Print Form

Notice of Determination

Appendix D

To:

☒ Office of Planning and Research

U.S. Mail: P.O. Box 3044, Sacramento, CA 95812-3044

Street Address: 1400 Tenth St., Rm 113, Sacramento, CA 95814

☒ County Clerk
County of: Kern
Address: 1115 Truxtin Ave
Bakersfield 93301

From:

Public Agency: City of California City
Address: 21000 Hacienda Blvd
California City 93505
Contact: Anu Doravari
Phone: 760-338-1377

Lead Agency (if different from above):

Address:

Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse):

Project Title: Calrox II

Project Applicant: Henrik S

Project Location (include county): south of California City Blvd. and 0.36 miles easterly of Deep Well St.

Project Description:

The project proposes a maximum of eight (8) buildings for commercial cannabis cultivation, manufacturing, and distribution. The total square-footage (sf)anticipates a maximum of 80,000 sf, developed across multiple design and construction phases.

This is to advise that the City of California City has approved the above
(☒ Lead Agency or ☐ Responsible Agency)

described project on 09/12/2023 (date) and has made the following determinations regarding the above described project.

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☐ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
Planning Dept 21000 Hacienda Blvd, California City 93505

Signature (Public Agency): Anu Doravari Title: Consultant Planner

Date: 09/13/23 Date Received for filing at OPR:

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011



Rush Environmental, LLC

Preparation of a Draft Initial Study/Mitigated Negative Declaration (IS/MND), prepared for Carlox II, Zone Change (ZC) 22-6997 (APN 225-201-12)







PROJECT TITLE:

Preparation of a Draft Initial Study/ Mitigated Negative Declaration (IS/ MND), for the construction of an 80,000 square-foot Cannabis Cultivation Facility. The Project is located southerly of California City Blvd. and 0.36 miles easterly of Deep Well St.; more specifically, on Assessor's Parcel Number (APN): 225-201-12, within the City of California City.

PREPARED BY:

Rush Environmental, LLC
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Submitted: March 1, 2023

Revised August 18, 2023

THE PROPOSED PROJECT ("PROJECT") PROPOSED A MAXIMUM OF EIGHT (8) BUILDINGS FOR COMMERCIAL CANNABIS CULTIVATION, MANUFACTURING, AND DISTRIBUTION. THE TOTAL SQUARE-FOOTAGE (SF) ANTICIPATES A MAXIMUM OF 80,000 SF, DEVELOPED ACROSS MULTIPLE DESIGN AND CONSTRUCTION PHASES. THE PROJECT ALSO PROPOSES THE CONSTRUCTION OF A 55-FOOT WIDE PRIVATE ROAD EASEMENT ("PROPOSED STREET "A") THAT TRAVERSES THE LENGTH OF THE PARCEL (WESTERLY PORTION) AND A 60-FOOT WIDE PRIVATE ROAD EASEMENT THAT TRAVERSES THE WIDTH OF THE PARCEL (SOUTHERLY PORTION). A RETENTION BASIN IS ALSO REQUIRED TO ENSURE COMPLIANCE WITH CITY AND COUNTY DRAINAGE AND WATER QUALITY REQUIREMENTS. THIS BASIN IS APPROXIMATELY 130 LINEAR FEET BY 152 LINEAR FEET (19,760 SF). THE PROJECT ANTICIPATES THE CONSTRUCTION OF A PRIVATE WATER RESERVOIR TANK, POTABLE WATER WELL SITE, AND TWO EMERGENCY/STAND-BY GENERATOR UNITS. AN EIGHT (8) FOOT SECURITY BARRIER WILL BE CONSTRUCTED AROUND THE ENTIRE PERIMETER OF THE PROJECT SITE (3,260.97 LINEAR-FEET). THE PROJECT WILL CONSTRUCT APPROXIMATELY 130 PARKING SPACES, INCLUDING SIXTEEN (16) ACCESSIBLE PARKING SPACES APPROXIMATELY 9.78-ACRES OF VACANT LAND LOCATED WITHIN CALIFORNIA CITY. MORE SPECIFICALLY, THE PROPERTY IS LOCATED ADJACENT TO, AND SOUTHERLY OF CALIFORNIA CITY BLVD. AND APPROXIMATELY 0.36 MILES EASTERLY OF DEEP WELL STREET. THE PROJECT IS SURROUNDED BY VACANT PROPERTY, ZONED OPEN SPACE RESOURCES AREA (O/RA) AND LIGHT INDUSTRIAL (M-1). THE PROJECT IS ALSO IDENTIFIED AS ASSESSOR'S PARCEL NUMBER (APN): 225-201-12.

I. Purpose and Authority

Project Description:

This Initial Study has been prepared for a proposed Zone Change and Land Use change from Open Space Resources Area (OR/A) to Light Industrial (M-1) (herein after known as the "Zone Change"). The Project will construct a commercial cannabis cultivation, manufacturing, and distribution facility in accordance with adopted City Ordinances pertaining to the location and regulation of cannabis cultivation and manufacturing facility. The proposed Project anticipates the change of zone from OR/A to 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. For clarity purposes, references to the Light Industrial (M-1) zoning district will be referred to, and assumed to be, the "Proposed M-1 zone". The Project is subject to a Site Plan Review, prior to seeking building and grading permits, as applicable. This Project requires the preparation of an Initial Study to review, analyze and evaluate the possible effects resulting from the Project upon the Project site and surrounding environment. The proposed land use and zoning of the subject site is Light Manufacturing & Research and Light Industrial (M-1), respectively. The M-1 zone authorizes the Project operations, including the cultivation of commercial cannabis and cannabis related products as well as the distribution, manufacturing of commercial cannabis along with activities ancillary thereto. These facilities are subject to all State Law and regulations including the California Code of Regulations, Title 21, Division 42, Bureau of Cannabis Control.

The City of California City allows commercial cannabis cultivation, manufacturing, distribution, and testing facilities – as a permitted use – on property zoned M-1 zone. Commercial cannabis cultivation and manufacturing is authorized, 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. The proposed project is located in M-1 zone. All cannabis related activities are only permitted in the interior of enclosed structures, facilities, and buildings.

The Project proposes a zone change from Open Space – Resources Area (O/RA) to Light Industrial/Manufacturing (M-1) for Assessor's Parcel Number (APN) 225-201-12, a 9.78-acre parcel, located in California City. The Project is adjacent to, and southerly of California City Blvd. The Project is adjacent to OR/A zoning along the southerly, westerly, and easterly borders. California City Blvd.

serves as the northerly boundary of the parcel, as well as serving as the primary access to the Project site. The anticipated zone change will facilitate the development, design, construction, and operation of a commercial cannabis cultivation, manufacturing, and distribution facility. The proposed Zone Change (ZC) will authorize the Project consisted with the approval of a Site Plan Review (SPR) and the appropriate environmental (i.e., CEQA) document.

