of 11,200 acres resulting from the 1991 Municipal Reorganization #91-1 that comprised a 21,000-acre annexation and 4,800-acre detachment. The total 203.44 square miles planning area also represents the official City limits of California City. California City completed the 2002 Annexation, Detachment, Sphere of Influence Amendment (the City has Jurisdictional Boundaries and Coterminous Sphere of Influence), Redevelopment Area Expansion General Plan Update (Including the Housing Element), and Automotive Test Course Project. This action did not impact the availability of parcels for housing. It detached some environmentally sensitive areas and annexed some land suitable for economic development.

Based upon the 2009-2028 General Plan, the total of all single and multiple-family residential land designations represent 25 percent (33,500 acres) of the California City planning area. The residential land use designations of the General Plan and related zoning classifications show approximately 21,474 available (vacant) residential lots in the Central Core. The current population of California City is 13,972 as of July 1, 2017.

The proposed facility consists of a 152,000 square feet (sf) of commercial cannabis cultivation and related, but ancillary cannabis processing and manufacturing. The Project is compatible with operations and uses permitted in the M-1 (Light Industrial Zoning District) with approval of a site plan review. The facility is estimated to staff approximately 10-13 employees with multiple shifts. The proposed Project may encourage relocation for employment. However, the number of employees is expected to come from existing residents primarily.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project does not have a residential component. Improvements to roads and other infrastructure associated with the Project would not induce substantial growth to the area. Less than significant impacts are expected.

The entire property is currently vacant land designated by the City General Plan and zoning for commercial and industrial activity and would not displace any existing housing or require replacement housing. No impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

PUBLIC SERVICES Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the 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:

36. Fire Services

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Safety Element.

Findings of Fact:

Fire services are provided to the project area by the California City Fire Department (CCFD). The fire department operates out of a single location, located at 20890 Hacienda Blvd, California City, CA 93505, approximately 5-miles from the project site. The station has four paid fire fighters on duty per day. The CCFD maintains a fleet of two structure engines (one front-line and one reserve), one brush engine, one brush patrol, one squad/off- road rescue, and two staff SUV’s. The CCFD maintains mutual aid and automatic aid agreement with Kern County Fire and Edwards Air Force Base Fire, resulting in the ability of three engines being dispatched; a standard duty response that ensures a minimum number of firefighters arrive at scene per National standards. Mutual aid is an agreement among emergency responders to lend assistance across jurisdictions provided resources are available and is not to the detriment of their own service area.

The project proposes the development of the 9.78 gross acre site. The facility will contain space for office use, retail lobby, manufacturing, and cultivation areas. At buildout, the facility will have an approximate building ground floor area (GFA) of approximately a 152,000 square foot facility; under a Class B Occupancy; which does not create a substantial increase in the need for additional fire suppression and planning services. The Project will construct a 304,000 gallon Water Tank that will serve as fire mitigation and potable water service. The water tank will be served by an existing well, located adjacent to the Water Tank.

Development of the project increases demand on fire services, however based on the site proximity to the City’s existing fire station, the proposed project could be adequately served without the expansion of a new fire facility and adequate response times would be met. Additionally, the project would be required to implement all applicable and current California Fire Code Standards. This would include installation of fire hydrants as well as sprinkler systems inside the buildings. Furthermore, the project will be reviewed by City and Fire officials to ensure adequate fire service and safety as

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a result of project implementation. The project will also be required to comply with the City's Development Impact Fees (DIF) to assist with the funding of public facilities and services, including fire, therefore, less than significant impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

37. Police Services

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Safety Element.

Police services are provided to the project area by the California City Police Department (CCPD). The police department operates out of a single location and is located at 21130 Hacienda Blvd, approximately 5-miles from the project site. Per the Police Department website, the CCPD has 13 sworn officers and 6 support staff, totaling 19 positions. Based on the 2021 Census, California City has a population of 13,707 persons, resulting in an officer to resident ratio of 0.95 per 1,000 population. At buildout, the facility will have an approximate building ground floor area (GFA) of approximately 152,000 square foot facility; under a Class B Occupancy.

A suite of safety and security measures will be incorporated into the project. A more detailed, comprehensive security plan is required by the City during the regulatory permit phase. This will include specific locations and areas of coverage by security cameras; location of audible interior and exterior alarms; location of exterior lighting; name and contact information of Security Company monitoring the site and any additional information required by the City.

Although the project may require additional demand for police services, the demand is not expected to hinder the City's ability to provide police protection services and adequate response times would be met. Furthermore, the project will be reviewed by City and Police officials to ensure adequate fire service and safety as a result of project implementation. The project will also be required to comply with the City's Development Impact Fees (DIF) to assist with the funding of public facilities and services, including police, therefore, less than significant impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

38. Schools

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Safety Element.

Findings of Fact: The proposed project falls under the Mojave Unified School District (MUSD). Development of the project would not create a direct demand for school service. At buildout, the facility will have an approximate building ground floor area (GFA) of approximately a 152,000 square foot facility; under a Class B Occupancy. Employment generated by the project would not be expected

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to draw a substantial number of new residents that would generate school age children requiring public education or substantially alter school facilities or the demand for public education and no new facilities would need to be constructed. Additionally, any future development will be required to pay Development Impact Fees (DIF) to the Mojave Unified School District, developer impact fees to assist in offsetting impacts to school facilities. At the time of writing, current development fees are \$3.79 a square foot for residential and \$0.61 per square foot for commercial/industrial projects (Level I Developer Fee Study for Mojave Unified School District, 2018). Less than significant impacts to school services are expected. As discussed below in Section XV(a) and XV(b), the proposed project would not create substantial additional demand for public park facilities, nor result in the need to modify existing or construct new park facilities. No impacts are expected to city parks.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

39. Libraries

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Safety Element.

Findings of Fact: Library services are provided by the Kern County Library system with the nearest branch located in the City at 9507 California City Boulevard. The Kern County Library provides a full range of services and resources to over 850,000 people in every city and unincorporated area of Kern County through a network operated at Kern County Library Headquarters. The Kern County Library system includes 24 branches and 2 bookmobiles available to serve the County population. Development of the project would not create a direct demand for school service. At buildout, the facility will have an approximate building ground floor area (GFA) of approximately 152,000 square foot facility; under a Class B Occupancy. Employment generated by the project would not be expected to draw a substantial number of new residents that would generate school age children requiring library services or substantially alter existing library branch facilities or the demand for new facilities would need to be constructed.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

40. Health Services

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Safety Element.

Findings of Fact: According to the City Fire Chief, there are multiple choices for hospital care to serve City residents. These choices depend upon the severity and type of medical treatment required. In addition, hospital related care also depends on bed availability and the patients' preference, if not emergent. Since California City spans approximately 201 square miles, there are a number of hospitals that a patient could be transferred to for minor issues such as less critical conditions, stabilizing

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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patience, and minor surgeries. These minor incidences are typically served by Adventist Health-Tehachapi Valley in Tehachapi; which is located approximately 20-miles from the City’s western edge. Furthermore, Ridgecrest Regional Hospital is located approximately 30-miles from the east edge of the city and even Barstow Community Hospital; which is located approximately 50-miles from the south west edge of town also provides non-trauma related care. If trauma level care is necessary, patients are transported to the Antelope Valley Hospital in Lancaster; which is located approximately 30-miles from the south edge of the city. While the City does not have any Mutual Aid Agreements in terms of Hospitals in the area; City fire does have Mutual aid for Fire with Kern County and Edwards AFB as you are aware.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

RECREATION

41. Parks and Recreation

a) Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the Project include the use of existing neighborhood or 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Is the Project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Open Space Element.

Findings of Fact: As discussed herein, the proposed project would not create substantial additional demand for public park facilities, nor result in the need to modify existing or construct new park facilities. No impacts are expected to park. As previously discussed, the Project proposes to construct a 152,000 square foot commercial cannabis cultivation and ancillary manufacturing uses. Properties immediately to the north, east, south and west of the project are in a vacant state, with the California City Municipal Airport further to the northwest, with similar conditions to those found on-site. Existing residential dwelling units are located southeast of the Project site; however, according to Google® Earth, the closest residence is approximately 1,200-linear feet from the Project site. Furthermore, approximately 10-13 employees will be generated by the Project, the addition of which is not anticipated to cause a substantial increase to the current existing neighborhood community, regional or pocket parks. Therefore, no impacts are expected relative to the use or deterioration of existing parks. The construction of the proposed cultivation and processing facility within a light industrial zoned area will not substantially degrade any existing or planned recreational facility. In fact, the City will require the Project proponent to construct a Class II Bike Trail adjacent to the curb-line of Lindbergh Blvd. which is required pursuant to the City’s Bike Plan Element of the General Plan.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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No construction or expansion of other recreational facilities is required for Project implementation and no impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

42. Recreational Trails

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Open Space Element.

Findings of Fact: The City’s Municipal Code has adopted the Farm Animal Overlay and the Equestrian Overlay Zones (EOZ). California City Municipal Code Section 9-2.2408 Equestrian Overlay Zone permits the riding of equines along equestrian trails and roadways, if they do not cause any traffic impediment. Development of the project will not create a need or impede an existing or planned trail system. The Project will not negatively affect the General Plan goals of providing safe and convenient access to equestrian trails and roadway use.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

TRANSPORTATION/TRAFFIC Would the Project

43. Circulation

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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"/>
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d) Alter waterborne, rail or air traffic?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e) Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Open Space Element.

Transportation and Traffic Discussion:

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Each county in California is required to develop a Congestion Management Program (CMP) that analyzes the links between land use, transportation and air quality. The Kern County Council of Governments (KERNCOG) is the County’s Congestion Management Agency. The KERNCOG prepares and periodically updates the County’s CMP to meet federal Congestion Management System guidelines and state CMP legislation. The most recent CMP is included within KERNCOG’s Long Range Transportation Plan (LRTP), which was completed in April 2012. According to Appendix A of the LRTP, in the 2011 Kern County Congestion Management Program, Highway 14 and Highway 58 are the only roads in proximity to the Project site listed as part of the CMP System of Highways and Roadways. These roads are not directly adjacent to the Project site. Thus, the Project will not conflict with a CMP due to the distance between the Project site and these covered roadways and the trips have been accounted for in the GP. The GP identifies that sidewalks, bike lanes, off-street trails and golf cart routes are especially important along major roadways in the community. Within Kern County, existing public transportation services include public transit, Amtrak, and other private carriers such as Greyhound. Local and regional public transit is available within and between sixteen Kern County communities. In 2009–2010, public transit services carried over 7.84 million passengers in Kern County. Transit services include intercity, demand-responsive, and fixed-route operations.; the Project will not produce a need for increases in transit services or require the substantial alteration of existing facilities and/or services. The Project will not conflict with any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, the Project has no impact.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Senate Bill 743 (SB 743) was passed by the California State Legislature and signed into law by Governor Brown in 2013. SB 743 required the Office of Planning and Research and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under the California Environmental Quality Act (CEQA). In December 2018, the California Natural Resources Agency finalized updates to the CEQA Guidelines, which included SB 743. Section 15064.3 of the 2019 State *CEQA Guidelines* provide that transportation impacts of projects are, in general, best measured by evaluating the project’s vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts. The provisions of this section are not mandatory until July 1, 2020; however, local agencies may choose to opt in before that date. At the time of preparation of this report, the City has not updated their procedures to analyze VMT; thus, this Project is not currently subject to section 15064.3 of the 2019 CEQA Guidelines. The Project has no impact.

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

The proposed Project does not propose any design features that would increase traffic hazards, as the Project is consistent with the City’s General Plan Circulation Element. Additional surrounding land uses include vacant land to the north, south, east and west. Thus, the Project is not introducing a substantially different land use to the area and will be compatible with adjacent uses. In addition, the Project does not include an implementing project, and thus involves no construction or operation or physical impact to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the Project site. As such, the Project will not increase hazards due to a design feature or incompatible use. Therefore, the Project has no impact.

d) Result in inadequate emergency access?

The proposed Project will provide adequate access to emergency response vehicles, as required by the City of California City and in accordance with the Fire and Police Department review and requirements. Site plan review would include in-depth analysis of emergency access to the site to ensure proper access to facilities. As mentioned previously, the proposed site plan provides vehicular access on California City Blvd. The design details of vehicular driveways will be reviewed and approved by the Fire Department and the City. The Project is anticipated to provide proper premises identification with legible site name, address numbers, and clear signage indicating the site access points. Measures that protect life and safety include operational fire hydrants and extinguishers to be placed in conspicuous areas consistent with the NPFA. Off-site Project improvements will involve paving on California City Blvd. within the required rights-of-way and according to the City's designated street standards.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

44. Tribal Cultural Resources

a) Would the Project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k); or,

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c). of Public Resources Code Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance to a California Native tribe.

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Open Space Element.

Findings of Fact: As previously discussed in the Cultural Resources discussion of this document, there are five recorded historic archaeological sites within the City, according to the California City General Plan. The archaeological sites are not found within the project area. Additionally, a cultural

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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resource survey was completed by the California Archaeological Inventory Southern San Joaquin Valley Information Center for California City's General Plan. The cultural resource survey was concluded that no cultural resources were found on the project site or with close proximity to the site (discussed in Cultural Resources: Sections 8-9). The historical, cultural and archaeological resources surveys outlined within the California City General Plan indicate that the project site is not listed or eligible for listing in the California Register of Historical Resources or in a local register. Therefore, no impacts are anticipated with project implementation. As previously discussed, the land surveys prepared for the California City General Plan did not indicate the presence of historic resources, cultural resources, and archaeological resources on or near the project site. Additionally, the California City General Plan states that the City had no Native American Sacred Sites within the City's boundary. Therefore, project implementation is not expected to have a substantial adverse change in a significant Tribal cultural resource. Less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

45. Bike Trails

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Open Space Element. KernCOG 2018 Regional Transportation Plan (RTP)

Findings of Fact: The property, in addition to the surrounding property, were previously analyzed in both the City's General Plan EIR and as part of the KernCOG 2018 Regional Transportation Plan (RTP) and the Project will not increase the need for bike trails and other ancillary recreational facilities and services. The Project will be required to pay fees which will address the incremental need that results from this Project upon recreational trails, bikeways, or service paths.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

UTILITY AND SERVICE SYSTEMS Would the Project

46. Water

c) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Safety Element.

Findings of Fact: The City's wastewater system consists of numerous gravity lines and lift stations. The Wastewater Operations Division provides maintenance of all wastewater collection and transportation and oversees the treatment for the City in addition to monitoring and implementation of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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wastewater regulations. Sanitary sewers are cleaned regularly, and their condition is monitored on a regular basis. According to the California City Urban Water Management Plan Update 2017, California City owns and operates 1.5 million gallons per day (MGD) extended aeration activated sludge tertiary treatment facility (WWTP) and all domestic sewer collection systems within the City limits. The existing California City Wastewater Treatment Facility, located at 10835 Nelson Drive, is designed to treat an average flow of 1.5 MGD and peak flow of 3.0 MGD, where in 2015, the influent flow was 0.8 MGD. A city maintained sewer line currently lies within California City Blvd., the project proposes to connect to the existing infrastructure which will provide service to the project site.

The project is proposing 152,000 square foot retain cannabis dispensary. Wastewater is expected to be minimal as the project would only require up to 10-13 employees in only a few shifts. The project is not expected to exceed wastewater treatment requirements of the State Regional Water Quality Control Board (SRWQCB) (Fremont Valley Sub-basin). In addition, City and other local and governmental agency review will ensure compliance with all current and applicable wastewater treatment requirements. Less than significant impacts are expected.

California City Water Department provides domestic water approximately 4,430 active service water connections to its incorporated area (203 square miles). The City maintains approximately 313 miles of water main lines ranging in size from 4 to 21 inches in diameter, and a 20-inch transmission line connects the City wells to the reservoirs located in the foothills. As stated in the prior discussion, the California City Wastewater Treatment Facility is designed to treat an average flow of 1.5 million gallons per day, and peak flow of 3.0 MD. At this time, a connection to the City's potable water system is not available. The Project will construct a 304,000 Gallon Bolted Steel Water Tank is required in order to provide fire suppression mitigation for structures located on-site. The property is not connected to the City's Municipal water system, and as such, the Tank was identified as an "Alternative Means and Methods", which is established by the State Fire Code. The Water Tank is approximately 32' 2 1/2" in overall height and 40' 1 5/16" total inside diameter. The Tank is located along the westerly property line and will be constructed in the first phase of development. The Project will also utilize an existing well to provide water supply to the Water Tank. The total depth of the well boring is 980 vertical feet and is comprised of PVC material with a total outside diameter of 6.9-inches. California City is located within the Fremont Valley Groundwater Basin (#6-046), which is currently an unadjudicated basin and subject to potential overdraft. However, the number of well permits currently issued within the City does not constitute a cumulative impact. Well permits are administered by the Kern County Department of Public Health and the applicant is responsible for submitting the appropriate permits associated with new well drill sites.

Groundwater is the primary source of domestic water supply in California City. According to the Urban Water Management Plan, California City currently uses six groundwater wells and surface water purchased from the Antelope Valley East Kern Water Agency (AVEK) for its groundwater supply. The project property lies within the Fremont Valley Groundwater Sub-basin, within the Lahontan Region (Region 6). The project site is managed by the Fremont Valley Groundwater Basin Integrated Regional Water Management Group (IRWMG), which consists of California City, Mojave Public Utility District (MPUD), and the Antelope Valley East Kern Water Agency (AVEK).