The Project will develop a maximum of eight (8) buildings for commercial cannabis cultivation, manufacturing, and distribution. Each building is constructed with a footprint of approximately 80-feet in width and 125-feet in length. The total square-footage (SF) anticipates a maximum of 80,000 SF, developed across multiple design and construction phases. The buildings are oriented in groups of two, with a 30-foot private drive aisle separating each pair of buildings. To ensure adequate access, ingress, and egress circulating each building, a minimum 30-foot wide drive aisle is provided.
The Project is bordered by California City Blvd. (CCB) to the north, with approximately 336.11 linear feet of roadway frontage. Due to the narrow frontage along CCB, a proposed 55-foot public road easement ("Proposed Street 'A'"), located adjacent to the westerly border of the Project site. The Project also proposes the construction of a 30-foot wide private road easement ("Proposed Street 'B'"). A retention basin is also required to ensure compliance with City and County drainage and water quality requirements. This basin is approximately 130 linear feet by 152 linear feet (19,760 SF).

The Project anticipates the construction of a private water reservoir tank, potable water well site, and two emergency/stand-by generator units. An eight (8) foot security barrier will be constructed around the entire perimeter of the Project site (3,260.97 linear-feet). The Project will construct approximately 130 parking spaces, including sixteen (16) accessible parking spaces. The Project will construct eight (8) trash enclosures, which will be located within the parking lot and made accessible to waste haulers.

Public Infrastructure:

Each parcel is adequately served by roadway infrastructure through CCB. Future driveways are possible from this roadway. As shown in Figure 6 (Existing Water System Master Plan) an (8") inch water main is located within the Right-of-Way (R/W) of CCB. The Project is not covered by a Sewer Density Zone Map, per Figure 4 (Sewer Density Zone Map). There are no water wells located on or within reasonable distance from the parcels. As shown on Figure 7 (Existing Water Wells Location), the closes "Water Well Source" is Well 2A. As such, the Project will utilize a sub-surface sewage disposal.

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.

The City does not provide municipal sewer services to the Project site. As such, the Project will utilize a commercial subsurface sewage disposal system as municipal sewer facilities are not available within 200-feet of the nearest sewer main line[1]. Due to the increased development activities, the City anticipates the extension of sewer facilities westerly, within CCB.
The Project anticipates being served using on-site generators which are CARB certified and will operate continuously until the extension of transmission infrastructure is available to the City by the current electricity provider, Southern California Edison (SCE).

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

B. Total Project Area: 9.78-acres (426,016.80 SF)

Residential Acres: 0 **Lots:** 0 **Units:** 0 **Projected No. of Residents:** 0

[1] An 8-inch sewer main line is located within at the intersection of Yerba Blvd. and CCB, which is approximately 3.5-miles linear feet from the Project site. Ref. Figure 6, City Sewer Plan. City of California City Local Agency Management Program (CCLAMP).

Commercial Acres:	0	**Lots:**	0	**Bldg. Area:**	0	**Est. No. of Employees:**	0
Industrial Acres:	9.78	**Lots:**	1	**Bldg. Area:**	80,000 SF	**Est. No. of Employees:**	30-75

C. Assessor's Parcel No(s): 225-201-12

D. Street References: Adjacent to, and southerly of California City Blvd. and 0.36-miles easterly of Deep Well St., California City, CA (Kern County).

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

The Project is approximately 9.78-acres and is located within 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), will be improved in an effort to eliminate geometric, sharp or dangerous turning 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).

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, approved October 6, 2009 (City of California City 2009)*
- *City of California City Draft Environmental Impact Report 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 for the California City Redevelopment Plan (SCH#87130918)*
- *Biological Assessment Resources Assessment Report for Assessor's Parcel Numbers (APN): 225-221-02 and -03 and Biological Resources Assessment of Assessor's Parcel Numbers (APN): 225-092-13, July 6, 2020 and May 27, 2021, respectively. Both reports prepared by Mark Hagan, Wildlife Biologist.*
- *Kern County Airport Land Use Compatibility Plan (ALUCP)*

This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21500 et. seq. The City of California City will serve as the lead agency pursuant to CEQA. Both reports

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

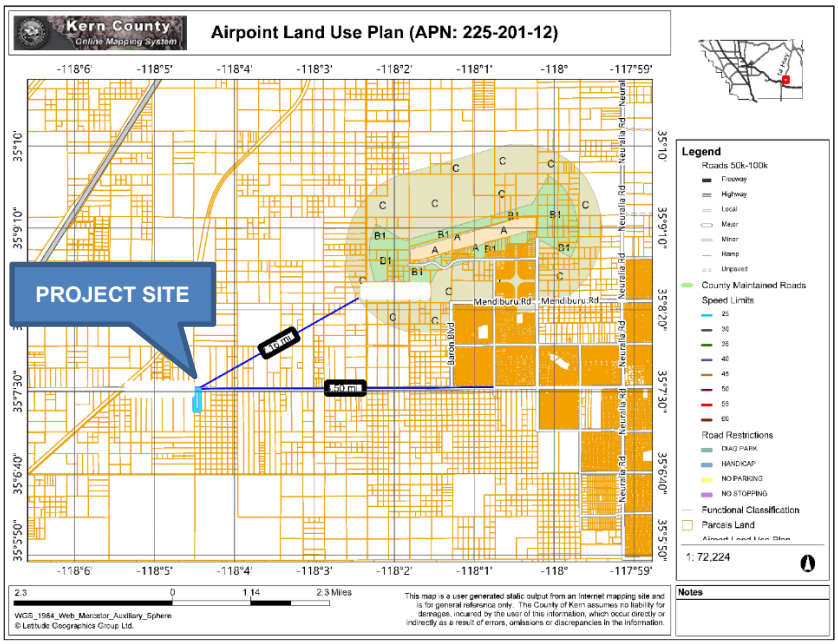
A. General Plan Elements/Policies:

1. **Land Use:** Existing: Open Space Resources Area (OR/A). Proposed: Light Industrial/Research. This potential impact will be further evaluated in the Land Use Impact Resources Section.
2. **Circulation:** CCB will provide the primary point of ingress and egress as this publicly dedicated roadway serves the Project site. In order to facilitate circulation, throughout the project site the City will require the dedication and improvement of the approximate 336 –

   linear feet along the CCB. frontage. This potential impact will be further evaluated in the Circulation Impact Resources Section.
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. According to the CDFW *BIOS Data Layers*, the Project is located within predicted habita for the following special status species: *Kit Fox*, *American Badger*, *Burrowing Owl*, *Mohave Ground Squirrel*. These habitat areas are defined by wide swaths of desert land and rarely do specifies occupy a significant percentage of these areas. However, further investigation will be necessary, in the form of preparing Focused Surveys prior to the entitlement and also 30-days prior to construction of any buildings or structures requiring a building permit. The project is located within, and adjacent to a designated conservation area and will need to address possible interface guidelines set forth by the California Department of Fish & Wildlife (CDFW) and the Unites States Fish and Wildlife Service (USFWS). This potential impact will be further evaluated in the Recreation Impact Resources Section.