As stated in prior discussions, the groundwater wells in California City produced over 93-percent (%) of the water supply in 2000 to 2001. Per the Water Master Plan, Well No. 14 is the closest well to the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project site, located at 22000 Mendiburu Boulevard, approximately 3.40 miles northeast of the project. According to the California City General Plan, future water demands for the City will be met by the construction of new water wells and through additional purchase of AVEK water. According to the 2015 Urban Water Management Plan (UWMP) updated in 2017, the addition of two new wells will assist in the City's goal in meeting future water demands from 2020 through 2040. These wells include: Well No. 1 in 2018 and Well No. 11 in 2019. As stated in the UWMP, it is projected that in 2040 the City will be using 82.3 percent of the current water production capacity. It is noted that 82.3 percent capacity utilization in 2040 is conservative and that for the foreseeable future, the City has excess production capacity that will handle system demands year around and during worst case summer demand months. As required by the policies of the General Plan, the City will continue to cooperate with IRWMG and other agencies/jurisdictions in implementing groundwater replenishment and ensuring the viability of the Fremont Valley Sub-basin. The proposed development will be expected to follow water conservation guidelines to mitigate impacts to public water supplies. Examples of these water conservation methods include water conserving plumbing fixtures, drought tolerant landscaping, and drip irrigation systems. The project proposes connecting to the existing water line located in California City Blvd. Additional domestic water improvements necessary to serve this development will be identified by IRWMG and approved by the City of California City. Less than significant impacts to water supply are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

10. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?

b) Result in a determination by the wastewater treatment provider that serves or may service the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Land Use Element.

Findings of Fact: The City of California City operates one wastewater treatment plant located at 10835 Nelson Drive, approximately 6.50 miles east of the project site. All City sewage is collected into sewage mains and delivered to the 1 MGD sanitary facility. The existing wastewater treatment facility collected domestic wastewater to approximately 30 percent of the City's municipal sewer system, while the remaining 70-percent (%) is served by onsite septic systems. The existing California City Wastewater Treatment Facility is designed to treat an average flow of 1.5 MGD and peak flow of 3.0 MGD. Currently, the average influence flow is 0.8 MGD. The proposed project is designed to connect into the existing water, as outlined in the 2002 Water Master Plan for California City, and the 2017 Urban Water Management Plan (UWMP). However, the project will utilize subsurface sewage disposal for onsite waste management until a sewer system is available. The operation and construction of these facilities will comply with the requirements of the City, and the State Regional Water Quality Control Board. Connections into sewer infrastructure once installed, will undergo review by City Staff to ensure wastewater capacity and compliance. Additionally, once a municipal sewer connection is established

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and installation occurs, the City will assess connection fees in place at the time of development or connection would be collected to offset the impact of expanding the sewer network. As determined previously, the average influent flow (0.8 MGD) for the Wastewater Treatment Facility is lower than the capable average flow (1.5 MGD) and peak flow (3 MGD) and accommodation through means of a subsurface sewage disposal system is a feasible, but short-term, option. Due to the size and the nature of the project, the wastewater treatment provider is anticipated to have adequate capacity for project implementation. Less than significant impacts to wastewater treatment are expected. The project will utilize subsurface sewage disposal for onsite waste management until a sewer system is available.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

11. Solid Waste	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Is the Project served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the Project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (City Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Safety Element.

Findings of Fact: Solid waste disposal and recycling services for the City of California City are provided by Waste Management (WM). However, Waste Management does not provide removal of cannabis byproducts or waste generated from the manufacturing, testing, and packaging processes. The Project will be required to comply with the future regulations resulting from these procurements. Solid waste generated by the project would consist of standard household/office waste. Unused plant material will be composted and reintroduced into soil composite. Commercial waste and recycling collected from the proposed Project will be hauled to the CA City Recycling and Transfer Station (15-AA-0401). Waste from this transfer station is then sent to a permitted landfill or recycling facility within Kern County. These include Bena, Boron, Mojave-Rosamond, Ridgecrest, Shafter-Wasco, Taft, and Tehachapi Landfills. Cal Recycle data indicates that these landfills have 3 to 90-percent (%) of their remaining estimated capacity, with the Mojave-Rosamond Sanitary Landfill having the lowest remaining capacity, 3-percent (%), and the Boron Sanitary Landfill with approximately 90-percent (%) remaining capacity. Additionally, solid waste generated by a medical marijuana facility would be minimal and would comply with all cannabis waste regulations. Less than significant impacts to solid waste are expected. Solid waste disposal and recycling services for the City of California City are provided by Waste Management (WM). Solid waste generated by the project would consist of standard household/office waste. Unused plant material will be composted and reintroduced into soil composite. Commercial waste and recycling collected from the proposed Project will be hauled to the CA City Recycling and Transfer Station (15-AA-0401). Waste from this transfer station is then sent to a permitted landfill or recycling facility within Kern County. These include Bena, Boron, Mojave-Rosamond, Ridgecrest, Shafter-Wasco, Taft, and Tehachapi Landfills. Cal Recycle data indicates that these landfills have 3 to 90-percent (%) of their remaining estimated capacity, with the Mojave-

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Rosamond Sanitary Landfill having the lowest remaining capacity, 3-percent (%), and the Boron Sanitary Landfill with approximately 90-percent (%) remaining capacity. Additionally, solid waste generated by a medical marijuana facility would be minimal and would comply with all cannabis waste regulations. Less than significant impacts to solid waste are expected. The City of California City contracts with Waste Management to serve the solid waste disposal needs of the city, including the project. The project will comply with all applicable solid waste statutes and guidelines. No impacts are expected relative to solid waste statutes and regulations.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

Utilities

Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Safety Element.

Findings of Fact: The Project will not produce an impact upon existing or planned city or district utility services. The addition of a 152,000 s.f. industrial and manufacturing facility will not increase the need for utility services or create the need to substantial retrofit existing utility infrastructure. No impact is anticipated from the proposed Project.

- a) Electricity: The property will be served by Southern California Edison (SCE) which has an obligation to serve and provides electrical service to several properties along California City Blvd. As such, no impact is anticipated.
- b) Natural Gas: Recently, the City has expanded natural gas service to the north and eastern planning areas. The property will not likely require natural gas service, but service is available if needed. As such, no impact is anticipated.
- c) Communications: The Project will not require telecommunications service. As such, no impact is anticipated.
- d) Storm water drainage: No expansion of service is anticipated. As such, no impact is anticipated.
- e) Street Lighting: The Project is served by the City public works department. New street lighting standards are required at the project entrance from California City Blvd. These lighting standards will be subject to Mitigation Measure **LIGHT-1** as incorporated herein.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- f) Maintenance of public facilities; including roads: The Project will be required to dedicate and construct the necessary roadway improvements, along the property frontage of California City Blvd. The City Public Works Department will accept a dedication of the ultimate improvements prior to the commencement of Project operations. Maintenance of the road will be provided by a public entity, the City. As such, no impact is anticipated.
- g) Other government services: The operations of the future Project will comply with the City's Cannabis Program and all provisions of the City Municipal Code.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

WILDFIRE. If located in or near state responsibility areas classified as very high hazard severity zone, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate pollutant concentrations from a wildfire or 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 type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Safety Element. California Department of Forestry and Fire Protection: State Responsibility Areas for Fire Protection.

Findings of Fact:

- a) The Project will not result in an impact to an adopted emergency response plan or emergency evacuation plan due to the infill nature of the Project. The anticipated structures will comply with county and local fire codes, including the development of an evacuation plan which is required by City Ordinance.
- b) The Project is not located on a parcel of land that is constrained by slopes or subject to other factors that will exacerbate wildfire risks. The property is sparsely vegetated with low-lying scrub brush and mostly decomposed granite, having been compacted for decade through wind and water erosion.
- c) The Project is located on an in-fill parcel, with existing paved access and is not within an area designated as high fire. The construction of public infrastructure improvements will have no impact upon wildfire risks.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) The Project will not expose people or structures to the risks of downslope or downstream flooding or landslides from post-fire instability. As previously mentioned, the parcel in which the Project is proposed is not located within or near a state responsibility area or an area classified as high fire. As such, no impacts can or will occur.

MANDATORY FINDINGS OF SIGNIFICANCE

47. 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, 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan.

Findings of Fact: As concluded in the Biological and Cultural Resources sections of this document, the proposed project expansion would result in no impacts or less than significant impacts with mitigation to these resources. The project is compatible with the City of California City General Plan land use designation and its surroundings. The project will not significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare of endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Less than significant Impacts with mitigation is expected.

48. Does the Project have impacts which 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, other current Projects and probable future Projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Staff review, Project Application Materials

Findings of Fact The project is located in a setting designated for Community Commercial uses. Cultivation of commercial cannabis is allowed within the M-1 (Light Industrial Zoning District) with cannabis cultivation and manufacturing permit from the City of California City, and must be in compliance with all applicable state and local laws and regulations pertaining to the industrial and manufacturing cultivation permit business and activities, including the duty of obtaining any required state licenses. The facility would be compatible with the existing and future land uses within the M-1 zone. Based upon the information and mitigation measures provided within this Initial Study and implementation of the proposed cultivation and processing facility is not expected to result in impacts

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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that, when considered in relation to other past, current or probable future projects, would be cumulatively considerable. Less than significant impacts are expected.

49. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Staff review, Project application

Findings of Fact: As discussed in the various sections throughout this Initial Study, the proposed project would not include a land use that could result in substantial adverse effects on human beings. The City of California City has established regulations pertaining to commercial cannabis facilities to ensure these businesses do not conflict with the City's General Plan, its surrounding uses, or become detrimental to the public's health, safety and welfare. The City's review process of cannabis facilities and facility operations will ensure that the regulations are fully implemented. Based upon the findings provided in this document, and mitigation measures and standard conditions incorporated into the project, less than significant impacts are expected.

V. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following: Earlier Analyses Used, if any:

- City of California City General Plan Environmental Impact Report (<http://www.californiacity-ca.gov/CC/index.php/planning/planning-publications>)
- KernCOG 2018 Regional Transportation Plan (<https://www.kerncog.org/category/docs/rtp/>)

Location Where Earlier Analyses, if used, are available for review:

Location:
 City of California City
 21000 Hacienda Boulevard
 California City, CA 93505-2293
 (760) 373-8661

VI. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 121 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

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 California City_Initial Study_Mojave Jade, Inc._Addendum_v.5_(FINAL)_20230808

TECHNICAL APPENDICES

APPENDIX A

Biological Resource Assessment of APN 225-201-03 California City, California

September 10, 2019

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Biological Resource Assessment of
APN 225-201-03
California City, California

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Biological Resource Assessment of APN 225-201-03, California City, California

Mark Hagan, Wildlife Biologist, 44715 17th Street East, Lancaster, CA 93535

Abstract

Development has been proposed for APN 225-201-03, California City, California. The approximately 10 acre (4 ha) study area was located south of California City Boulevard and 1.14 miles (1.83 km) west of Gantt Road, T32S, R36E, the E1/2 of the W1/2 of the NE1/4 of the NE1/4 of Section 25, M.D.B.M. A line transect survey was conducted on 2 September 2019 to inventory biological resources. The proposed project area was characteristic of a disturbed creosote bush (*Larrea tridentata*) scrub plant community. A total of twenty-three plant species and fourteen wildlife species or their sign were observed during the line transect survey. No desert tortoises (*Gopherus agassizii*) or their sign were observed during the field survey. No Mohave ground squirrels (*Xerospermophilus mohavensis*) were observed or audibly detected during the field survey. Schismus (*Schismus* sp.), an invasive grass species that appears to be an indicator of poor Mohave ground squirrel habitat, is the dominant annual within and adjacent to the study site. Mohave ground squirrels are not expected due to lack of required forage and cover plant species. The only perennials are creosote bush, and small decadent individuals of both Anderson thorn (*Lycium andersonii*) and burro bush (*Ambrosia dumosa*). No American badgers (*Taxidea taxus*) or their sign were observed within the study site. No desert kit foxes or their sign were observed during the field survey. No burrowing owls (*Athene cunicularia*) or their sign were observed during the field survey. No potential cover sites for burrowing owls were observed within the project area. No sensitive plants, specifically, alkali mariposa lily (*Calochortus striatus*), desert cymopterus (*Cymopterus deserticola*), and Barstow woolly sunflower (*Eriophyllum mohanense*) are expected to occur within the study area due to lack of suitable habitat. Prairie falcons (*Falco mexicanus*) and other raptors may fly over the site but there are no nesting or roosting opportunities available within the study site. Migratory birds would not be expected to nest in the vegetation within the study site. There is a billboard sign within the study site that could provide potential nesting sites. No other state or federally listed species are expected to occur within the proposed project area. Two blue line streams were noted within the study site on the U.S.G.S. topographic map. However, no visible indications of an ephemeral wash or other water features were observed within the study site.

Recommended Protection Measures:

If possible, removal of the billboard sign will occur outside the nesting season for migratory birds. Nesting generally lasts from February to July but may extend beyond this time frame. If the billboard sign will be removed during or close to the nesting season, a qualified biologist will survey the sign as close as possible but no more than one week prior to removal. If active bird nests are found, impacts to nests will be avoided by either delaying work or establishing initial buffer areas of a minimum of 50 feet (16 m) around active migratory bird species nests. The project biologist will determine if the buffer areas should be increased or decreased based on the nesting bird response to disturbances.

Desert tortoises are not expected within the study site. However, the following desert tortoise protection measures will be implemented to further lower risk:

All personnel working or using the site will receive an education program. Videos, brochures, books, and briefings may be used in the educational program. The education program will provide information on the natural history of the desert tortoise, its status, and protection measures to be followed during construction.

Construction areas will be clearly fenced, flagged, or marked to delineate the outer boundaries and define the limit of work activities prior to the initiation of work. Construction areas include parking and equipment staging areas.

Preconstruction surveys will be conducted by qualified biologists/monitors. A biological monitor will be present during construction activities at least until pre-construction surveys have demonstrated that desert tortoises are not present within the project area or a fence to exclude their entry into the site has been constructed. If any desert tortoises are found during preconstruction surveys or during construction; all work will cease until the desert tortoise leaves the area of its own volition or appropriate permits are obtained to relocate the animal.

All workers will inspect underneath parked vehicles prior to operating them. Since there is no permit for desert tortoise take/handling; if a desert tortoise is found beneath a parked vehicle, the vehicle will be left parked until the desert tortoise leaves of its own volition to a safe location.

Construction activities between dusk and dawn will not be permitted in areas supporting native vegetation.

At the end of each workday, all open excavations will be backfilled or otherwise altered to prevent desert tortoise from being trapped in them. While excavations remain open, a biological monitor will check for trapped desert tortoises and other wildlife at least three times each day.

All trash and food items will be promptly contained and regularly removed from work areas to reduce the attraction of common ravens (*Corvus corax*) and other desert tortoise predators to the area.

Significance: This project is not expected to result in a significant adverse impact to biological resources. Implementation of the above recommended protection measures will ensure if conditions change prior to future construction that migratory birds and desert tortoises will still be protected.

Development has been proposed for APN 225-201-03, California City, California (Figure 1). Development would include installation of access roads, parking and utilities (water, sewer, electric, etc.). The entire project area would be graded prior to construction activities.

An environmental analysis should be conducted prior to any development project. An assessment of biological resources is an integral part of environmental analyses (Gilbert and Dodds 1987). The purpose of this study was to provide an assessment of biological resources potentially occurring within, or utilizing the proposed project area. Specific focus was on the presence/absence of rare, threatened and endangered species of plants and wildlife. Species of

concern included the desert tortoise (*Gopherus agassizii*), Mohave ground squirrel (*Xerospermophilus mohavensis*), desert kit fox (*Vulpes macrotis*), American badger (*Taxidea taxus*), burrowing owl (*Athene cunicularia*), prairie falcon (*Falco mexicanus*), desert cymopterus (*Cymopterus deserticola*), Barstow woolly sunflower (*Eriophyllum mohanense*), and alkali mariposa lily (*Calochortus striatus*). An important element of a biological assessment is evaluating the habitat to support sensitive species.

Study Area

The approximately 10 acre (4 ha) study area was located south of California City Boulevard and 1.14 miles (1.83 km) west of Gantt Road, T32S, R36E, the E1/2 of the W1/2 of the NE1/4 of the NE1/4 of Section 25, M.D.B.M. (Figures 2 and 3). California City Boulevard formed the northern boundary of the study area. Disturbed creosote bush (*Larrea tridentata*) scrub habitat occurred north of California City Boulevard and adjacent to the west, south, and east boundaries of the study area. A dirt road formed the western boundary of the study site.

Methods

A line transect survey was conducted to inventory plant and wildlife species occurring within the proposed project area (Cooperrider et al. 1986, Davis 1990). The USFWS (2010) has provided recommendations for survey methodology to determine presence/absence and abundance/distribution of desert tortoises. Line transects were walked in a north-south orientation. Consistent with survey protocol line transects were approximately 1,320 feet (426 m) long and spaced about 33 feet (10 m) apart (U.S. Fish & Wildlife Service 2010). The California Department of Fish and Game (2012) prepared recommendations for burrowing owl survey methodology. Consistent with the survey protocol the entire site was surveyed and adjacent areas were evaluated (CDFG 2012). A habitat assessment was conducted for Mohave ground squirrels to determine shrub species diversity, cover, and forage potential on the study site.