4. **Safety:** The Project is not located within a FEMA mapped floodplain, an area of substantial (or abnormal) fault activity; a Fire Hazard Severity Zone; or on a hazardous waste or substances site (Cortese) as defined by hazardous materials sites compiled pursuant to Government Code Section 65962.5.The Project is located approximately 2.16-miles southwest of the California Municipal Airport. Therefore, the Project is not affected by Kern County Airport Land Use Compatibility Plan (ALUCP) of the California City Municipal Airport Influence Area (AIA). As such, the Project will 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. This potential impact will be further evaluated in the Safety Impact Resources Section.



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 CCB. 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. Generally, endangered and threatened species can be impacted by an increase in the ambient noise levels in excess of 70 dBA[2] (hourly average Leq). It is

[2] decibel(s) (A-weighted scale.

unlikely that the Project will result in this increase, but if it does, such an increase is easily mitigated through the construction of noise barriers. This potential impact will be further evaluated in the Noise Impact Resources Section. For reference, the Southern California Edison (SCE) West of Devers Upgrade Project – Wildlife Noise Monitoring Plan (Final).[3] Sound levels [*sic*] shall not exceed 8 dBA above ambient levels or 70 dBA (hourly average Leq), whichever is greater.

6. **Housing:** The Project is located on vacant land, within the Open Space Resource Area (O/RA) 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 on, adjacent to, or near the project site. In compliance with the City Zoning Ordinance, the Project is located in excess of 200-feet of any existing or planned residential unit. Subject to compliance with City ordinance, the proposed development will not cause an undue impact or burden upon any existing or planned City, State, or Federal housing program or regulation. This potential impact will be further evaluated in the Population Impact Resources Section.

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 O^3. The Project will 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. This potential impact will be further evaluated in the Air Quality and Greenhouse Gas Impact Resources Sections.

C. General Plan Area Plan(s): Open Space Resource Area (O/RA)

D. Land Use Designation(s): Open Space

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

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

F. Adjacent and Surrounding:

1. **Land Use Designation(s):** Open Space Resources Area (OR/A)
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: Open Space Resources Area (OR/A)

I. Proposed Zoning, if any: Light Industrial (M-1)

J. Adjacent and Surrounding Zoning: Open Space Resources Area (OR/A) Zoning District located to the north, south, east, and west. Light Industrial zoning to the northeast.

[3] Southern California Edison (SCE) West of Devers Upgrade Project – Wildlife Noise Monitoring Plan (Final). Jacobs Engineering, June 2017, Revised May 2019 (https://ia.cpuc.ca.gov/environment/info/aspen/westofdevers/plans/wildlife_noise_monitoring_plan.pdf).

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (x) would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
☐ I find that the proposed Project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project, described in this document, have been made or agreed to by the Project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.
☐ I find that the proposed Project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
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.

Anu Doravari	09/12/2023
Signature	Date
Anu Doravari	Anu Doravari
Printed Name	City Planner

Regional Location Map

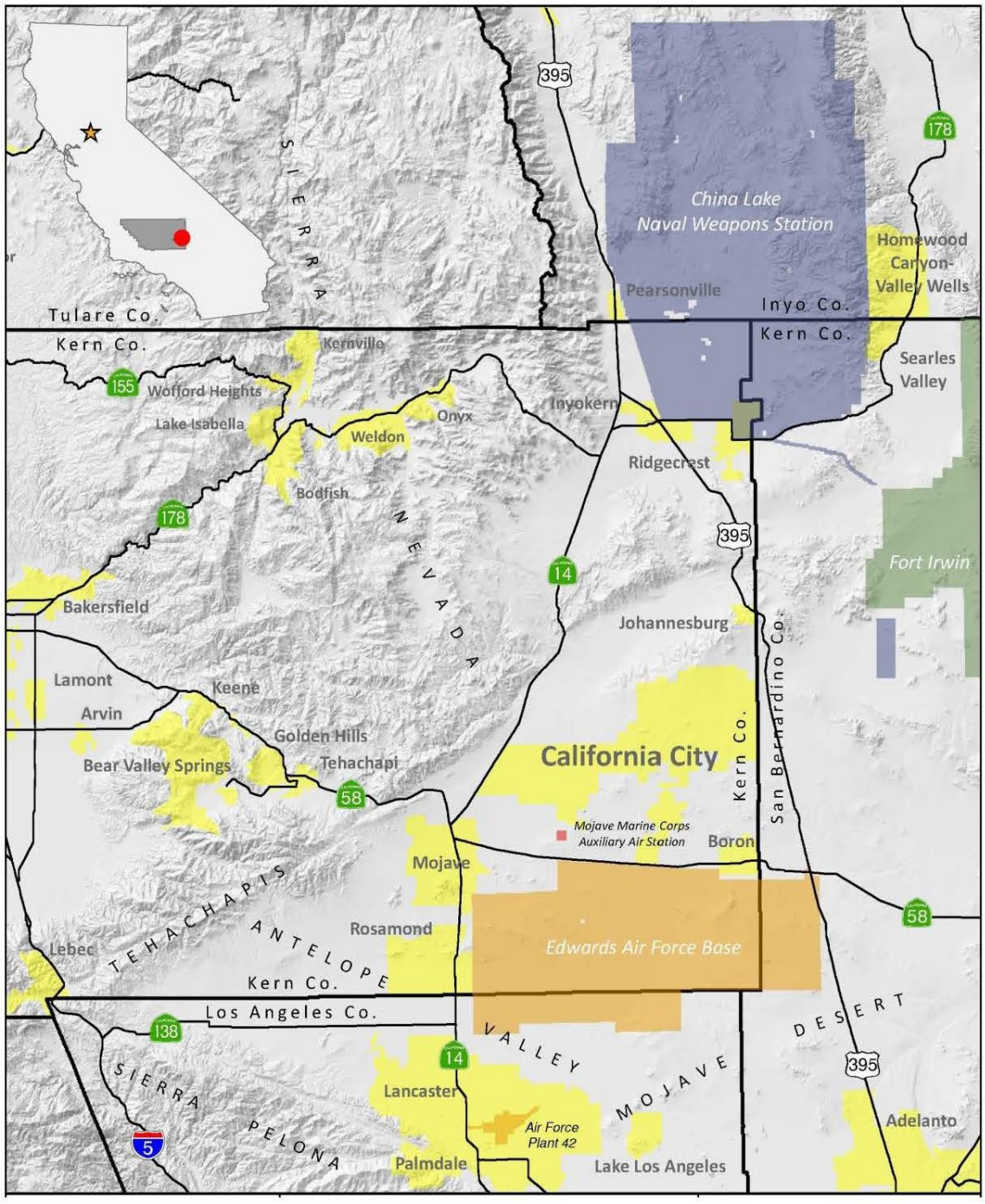


Figure 1-1: Regional Vicinity Map

APN: 225-201-12

TO BE ADDED AT A LATER TIME

TO BE ADDED AT A LATER TIME

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21500–21189), 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?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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 5-miles south of the project site; the Tehachapi Mountains is located approximately 6-miles to west of the Project site. Death Valley National Park is located approximately 117-miles to the northeast of the Project site. All sites create various scenic vistas throughout California City (California City General Plan, 2009). Based upon the limited size and scale of the Project, impacts to existing or proposed scenic vistas is considered very low.