All observations of plant and animal species were recorded in field notes. Field guides were used to aid in the identification of plant and animal species (Arnett and Jacques 1981, Borror and White 1970, Burt and Grossenheider 1976, Gould 1981, Jaeger 1969, Knobel 1980, Robbins et al. 1983, Stark 2000). Observations were aided with the use of 10x42 binoculars. Observations of animal tracks, scat, and burrows were also utilized to determine the presence of wildlife species inhabiting the proposed project area (Cooperrider et al. 1986, Halfpenny 1986, Lowrey 2006, Murie 1974). Aerial photographs, California Natural Diversity Database (CNDD 2018a, 2018b), previous surveys in the area (Hagan 2014, 2017a, 2017b, 2018a, 2018b, 2019), and the USGS topographic map were reviewed. Photographs of the study site were taken (Figure 4).

Results

A total of 8 line transects were walked on 2 September 2019. Weather conditions consisted of warm temperatures (estimated 75 to 85 degrees F), 10 to 40% cloud cover, and a slight breeze. Sandy loam surface soil texture was observed throughout the study area. Topography of the study area ranged from approximately 2,595 to 2,603 feet (837 to 840 m) above sea level.

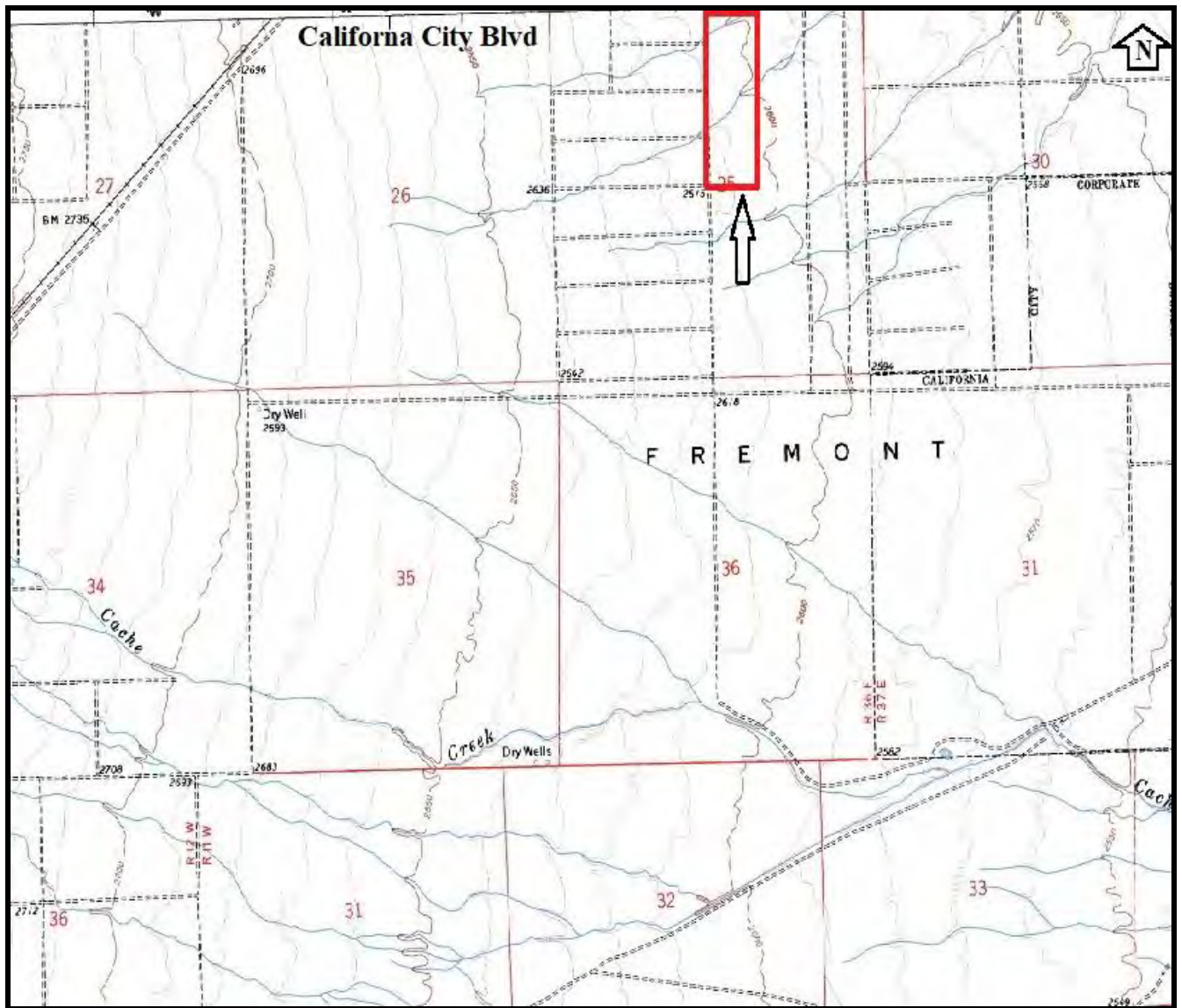


Figure 2. Approximate location of study area as depicted on excerpt from USGS Quadrangle, Sanborn, Calif., 7.5' 1994.

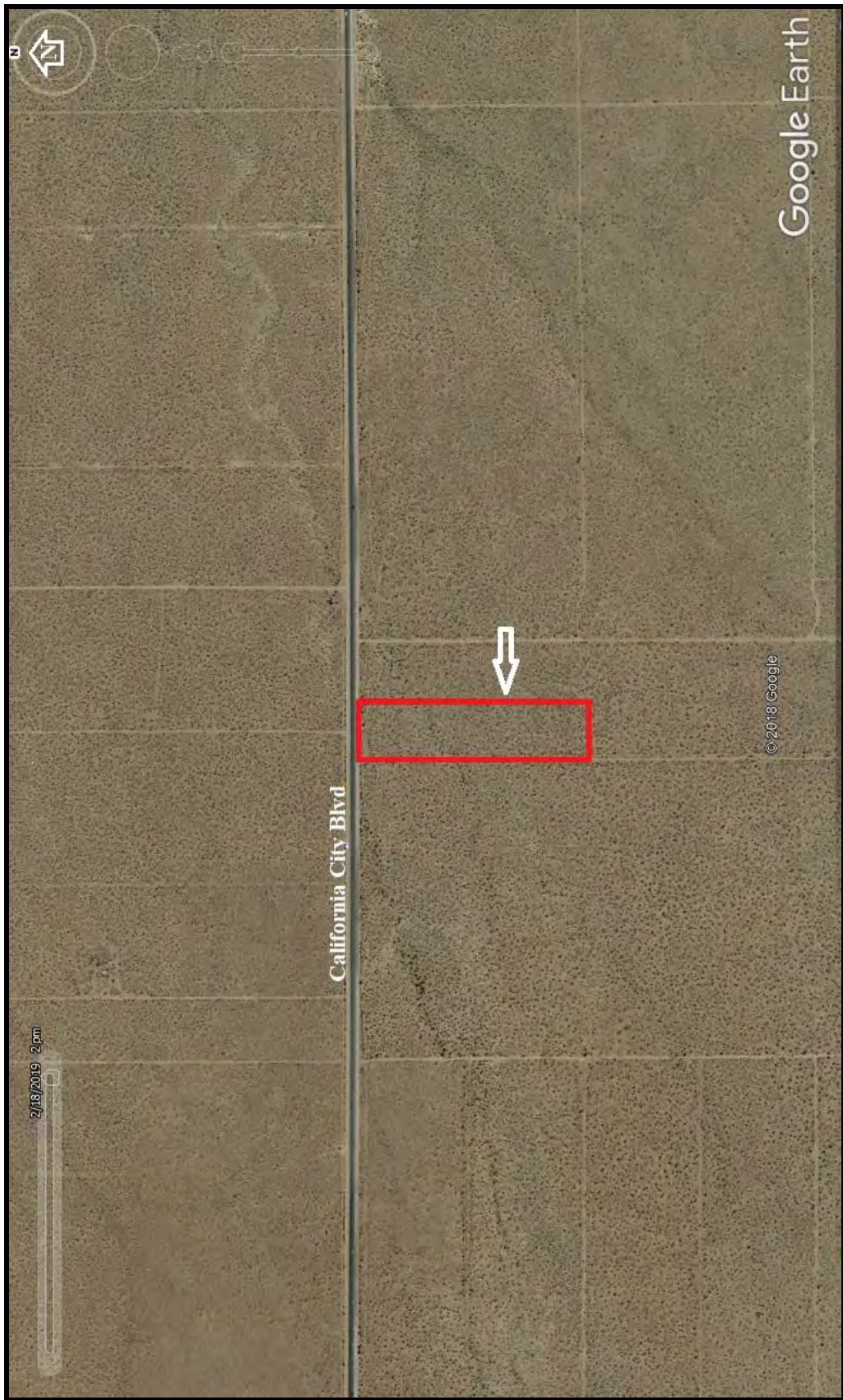


Figure 3. Aerial photograph showing surrounding land use, 2015, Google Earth.