The adjacent parcels south, east, and west of the project, area 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 maximum building height is thirty-five (35') which is consistent with previously approved

cannabis cultivation operations. Further, there is no maximum height development standard in the Light Manufacturing (M-1) Zoning District.[4]

The Project proposes to develop an 80,000 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 applicable development standards, and the theme and style of surrounding parcels and the general environment of the s, 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. Pursuant to the California City Municipal Code (CCMC), Sections 9.2.209 and 9.2.211 requires review of Off-Street Parking Facilities, as well as associated lighting standards through the Site Plan Review. A process that also includes the installation of landscaping within the project site which provides enhancement to the surrounding character of the project site. The project's compliance with these standards ensures that impacts effecting the existing visual character or quality of the site and its surroundings are less than significant.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

AGRICULTURE & FOREST RESOURCES Would the Project				
4. **Agriculture**. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 12220(g), timberland (as defined by Public Resources Cide section 4526), or Timberland Production (as defined by Government Code 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

[4] Sec. 9-2.2103. - Site and Structure Requirements (M1).
https://library.municode.com/ca/california_city/codes/code_of_ordinances?nodeId=CD_ORD_TIT9LAUSDE_CH2ZO_ART21MIGINDI_S9-2.2103SISTREM1

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

Source: California Agricultural Land Evaluation and Site Assessment Model (1997); Forest and Range Assessment Project and the Forest Legacy Assessment; City of California City Municipal Code; City of California City Final General Plan 2009-2028; Project Materials.

Findings of Fact: According to the California Important Farmland Finder, the Project site is designated as "Nonagricultural or Natural Vegetation." [5] The soil types are 85% Cajon, which indicate high likelihood of geomorphic positions such are terraces, backslopes, and alluvial fans;[6] all of which are nearly inhospitable to farming uses. The proposed Project will not disturb or convert any designated farmland or other form of agricultural resource. The subject site and surrounding land to the north, east, south, and west is not categorized as "Urban and Built-up" lands. The Project does not contain any properties cataloged 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. Based upon the lack of available farmland, contracted land, and soil type a LESA analysis is not required.

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 is located within 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. 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.. The proposed indoor cultivation and processing facilities will not result 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

6. Air Quality Impacts a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to a substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number or people?	☐	☒	☐	☐

[5] California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/

[6] UC Davis, NRCS. SoilWeb, https://casoilresource.lawr.ucdavis.edu/gmap/

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

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). In its current condition, the undeveloped Project site is surrounded by mostly vacant land and is not located within proximity of existing residential uses or other densely populated areas of the City or County. As this will likely increase the baseline assumptions for population growth above the level projected in the adopted California Air Resources Board build out assumptions, an air quality study is warranted.

In the event that the electricity purveyor (Southern California Edison) cannot immediately supply service concurrently with the City's issuance of certificates of occupancy and business/cannabis 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 Capstone Green Energy Corporation – Microturbine System Emissions, 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 8-hours per day for at-least one year (365 days), with approximately 1,920 operational hours per year. Only CARB-certified generators will be utilized at the facility.

Given the potential for "stand-by" generators to be used for future operations, an air quality analysis is required to determine consistency with the local air quality management plan. In the event that the electricity purveyor (Southern California Edison) cannot immediately supply service concurrently with the City's issuance of certificates of occupancy 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 Capstone Green Energy Corporation – Microturbine System Emissions, to provide temporary power in lieu of delaying project operations and awaiting the completion of infrastructure development by Southern California Edison (SCE).

While the timeframe of electrical infrastructure by SCE is undetermined, the generators being utilized has already undergone a rigorous certification process by CalEPA and CARB for commercial use in the manner described. An air quality (CalEEMod, 2022.1) analysis was completed, and the results are described below in Table 1-1. The Project does not exceed the daily thresholds for criteria pollutants as set forth by the Kern County/Mohave Air District. 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.

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)	12.26	N/A	NO
Oxides of Nitrogen (NO_x)	10.4	137	NO
Carbon Monoxide (CO)	14.9	548	NO
PM_{10}	1.71	82	NO
$PM_{2.5}$	0.77	82	NO
SO_2	0.02	148	NO

Source: CalEEMod® | ©2022.1 California Air Pollution Control Officers Association, Table 2.1. Construction Emissions Compared Against Thresholds

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)	42.6	137[7]	NO
Oxides of Nitrogen (NO_x)	25.1	137	NO
Carbon Monoxide (CO)	146	548	NO
PM_{10}	9.13	82	NO
$PM_{2.5}$	2.16	82	NO
SO_2	0.29	148	NO

Source: CalEEMod® | ©2022.1 California Air Pollution Control Officers Association, Table 2.2. Operational Emissions Compared Against Thresholds

[7] Guidelines for Implementation of the California Environmental Quality Act (CEQA) of 1970, As Amended, Pg.13 (http://www.kernair.org/Documents/CEQA/CEQA_Guidelines%20&%20Charts.pdf)

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

Mitigation:

AQ-1: The Project shall comply with Rule 1466, which sets forth requirements to minimize fugitive dust emissions.

AQ-2: Article 11, Section 5-6.1301 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.

Requirements to Minimize Fugitive Dust Emissions

AQ-3: 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.

Monitoring: The City Code Enforcement Department will monitor and enforce odor, noise, and other similar complaints. The City Planning Division will monitor compliance of the mitigation measures set forth in the CalEEMOD report and analysis.

BIOLOGICAL RESOURCES Would the Project				
7. Wildlife & Vegetation a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect, on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means?	☐	☒	☐	☐
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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan??	☐	☐	☒	☐

Source: City of California City Municipal Code; Biological Resource Assessment for APN: 225-221-02 and -03 (dated July 6, 2020); Biological Resource Assessment for APN: 225-092-13 (dated May 27, 2021); City of California City Final General Plan 2009-2028); Project Materials.

Findings of Fact: The project is located within, and adjacent to a designated conservation area and will need to address possible interface guidelines set forth by the California Department of Fish & Wildlife (CDFW) and the Unites States Fish and Wildlife Service (USFWS). A Biological Resource Assessment was conducted on an adjacent properties (APN: *APN: 225-221-02; -03; and 225-092-13*) for which the field survey buffer incorporated the Project site. As part of this assessment, the lead biologist prepared a line transect survey to inventory biological resources potentially available on-site. The proposed project area was characteristic of a highly impacted desert field. A total of nineteen (19) plant species and eleven (11) wildlife species or their sign were observed during the line transect survey. However, in regard to particular species of concern, that are currently established as threatened or endangered species on identified at either the federal or state level, none were observed.

More specifically, no desert tortoises (Gopherus agassizii) or their sign were observed within the study area. The study site did not provide suitable habitat for Mohave ground squirrels (Xerospermophilus mohavensis). Suitable habitat for Mohave ground squirrels was not present within the study site. Mohave ground squirrels are not expected due to lack of required forage and cover plant species. No American badgers (*Taxidea taxus*) or their sign were observed within the study site. No desert kit foxes (*Vulpes macrotis*) or their sign were observed within the study site. According to the CDFW *BIOS Data Layers*, the Project is located within predicted habita for the following special status species: *Kit Fox*, *American Badger*, *Burrowing Owl*, *Mohave Ground Squirrel*. These habitat areas are defined by wide swaths of desert land and rarely do specifies occupy a significant percentage of these areas. However, further investigation will be necessary, in the form of preparing Focused Surveys prior to the entitlement and also 30-days prior to construction of any buildings or structures requiring a building permit. Desert kit fox dens and scat with burrowing owl sign was observed approximately 90 feet (27 m) north of the study site.

If the project needs to occur during the migratory bird nesting season, impacts to birds can be avoided or minimized by completing vegetation treatments and vegetation clearing and removal actions during the fall and winter (outside the migratory bird nesting season per above) prior to the nesting season when the project will begin. If a project may impact migratory birds and/or cause the loss or degradation of migratory bird habitat, and such work cannot occur outside the migratory bird nesting season, we recommend surveying impacted portions of the project area to determine if migratory birds are present and nesting. Surveys should emphasize detecting presence of USFWS Birds of Conservation Concern, take place during the nesting season the year before the nesting season in which project is scheduled to occur, and should document presence of migratory birds at least throughout the entire minimum migratory bird nesting season (April 1 to July 15). Nest surveys should be conducted by qualified biologists using accepted survey protocols. If your project must occur during the maximum migratory bird nesting season, implement measures to prevent migratory birds from establishing nests in the potential impact area. These steps could include covering equipment and structures and hazing birds away from the project footprint. Migratory birds can be hazed to prevent them from nesting until egg(s) are present in the nest. However, we acknowledge that hazing migratory birds away from a project site is likely only practical for projects with a relatively small footprint (i.e. projects about 5 to 10 acres in size or smaller). Do not haze or exclude access to nests for bald or golden eagles or any migratory bird species federally listed under the Endangered Species Act (ESA), as these actions are prohibited

without a permit for these species. If your project must be scheduled during the maximum migratory bird nest season, and vegetation clearing and removal work cannot be completed prior to the nesting season, then we recommend performing a site-specific survey for nesting birds no more than 7 days prior to all ground-disturbing activities or vegetation treatments. If you document active migratory bird nests during project nest surveys, we recommend that a spatial buffer be applied to these nests for the remainder of the nesting season. Vegetation treatments or ground-disturbing activities within the buffer areas should be postponed until after the birds have fledged from the nest. A qualified biologist should confirm that all young have fledged.

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. Silver cholla (*Opuntia echinocarpa*) present within the study site provide nesting habitat for smaller migratory birds. Two inactive bird nests were observed within *silver cholla* during the field survey. There is a billboard sign within the study site that could provide potential nesting sites. area. If the Project must be scheduled during the maximum migratory bird nest season, and vegetation clearing and removal work cannot be completed prior to the nesting season, then we recommend performing a site-specific survey for nesting birds no more than seven (7) days prior to all ground-disturbing activities or vegetation treatments. If active migratory bird nests are documented during project nest surveys, MBTA protocols recommend that a spatial buffer be applied to these nests for the remainder of the nesting season. Vegetation treatments or ground-disturbing activities within the buffer areas should be postponed until after the birds have fledged from the nest. A qualified biologist should confirm that all young have fledged.

Although not identified in the CNDDB, the California horned lark was only special-status wildlife species observed during the field survey. The Biological Assessment concluded the Project 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 CNDDB database are not expected to occur within the project site.

A small swale was observed within the study site. No ephemeral streams or washes were present within the study area. Therefore the Project will not 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 does not currently exist, mitigation credits are reserved for future conservation efforts. The four core areas currently recognized are detailed as follows:

- 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).

- 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).
- 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).
- 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 Wester Expansion Area (WEA) (San Bernardino County).

The Project is located approximate 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 2030 and sets forth five primary conservation priorities intended to support the ongoing conservation of the MGS. These priorities are detailed as follows[8]:

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

b) – f) A Biological Assessment was conducted May 27, 2021 and July 6, 2020 and as part, a habitat assessment/field survey was prepared. This assessment is incorporated herein by reference, to confirm existing site conditions within the project site. The lead biologist 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-Biologist 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 the acreage of each vegetation community. A line transect survey was conducted 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

[8] https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83973&inline

additional details, regarding the Habitat Assessment methodology, can be found in the attached Biological Assessment Report, prepared by Mark Hagan-Biologist. (Appendix D).

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 CNDDB 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 species reside 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.

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 Burrowing Owl was not observed during the field survey, the project site is located within the immediate vicinity of areas that do have the potential for sufficient habitat to occur, even though no owls have been observed. The Project is found to have a less than significant impact, upon biological resources, with the following mitigation measures incorporated.

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, which qualify as suitable habitat is observed, and/or the presence of endangered or threatened species is also observed, then the Project proponent shall conduct the appropriate protocol surveys, prior to any development occurs within the project site to confirm the presence/absence of said species. Protocol surveys shall consist of three (3) separate 5-night trapping sessions conducted during specific terms between March 15th and July 15th.

BIO-3: If the protocol surveys conducted as part of Mitigation Measure BIO 2 and qualifying species are 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, CDFW 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.[9]

BIO-4: Nesting generally lasts from February to July but may extend beyond this time frame. Grading and other ground disturbing activities occurring during or close to the nesting season shall require a qualified biologist will survey the area 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.

Monitoring: The Project requires a 1600-series Streambed Alteration Permit, issued by 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.

[9] https://wildlife.ca.gov/Conservation/Planning/Banking/Approved-Banks

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES Would the Project				
8. Cultural Resources a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

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 adjacent to CCB.. 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. The General Plan Cultural Resources Chapter identifies 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 Element the General Plan, none of these findings were eligible for inclusion under the California State Office of Historic Preservation (SHPO). 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 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.