Figure 4. Photographs depicting the general habitat within the study site.

The USGS topographic map indicates the presence of two blue line streams within the study area. Review of aerial photography suggested the potential of one ephemeral wash on the study site. Observations during the field survey, however, did not indicate the presence of an ephemeral wash or other water features. No channelization, debris flow, or vegetation species or density change was observed within the study site.

The proposed project area was characteristic of a disturbed creosote bush (*Larrea tridentata*) scrub habitat (Barbour and Major 1988, Barbour et.al. 2007). A total of twenty-three plant species were observed during the line transect survey (Table 1). The dominant shrub species throughout the study area was creosote bush. Schismus (*Schismus* sp.) was the dominant annual species throughout the study area. No alkali mariposa lilies, Barstow woolly sunflowers, or desert cymopterus or suitable habitat for these species were observed within the study site.

A total of fourteen wildlife species, or their sign were observed during the line transect survey (Table 2). No desert tortoises or their sign were observed during the field survey. No American badgers or their sign were observed during the field survey. No desert kit foxes or their sign were observed during the field survey. No burrowing owls or their sign were observed during the field survey. No Mohave ground squirrels were detected visually or audibly during the field survey.

Old sheep (*Ovis* sp.) grazing sign was observed within the study area. A small amount of litter/debris was observed within the study area. A spoil pile was observed within the northwest corner of the study site near California City Boulevard. An off-highway vehicle (OHV) trail was present parallel to California City Boulevard within 50 feet (16 m) of the study site's northern boundary. An old dirt road, oriented east-west, was present within the study site. OHV tracks were observed throughout the study area.

Discussion

It is probable that some annual species were not visible during the time the field survey was performed. Based on the habitat, no sensitive plant species are expected to exist on the study site. Although not observed, several wildlife species would be expected to occur within the proposed project area (Table 3).

Human impacts to the area are expected to continue. Habitat in the general area will continue to become degraded and fragmented. Burrowing animals within the proposed project area are not expected to survive construction activities. More mobile species, such as lagomorphs (rabbits and hares), coyotes (*Canis latrans*), and birds are expected to survive construction activities. Development of this site will result in less cover and foraging opportunities for species occurring within and adjacent to the study area.

The desert tortoise is a state and federally listed threatened species. The proposed project area was located within the geographic range of the desert tortoise. The proposed project area was not located in critical habitat designated for the Mojave population of the desert tortoise. The results of this survey are consistent with other studies in the area showing a lack of desert tortoise presence along major roads (Hagan 2014, 2017a, 2017b, 2018a, 2018b, 2019). Results

Table 1. List of plant species that were observed during the line transect survey of APN 225-201-03, California City, California.

<u>Common Name</u>	<u>Scientific Name</u>
Creosote bush	<i>Larrea tridentata</i>
Burrobush	<i>Ambrosia dumosa</i>
Anderson thorn	<i>Lycium andersonii</i>
Yellow pepper grass	<i>Lepidium flavum</i>
Lacy phacelia	<i>Phacelia tanacetifolia</i>
Goldfields	<i>Lasthenia californica</i>
Davy gilia	<i>Gilia latiflora davyi</i>
Fiddleneck	<i>Amsinckia tessellata</i>
Turkey mullein	<i>Eremocarpus setigerus</i>
Comet blazing star	<i>Mentzelia albicaulis</i>
Blue mantle (1 individual)	<i>Eriastrum diffusum</i>
*Desert dandelion	<i>Malacothrix glabrata</i>
*Angle-stem buckwheat	<i>Eriogonum angulosum</i>
*Indian ricegrass	<i>Oryzopsis hymenoides</i>
California mustard	<i>Caulanthus lasiophyllus</i>
Rattlesnake weed	<i>Euphorbia albomarginata</i>
Red stemmed filaree	<i>Erodium cicutarium</i>
Russian thistle (1 individual)	<i>Salsola iberica</i>
Mustard sp.	Brassicaceae
Annual burweed	<i>Franseria acanthicarpa</i>
Schismus	<i>Schismus</i> sp.
Cheatgrass	<i>Bromus tectorum</i>
Red brome	<i>Bromus rubens</i>

* a few individuals of these species were present within the northern boundary of the study site by California City Boulevard. None were observed further into the site.

Table 2. List of wildlife species, or their sign, that were observed during the line transect survey of APN 225-201-03, California City, California.

<u>Common Name</u>	<u>Scientific Name</u>
Rodents	Order: Rodentia
Kangaroo rat	<i>Dipodomys</i> sp.
Domestic dog (skull)	<i>Canis familiaris</i>
Sheep	<i>Ovis</i> sp.
Common raven	<i>Corvus corax</i>
Horned lark	<i>Eremophila alpestris</i>
Western whiptail	<i>Cnemidophorus tigris</i>
Side blotched lizard	<i>Uta stansburiana</i>
Grasshopper	Order: Orthoptera
Dragonfly	Order: Odonata
Harvester ants (2 spp.)	Order: Hymenoptera
Ants, small, black	Order: Hymenoptera
Spider sp.	Order: Araneida

Table 3. List of wildlife species that may occur within the study area, APN 225-201-03, California City, California.

<u>Common Name</u>	<u>Scientific Name</u>
Deer mouse	<i>Peromyscus maniculatus</i>
Black-tailed jackrabbit	<i>Lepus californicus</i>
Desert cottontail	<i>Sylvilagus auduboni</i>
Desert kit fox	<i>Vulpes macrotis</i>
Coyote	<i>Canis latrans</i>
Turkey vulture	<i>Cathartes aura</i>
Mourning dove	<i>Zenaida macroura</i>
Northern mockingbird	<i>Mimus polyglottos</i>
Sage sparrow	<i>Amphispiza belli</i>
House finch	<i>Carpodacus mexicanus</i>
Swallow sp.	Family: Hirundinidae
White crowned sparrow	<i>Zonotrichia leucophrys</i>
Gopher snake	<i>Pituophis melanoleucus</i>
Cabbage white butterfly	<i>Pieris rapae</i>
Moth	Order: Lepidoptera
Wasp, small, black	Order: Hymenoptera
Darkling beetle	<i>Coelocnemis californicus</i>

of this survey are consistent with studies that looked at the effects of roads on wildlife populations. Hughson and Darby (2013) noted that desert tortoise population depression adjacent to roads has been well-studied and the effect was found to extend from less than 543 feet (175 m) up to 2.8 miles (4.6 km). The southern boundary of the study site is approximately 1,320 feet (426 m) south of California City Boulevard. The entire study site is located within an expected zone of depressed tortoise presence. Even though no desert tortoises are expected to be within or around the study site protective measures are recommended as added assurance against take.

Burrowing owls are considered a species of special concern by the CDFW. The first step in burrowing owl surveys is to accomplish a habitat assessment. A habitat assessment is intended to evaluate the likelihood that a site supports burrowing owls (CDFG 2012). The primary indicator of burrowing owl presence on a site is potential cover sites. No burrowing owl cover sites were present within the study area. No minimization measures are recommended for burrowing owls.

Many species of birds and their active nests are protected under the Migratory Bird Treaty Act. Prairie falcons and other raptors may fly over the site but would not be expected to nest within the study area due to a lack of suitable nesting habitat. The billboard sign within the study site provides potential nesting sites for smaller migratory birds.