The approximately 10-acre project site is characterized by relatively flat, undisturbed desert land, with scattered vegetation. 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 a 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.

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 located in excess of 10-miles to the northeast and not found within the project area. The

General Plan Cultural Resources Chapter concluded that no cultural resources were found on the project site or with close proximity to the site (discussed in the Cultural Resources Element). 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 of the standard mitigation measures. 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:

CUL-1: 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.

CUL–2: If cultural resources are found during project construction, all ground-disturbing activities within 100 feet of the find shall be halted. A Registered Professional Archaeologist shall prepare a Cultural Resources Management Plan in consultation with the consulting tribes and the City Planning Department to include relinquishment of all artifacts through one of the following methods:

1. A fully executed reburial agreement with the appropriate culturally affiliated Native American tribe or band. This reburial area should be away from any future impacts. Reburial shall not occur until all cataloguing; analysis and any necessary special studies have been completed on the cultural resources. Details of contents and location of the reburial shall be documented in a Final Report; **OR**
2. Curation at a Riverside County Curation facility that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers and tribal members for further study. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be provided in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

Monitoring: The City Planning Division staff will monitor and enforce compliance.

9. Energy a) ___Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
consumption of energy resources, during project construction or operation? b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				

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 water efficient irrigation for irrigation and landscape design. No impact is anticipated to adopted Energy Conservation plans.

TABLE 2-2: OPERATIONAL ENERGY CONSUMPTION (*Unmitigated*)

Land Use	Electricity (kWh/yr.)	CO_2	CH_4	N_2O	Natural Gas (kBTU/yr.)
Manufacturing	1,543,930	349	0.0330	0.0040	2,939,980
Parking Lot	0	349	0.0330	0.0040	0.00

Source: Source: Table 5.11-Operational Energy Consumption (Rush Environmental, LLC AQ/GHG Report; using CalEEMod® | ©2022.1.1.5 CAPCOA)

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 California Energy Code ensures energy efficiency within new and existing buildings. The Project will conform to the 2022 Title 24 energy saving requirements. Based on CalEEMod Outputs shown in Tables 2-1, the proposed Project would use 2,939,980 kilo-British thermal units per year (kBTU/yr.) of natural gas and 1,543,930 kilowatt hours per year (kWh/yr.) of electricity. Project-related vehicle trips would also use fuel or electricity. In addition, construction of the Project would involve fuel and electricity use from construction equipment

TABLE 2-1: CONSTRUCTION ENERGY CONSUMPTION (*Unmitigated*)				
Year	Electricity (MWh)	CO_2 (lbs./yr.)	CH_4 (lbs./yr.)	N_2O (lbs./yr.)
2023	0	532	0.03	< 0.005
2024	0	532	0.03	< 0.005
Source: Table 5.8-Construction Electricity Consumption and Emissions Factors (Rush Environmental, LLC AQ/GHG Report; using CalEEMod® | ©2022.1.1.5 CAPCOA)				

and hauling, worker, and vendor trips. The Project is located adjacent to a local collector roadway. Further, as evaluated in Greenhouse Gas Emissions resource section, the Project is consistent with the CARB Scoping Plan for AB32, as well as local Kern County Greenhouse Gases Emissions Reduction Measures[10]. Compliance with the codes cited above, as noted on the site plans, as well as compliance with these such plans will reduce the potential impacts due to wasteful, inefficient, or unnecessary consumption of energy resources resulting in no impact.

b. Less than Significant Impact.

Does the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

As regulatory requirement, the Project would be reviewed for consistency with applicable state and local plans for renewable energy and efficiency. As stated above, the Project would comply with the 2022 California Building Code, California Green Building Standards Code, and the California Energy Code, as amended and in their entirety. Compliance with these regulatory standards and compliance with the aforementioned reduction measures will reduce the impacts of the building through the use of measures such as increasing energy efficiency through installing energy-efficient lighting, consistent with KernCOG Kern County GHG Inventory[11].

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

10. GEOLOGY AND SOILS Would the Project				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking?	☐	☐	☐	☒

[10] Kern Council of Governments (KernCOG) GHG Emission Reduction Measures (https://www.kerncog.org/?s=GHG), Accessed Aug. 4, 2021.
[11] Ibid.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii. Seismic-related ground failure, including liquefaction?				
iv. Landslides?				
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) 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; Department of Conservation; University of California Museum of Paleontology. 2019. Databases. https://ucmp.berkeley.edu/collections/databases/. Accessed July 2022; Project Materials.

a– f) 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 30 miles northeast of the project site, at the Garlock Fault.

According to the Department of Conservations Geological Data Viewer and the General Plan Safety Element, 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 15 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. As a result, California City has the potential to experience seismic shaking and seismic-related hazards. The Project will build and construct buildings in accordance with the California Building Code (CBC), which establishes minimum structural and seismic standards for all commercial and industrial buildings.

The General Plan Safety Element 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 384.7 to 482.7 feet below ground level, according to the Existing Sewer System Map (Figure I-1, Well #14) in the January 2018 California City Local Agency Management Program for Onsite Wastewater Treatment Systems (OWTS)[12], 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.

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).

The California City "Slope of Terrain Map" and "Erosion Hazards" in the General Plan (Figure 6-2, 6-3, pages 6-4 of the General Plan) 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, that are northeast and 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.

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.

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.

[12] City of California City Local Agency Management Program for Onsite Wastewater Treatment System California City, California (January 2018), Figure 8: California City Groundwater Wells Level; Groundwater Well 2A

The Project site is generally flat with a gentle slope in the northeast direction. Development will 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 30-feet; therefore, risks associated with irregular or excessive slopes are considered negligible.

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.

According to the Figure 6, a 15-inch sewer line currently exists within Mendiburu Road, located approximately 0.7-miles to the south. Future sewer connections are determined by the City Public Works Department. The Project is required to utilize on-site wastewater discharge until sanitary sewer is extended to the property. During construction, portable toilet facilities will be provided consistent with state and local guidelines.

Municipal sewer services do not exist within this portion of CCB.. The closest main sewer trunk line is within Mendiburu Road, which is about 0.7-miles from the Project site. 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. Less than significant impacts are anticipated.

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. Less than significant impacts are anticipated.

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 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 vehicle 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 ($PM_{2.5}$) by reducing or mitigating anthropogenic fugitive dust emissions.

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 including irrigation, 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.

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. Upon completion of the project, the site intends to have both hardscape and softscape surfaces including the industrial and manufacturing uses building, and landscaping (consisting of decomposed granite with soil stabilizers) 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.

Numerous resources have been discovered in the County (University of California Museum of Paleontology 2019). The approximately 40-acre project site is characterized by relatively flat, undisturbed desert land, with scattered vegetation. 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. Therefore, the Project will not directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature and no impact would occur.

Mitigation:

GEO-1: 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.