The Mohave ground squirrel (MGS) is a state listed threatened species. The proposed project site was located within the geographic range of the MGS. The project site is located more than 3 miles outside of the recognized Mohave ground squirrel population areas (CDFW 2019) and over 5 miles from the nearest MGS observation made at the Hyundai site to the south. Shrubs that can provide reliable forage, particularly during drought years, are critical to MGS survivability (CDFW 2019). MGS foraging habits change as the late winter, spring, and summer progress with shrubs being used during times herbaceous annuals are lacking (CDFW 2019, Leitner and Leitner 2017). The MGS depend on foliage, stems, flowers, and pollen, switching food sources depending on physical needs (reproduction, growth) and availability of forage (CDFW 2019). MGS do not take advantage of seeds as a food source (CDFW 2019). Leitner and Leitner (2017) reported following dry winters that Mohave ground squirrels depended primarily on foliage from perennial shrubs and forbs and were found not to consume much of the nonnative annual biomass within their study sites. MGS were also more likely to be found where *Schismus* sp. (Mediterranean grass) was less abundant (CDFW 2019). *Schismus* is an invasive non-native species that tends to crowd out native herbaceous plants where it occurs (CDFW 2019). Dr. Leitner's unpublished trapping study results in the south and southwestern portion of the MGS range from 2002 to 2010 suggests that, as with the Coso Range study, high winterfat (*Eurotia lanata*) and spiny hopsage (*Grayia spinosa*) presence positively relates to MGS presence (CDFW 2019).

Three shrub species were present within the project area, creosote bush, burro bush (*Ambrosia dumosa*), and Anderson thorn (*Lycium andersonii*). The burro bush showed minimal signs of regenerating after 8 years of drought. The Anderson thorn was small and decadent with no sign any had foliage on them recently. No winterfat, spiny hopsage, or saltbush were present on the study site. The use of these specific shrubs, when herbaceous annuals are lacking, makes these shrubs imperative in an area to support MGS. These are the same shrubs that are lacking on the project site. Schismus covered most of the interspace between the shrubs. It is recognized that uncontrolled grazing can degrade MGS habitat through changes in vegetative structures, increasing non-native annual grasses, and diminishing the amount of annual forbs and shrub foliage (CDFW 2019). Sheep grazing appears to be having a significant impact on habitat structure and diversity on and around the project site. The continual sheep grazing in desert habitat may be impacting the sustainability of MGS particularly during consecutive low rainfall years due to the loss of forbs, shrub diversity, and shrub density. Sheep grazing was observed throughout the west side of California City on all surveys during the previous drought years. This wholesale grazing activity has left behind denuded shrubs (typically burro bush and a few thorn bushes) and creosote scrub. Few herbaceous plants are left behind and over the last few years, few even germinate. Evidence of sheep grazing has been observed on all surveys accomplished west of California City. Throughout this area sheep grazing may explain why there is little shrub diversity to include the lack of winterfat and spiny hopsage. No streams or washes were noted on the study site. Absence of this habitat feature further lessens the likelihood of MGS presence on the study site or their ability to persist during long term drought conditions (Logan 2016). The farthest documented movement of MGS is 3.9 miles, no MGS have been documented within 5 miles of the study site (CNDD 2018a, 2018b, Harris and Leitner 2005). No burrows large enough to indicate use by ground squirrels were observed within the study site. The habitat assessment above shows a lack of the necessary elements for MGS habitat within or near the study site. This area is not considered MGS habitat. MGS are not expected to be at risk due to development of this study site. Further surveys for MGS are not considered necessary. No minimization measures are recommended.

Although the USGS topographic map indicates two blue line streams within the study site and aerial photography suggests there may be an ephemeral stream, no indication of an ephemeral stream(s), or other water features were observed. Particular attention was paid during the field survey to the area indicated on the aerial photography. No bed, bank, indicator of water flow, debris flow, or vegetation change was observable anywhere on the study site. There are no indicators on the ground that would suggest a Lake and Streambed Alteration (LSA) agreement should be required. Agreement with this observation and an LSA waiver would be needed from CDFW for any cannabis development.

No suitable habitat for alkali mariposa lily, Barstow woolly sunflower or desert cymopterus was observed within the study site. Based on the results of the field survey these species are not expected to occur within the study area and no protection measures are recommended. No other state or federally listed species are expected to occur within the proposed project area (California Department of Fish and Wildlife 2015, Smith and Berg 1988, U.S. Fish & Wildlife Service 2016).

Landscape design should incorporate the use of native plants to the maximum extent feasible. Native plants that have food and cover value to wildlife should be used in landscape design (Adams and Dove 1989). Diversity of native plants should be maximized in landscape design (Adams and Dove 1989).

Recommended Protection Measures:

If possible, removal of the billboard sign will occur outside the nesting season for migratory birds. Nesting generally lasts from February to July but may extend beyond this time frame. If the billboard sign will be removed during or close to the nesting season, a qualified biologist will survey the sign as close as possible but no more than one week prior to removal. If active bird nests are found, impacts to nests will be avoided by either delaying work or establishing initial buffer areas of a minimum of 50 feet (16 m) around active migratory bird species nests. The project biologist will determine if the buffer areas should be increased or decreased based on the nesting bird response to disturbances.

Desert tortoises are not expected within the study site. However, the following desert tortoise protection measures will be implemented to further lower risk:

All personnel working or using the site will receive an education program. Videos, brochures, books, and briefings may be used in the educational program. The education program will provide information on the natural history of the desert tortoise, its status, and protection measures to be followed during construction.

Construction areas will be clearly fenced, flagged, or marked to delineate the outer boundaries and define the limit of work activities prior to the initiation of work. Construction areas include parking and equipment staging areas.

Preconstruction surveys will be conducted by qualified biologists/monitors. A biological monitor will be present during construction activities at least until pre-construction surveys have demonstrated that desert tortoises are not present within the project area or a fence to exclude their entry into the site has been constructed. If any desert tortoises are found during preconstruction surveys or during construction; all work will cease until the desert tortoise leaves the area of its own volition or appropriate permits are obtained to relocate the animal.

All workers will inspect underneath parked vehicles prior to operating them. Since there is no permit for desert tortoise take/handling; if a desert tortoise is found beneath a parked vehicle, the vehicle will be left parked until the desert tortoise leaves of its own volition to a safe location.

Construction activities between dusk and dawn will not be permitted in areas supporting native vegetation.

At the end of each workday, all open excavations will be backfilled or otherwise altered to prevent desert tortoise from being trapped in them. While excavations remain open, a biological monitor will check for trapped desert tortoises and other wildlife at least three times each day.

All trash and food items will be promptly contained and regularly removed from work areas to reduce the attraction of common ravens (*Corvus corax*) and other desert tortoise predators to the area.

Significance: This project is not expected to result in a significant adverse impact to biological resources. Implementation of the above recommended protection measures will ensure if conditions change prior to future construction that migratory birds and desert tortoises will still be protected.

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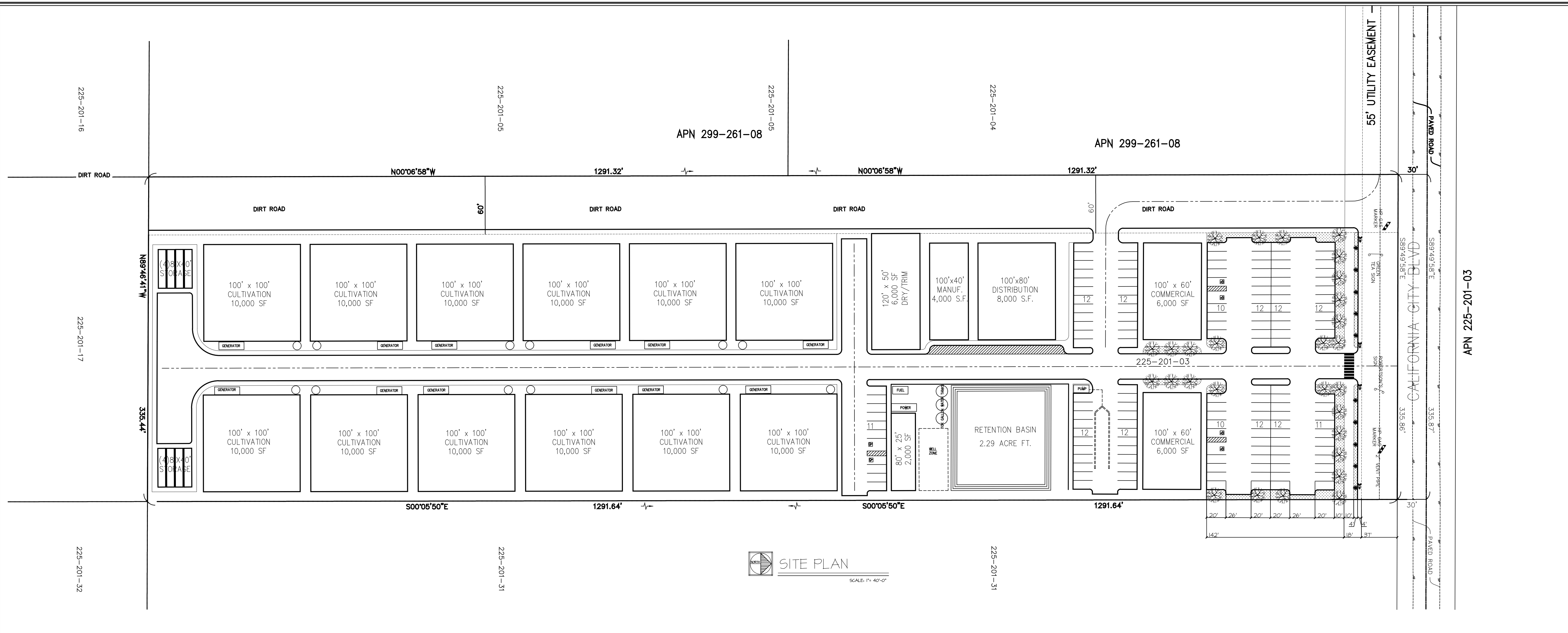
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APPENDIX B