GEO-2: Per the Compliance Guidelines of the Lahontan Regional Water Quality Control Board, the Project will disturb more than one (1)-acre and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) which will establish Best Management Practices (BMPs) for erosion control. The Project is also required to comply with AQMD Rule 1466, which also requires dust control measures.

Monitoring: Mitigation Measures will be monitored and implemented by the City Planning Department.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS Would the Project				
12. 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 (CO_2), methane (CH_4), nitrous oxide (NO_x), 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 Board (CARB) to reduce statewide emissions of greenhouse gases to 1990 levels by 2020. In 2016, Governor Jerry Brown signed Senate Bill 32 (SB 32) 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 Project will add a new land use which produces an increase in operational greenhouse gas emissions is expected. Based upon the CalEEMod Modeling Reporting results, the operational emissions by sector, and compared against the thresholds by aspects of the proposed cannabis cultivation uses are anticipated to generate approximately 994 (MT/yr. of CO_{2e}) annually, which is in excess of the 3,000 Metric Tons per Year of Carbon Dioxide Equivalent (MT/yr. of CO_{2e}) which is identified in the CARB Scoping Plan. The project will operate under the mandatory regulations found in the most recent Cal Green Building Standards Code for non-residential uses. Tables 2.4 and 2.5, detail the annual emissions of metric tons of GHGs, which is 67% lower than the annual threshold recommendations set forth by CARB.

2. Emissions Summary																	
2.4 Operations Emissions Compared Against Thresholds																	
Unmitigated	**ROG**	**NOx**	**CO**	**SO**	**PM10E**	**PM10D**	**PM10T**	**PM2.5E**	**PM2.5D**	**PM2.5T**	**BCO**	**NBCO**	**CO T**	**CH**	**N O**	**R**	**CO e**
Daily, Summer (Max)																	
Unmitigated	4.82	3.23	21.6	0.04	0.11	1.10	1.20	0.11	0.20	0.30	88.9	6,225	6,314	9.35	0.30	35.5	6,672
Daily, Winter (Max)																	
Unmitigated	4.02	3.40	14.7	0.04	0.10	1.10	1.20	0.10	0.20	0.30	88.9	5,937	6,026	9.35	0.31	21.2	6,372
Average Daily (Max)																	
Unmitigated	4.10	3.12	15.5	0.03	0.10	0.96	1.06	0.10	0.17	0.27	88.9	5,573	5,662	9.34	0.28	26.4	6,006
Annual (Max)																	
Unmitigated	0.75	0.57	2.83	0.01	0.02	0.17	0.19	0.02	0.03	0.05	14.7	923	937	1.55	0.05	4.37	**994**

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

2. Emissions Summary																	
2.5 Operations Emissions by Sector, Unmitigated				2							2	2	2	4	2		2
Sector	ROG	NOx	CO	SO	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO	NBCO	CO T	CH	N O	R	CO e
Daily, Summer (Max)																	
Mobile	1.98	2.41	17.4	0.04	0.04	1.10	1.14	0.04	0.20	0.24		3,687	3,687	0.14	0.19	14.7	3,763
Area	2.79	0.03	3.48	< 0.005	< 0.005		< 0.005	0.01		0.01		14.3	14.3	< 0.005	< 0.005		14.4
Energy	0.04	0.79	0.66	< 0.005	0.06		0.06	0.06		0.06		2,417	2,417	0.22	0.02		2,428
Water											35.5	107	142	3.65	0.09		259
Waste											53.5	0.00	53.5	5.34	0.00		187
Refrig.																20.8	20.8
Total	4.82	3.23	21.6	0.04	0.11	1.10	1.20	0.11	0.20	0.30	88.9	6,225	6,314	9.35	0.30	35.5	6,672
Daily, Winter (Max)																	
Mobile	1.76	2.61	14.0	0.03	0.04	1.10	1.14	0.04	0.20	0.24		3,413	3,413	0.14	0.20	0.38	3,477
Area	2.22																
Energy	0.04	0.79	0.66	< 0.005	0.06		0.06	0.06		0.06		2,417	2,417	0.22	0.02		2,428
Water											35.5	107	142	3.65	0.09		259
Waste											53.5	0.00	53.5	5.34	0.00		187
Refrig.																20.8	20.8
Total	4.02	3.40	14.7	0.04	0.10	1.10	1.20	0.10	0.20	0.30	88.9	5,937	6,026	9.35	0.31	21.2	6,372
Average Daily																	
Mobile	1.56	2.32	13.1	0.03	0.04	0.96	0.99	0.03	0.17	0.21		3,042	3,042	0.13	0.18	5.56	3,104
Area	2.50	0.01	1.72	< 0.005	< 0.005		< 0.005	< 0.005		< 0.005		7.06	7.06	< 0.005	< 0.005		7.08
Energy	0.04	0.79	0.66	< 0.005	0.06		0.06	0.06		0.06		2,417	2,417	0.22	0.02		2,428
Water											35.5	107	142	3.65	0.09		259
Waste											53.5	0.00	53.5	5.34	0.00		187
Refrig.																20.8	20.8
Total	4.10	3.12	15.5	0.03	0.10	0.96	1.06	0.10	0.17	0.27	88.9	5,573	5,662	9.34	0.28	26.4	6,006
Annual																	
Mobile	0.28	0.42	2.40	0.01	0.01	0.17	0.18	0.01	0.03	0.04		504	504	0.02	0.03	0.92	514
Area	0.46	< 0.005	0.31	< 0.005	< 0.005		< 0.005	< 0.005		< 0.005		1.17	1.17	< 0.005	< 0.005		1.17
Energy	0.01	0.14	0.12	< 0.005	0.01		0.01	0.01		0.01		400	400	0.04	< 0.005		402
Water											5.87	17.7	23.5	0.60	0.01		42.9
Waste											8.85	0.00	8.85	0.88	0.00		31.0
Refrig.																3.45	3.45
Total	0.75	0.57	2.83	0.01	0.02	0.17	0.19	0.02	0.03	0.05	14.7	923	937	1.55	0.05	4.37	**994**

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 (CARB) 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 2025 reduction target that was first introduced in Executive Order B-10-11. 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				
13. 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?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) 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?	☐	☐	☒	☐
d) 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
e) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
f) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Phase 1 ESA; Project Materials.

a– f) Findings of Fact: The project site is approximately 9.78-acres of vacant desert land and proposes to construct an 80,000 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 protocols[13] 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.

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

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 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) prevents temporary impacts to the public and environment. The Regional Water Board monitors implementation of the SWPPP and the best practices required therein. Less than significant impacts are anticipated during construction.

According to the Kern County GIS Database, review of the Project materials, and the School District website, there are no existing or planned schools located within a ¼ mile of the Project site. Through the construction process, the Project will not create, store, or transport any hazardous materials.