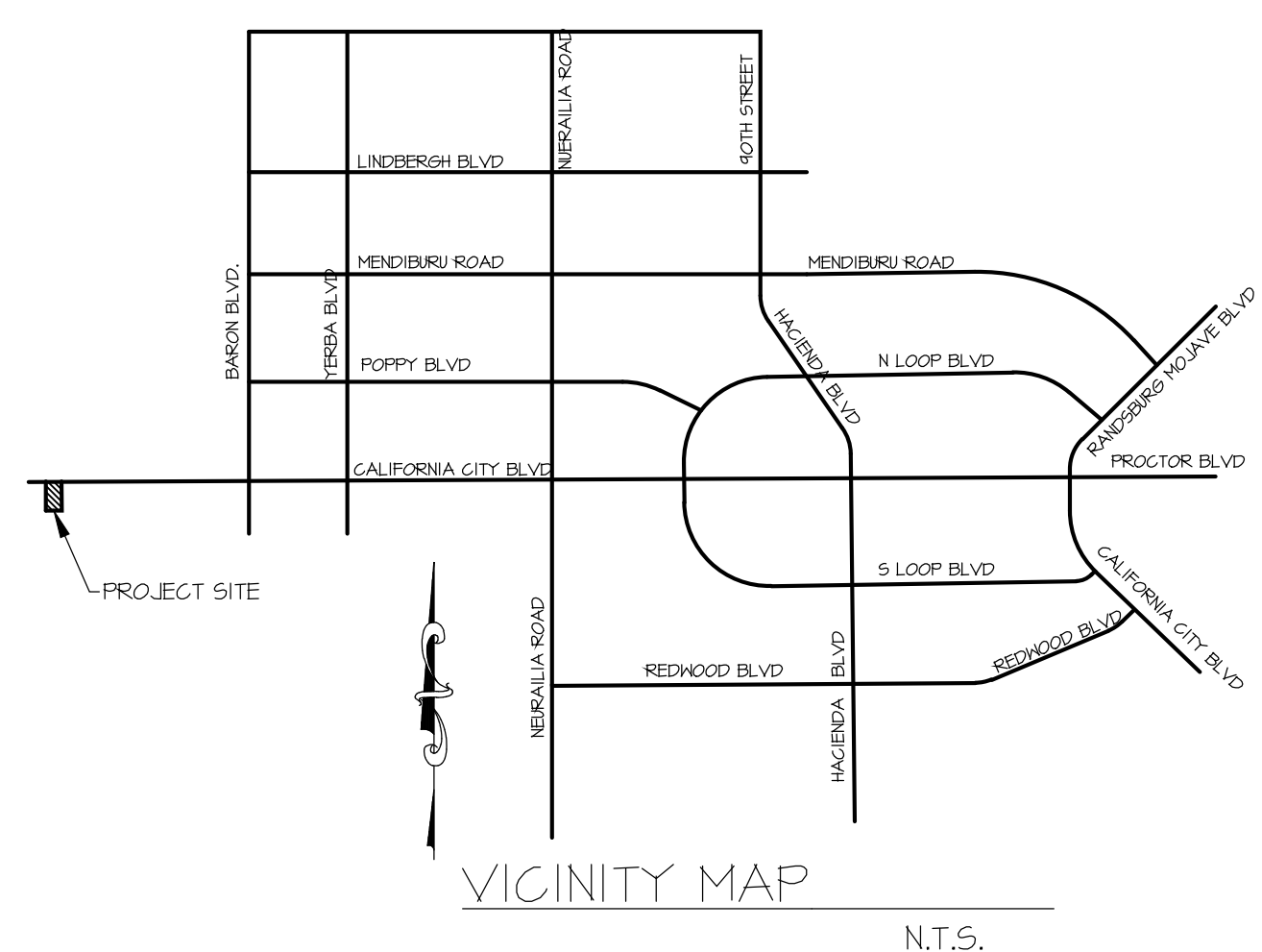
Site Plan

(APN: 225-201-03)

J.N. #202113 - MOJAVE JADE INC.



SITE PLAN
SCALE: 1" = 40'-0"



CITY OF CALIFORNIA CITY APPLICABLE CODES

2019 CA BUILDING CODE 2019 CA ENERGY CODE
 2019 CA MECHANICAL CODE 2020 KERN COUNTY FIRE CODE
 2019 CA ELECTRICAL CODE
 2019 CA PLUMBING CODE

JURISDICTIONS

CITY OF CALIFORNIA CITY BUILDING DEPARTMENT PLANNING DEPARTMENT PUBLIC WORKS COUNTY FIRE DEPARTMENT & HEALTH DEPARTMENT

SCOPE OF WORK

ALL GRADING, DEMOLITION AND CONSTRUCTION REQUIRED TO CONSTRUCT (12) TWELVE 10,000 S.F. CULTIVATION FACILITIES, (1) ONE 2,000 S.F. OFFICE, (1) 6,000 S.F. DRY/TRIM BUILDING, (1) 4,000 S.F. MANUFACTURING BUILDING, (1) 8,000 S.F. DISTRIBUTION BUILDING AND (2) TWO 6,000 S.F. COMMERCIAL BUILDINGS.

SITE DATA

APN: 225-201-03-00-3
 ZONING: M-1, LIGHT INDUSTRIAL
 LOT SIZE: 9.78 ACRES // 426,016 SF

LEGAL DESCRIPTION:

THE NORTH HALF OF THE NORTH HALF OF THE EAST HALF OF THE WEST HALF OF THE EAST HALF OF THE EAST HALF OF SECTION 25, TOWNSHIP 32 SOUTH, RANGE 36 EAST, MOUNT DIABLO MERIDIAN, IN THE UNINCORPORATED AREA OF THE COUNTY OF KERN, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM 1/3 OF ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES WITHIN OR UNDERLYING SAID LAND AS RESERVED BY ANGUS J. GROOKSHANK, ET UX, IN DEED RECORDED IN BOOK 266, PAGE 92, OF OFFICIAL RECORDS.

DESIGN TEAM:

OWNER:
 MOJAVE JADE INC.
 44353 ALBECK AVENUE,
 LANCASTER, CA 93534
 CONTACT: GATHY YIP
 PHONE: (661) 312-2625

ARCHITECT:
 MCLERNON ARCHITECTURE GROUP, INC.
 754 N. LANCASTER BLVD,
 LANCASTER, CA 93534
 CONTACT: MYRLE D. MCLERNON
 PHONE: 661-940-3668
 EMAIL: MYRLE@MCLERNONAG.COM

CIVIL ENGINEER:
 DUKE ENGINEERING
 44732 YUCCA AVENUE,
 LANCASTER, CA 93534
 CONTACT: RYAN DUKE
 PHONE: (661) 952-7918
 EMAIL: RYAN@DUKE-ENGINEERING.COM

SHEET INDEX:

ARCHITECTURAL:
 A-1.0 COVER SHEET & SITE PLAN
 A-2.0 GREENHOUSE FLOOR PLAN
 A-2.1 GREENHOUSE ELEVATIONS
 A-3.0 DRY/TRIM BLDG. FLOOR PLAN AND ELEVATIONS
 A-4.0 DISTRIBUTION BLDG. FLOOR PLAN
 A-4.1 DISTRIBUTION BLDG. ELEVATIONS
 A-5.0 MANUFACTURING BLDG. FLOOR PLAN AND ELEVATIONS
 A-6.0 OFFICE BLDG. FLOOR PLAN AND ELEVATIONS

CIVIL:
 C1.00 COVER SHEET C1.03 GRADING PLAN
 C1.01 GRADING PLAN C1.04 HORIZONTAL CONTROL
 C1.02 GRADING PLAN



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MOJAVE JADE INC. - #202113
 APN: 225-201-03-00
 CALIFORNIA CITY, CA 93505
 PERMIT #: --

ISSUE DATES	No.	Date	Description
1	8.25.20		PLANNING COM.
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SHEET TITLE
 SITE PLAN

Project No. : 202113
 Date: JUNE 24, 2020
 Drawn: MG

SHEET NO.
 A-1.0