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 ("Fire Department"), and Kern County Department of Environmental Health Services. Additionally, the Fire Department shall require a detailed chemical inventory to determine the hazards and classifications of the materials used in the proposed cannabis cultivation facility. Each chemical substance is regulated by multiple state and federal agencies, including but not limited to the following: SARA 313; the Clean Water Act; the Clean Air Act; the Comprehensive Environmental Response Compensation and Liability Act (CERCLA); California Proposition 65; the State Right-to-Now; the U.S. Department of Transportation; and the U.S. Department of Homeland Security.[14] For each chemical, a material safety data sheet (MSDS) is prepared which provides guidance accidental spill or discharge into the adjacent soils or drainages. Storage and disposal is strictly regulated and locally enforced by the California City Fire Department who can perform annual inspection of the business. Less than significant impacts are expected.

The M-1 Zoning District provides for the cultivation of commercial cannabis within an area that is naturally segregated from residential neighborhoods or other densely populated land uses. As such, the surrounding land uses constitute land that is primarily vacant. As previously discussed, the Project is not expected to handle any significant quantities of hazardous materials:

Hazardous Materials[15]

To the extent that the Company intends to use any hazardous materials in its operations, it shall provide a hazardous materials management plan that complies with all federal, state, and local requirements for the management of such substances.

Toxic Material Control Procedures

[14] Material Data Safety Sheets for (1) Hydrochloric acid; (2) Nitric acid 10-20%; (3) Potassium Permanganate; (4) Sodium Hydroxide. www.chemicalsafety.com/
[15] SJ Agrigrow Partners, LLC. Commercial Cannabis Cultivation. City of Banning, Pgs. 86-88, June 2021.

To ensure all safety and hygiene policies and procedures are customized specifically to the risks common to cannabis businesses, the Company has leveraged a guide recommended by that was produced by the state of Colorado: *Guide to Worker Safety and Health in the cannabis Industry* (The Colorado guide was used because there is not a comparable California guide for reference.)

The Safety Coordinator will conduct the initial review of the Company's building and design plans, and as construction is completed, will leverage CalOSHA's Hazard Assessment Checklist, to identify all potential hazards, and how the Company will mitigate them. This assessment, along with CalOSHA's IIPP Self-Assessment Checklist, will facilitate the creation of the Company' Injury and Illness Prevention (IIP) Program. A written IIP is required which is required for all employers in the State of California. The facility and the full premises (including outside of buildings) will be inspected quarterly by the Safety Coordinator to identify potential hazards, using the OSHA Self- Inspection Checklist to prevent hazardous material and chemical incidents that could result in injury and/or illness to any employee or visitor. The Safety Coordinator will be responsible for conducting training (or coordinating training with a certified third-party OSHA consultant) of all employees on the Company's IIPP. Additionally, the Senior Order Manager is assigned responsibility for conducting job-specific hazard training on chemicals used by all Dispensing Agents. After attending training, each employee will sign a form to verify that he or she attended the training and understands the Company's policies on hazard communication.

Copies of Material Safety Data Sheets (MSDS's) for all hazardous chemicals to which employees may be exposed will be available on the intranet and by hard copy in each chemical storage area of the operating unit, in a designated MSDS binder. Sample documents include accident report forms, a safety rule violation notice, and the OSHA Self- Inspection Checklist. Safety rules addressed include those relevant to accident and hazard reporting, drug, and alcohol use, driving, work-related injuries, and the required use of Personal Protective Equipment (PPE). Enforcement measures and disciplinary actions detailed are to be implemented in response to safety rule violations. All emergencies including chemical spill response will be handled by local emergency response agencies in accordance with The Company's emergency and incident response SOPs. Additional measures serve to establish procedures for injury claims and policies related to workers' compensation and benefits provided.

Hazard Communication Policy

The Company is committed to the prevention of hazardous material and chemical incidents that could result in injury and/or illness to any employee. The Company will spare no effort in providing a safe and healthy work environment for employees and all levels of supervision will be accountable for the safety of those employees under their direction. The Occupational Safety and Health Administration's (OSHA) Hazard Communication standard (29 CFR 1910.1200) is based on the simple concept that employees have both a need and a "right to know" the identities and hazards of any chemicals they work with during their employment. Employees also need to know what protective measures are available to prevent chemical exposures and how to avoid adverse health effects. The following constitutes the Company's written Hazard Communication program. The Company will meet the requirements of OSHA's Hazard Communication standard as follows:

Container Labeling

It is the policy of the Company that no container will be released for use unless it has a complete label. Managers will ensure that secondary containers, such as spray bottles, have complete labels. Either

(1) a copy of the original manufacturer's label will be made and placed on the secondary container, or (2) the minimal information bulleted above will be placed on the container in permanent ink. The Safety Coordinator will verify that all product containers kept onsite will clearly list contents on the label:

- Product Name
- Hazard warnings (corrosive, flammable, skin irritant, etc.)
- Manufacturer's name and address

Hazardous Non-Routine Tasks

Occasionally, an employee may be asked to perform a task that is not part of their normal job. Before taking on a new task, the affected employee will be given information by their manager and/or the Safety Coordinator about any hazardous chemicals that might be used during the activity. This information will include:

- Specific chemical hazards;
- Protective measures employees can take; and
- Measures the Company has taken to reduce the hazards, which might include ventilation, personal protective equipment, use of the buddy system, and emergency procedures.

The General Plan Safety Element 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 6.5 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, the East Kern County 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 Hacienda Boulevard, approximately six (6) driving miles southeast of the project site. The Kern County Coroner's services are provided through 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 CCB. (include a newly proposed curb-and-gutter) and accessing the project site from either CCB. or the future extension of CCB. Improvements also included paved access, along CCB., to the commercial cannabis facility. Primary access intends to be located on the northerly portion of the property, adjacent and south of CCB., which follows a general circulation pattern from California City Boulevard and Deep Well St. 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.

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 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; related to noise and safety levels, for each airport under their jurisdiction. According to this Plan, the Project site is not located within any compatibility zone of the California City's Airport Compatibility. The Kern County Airport Land Use Commission does not hold any restrictions on the height of buildings, structures, appurtenances, plants, and trees above ground level which area in place 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.

The project is not subject to the Airport AIA as it is 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.

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, the East Kern County District Fire Department, and the Bureau of Land Management. Less than significant impacts related to wildland fire are expected.

Mitigation:

HAZ-1: 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.

HAZ-2: Per the Compliance Guidelines of the Lahontan Regional Water Quality Control Board, the Project will disturb more than one (1)-acre and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) which will establish Best Management Practices (BMPs) for erosion control. The Project is also required to comply with AQMD Rule 1466, which also requires dust control measures.

Monitoring: No Monitoring Necessary

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

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.

a– f) Findings of Fact: The proposed project is located within the Fremont Hydrologic Unit of the South Lahontan Basin in the Lahontan Region 6V[16]. 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.

According to the California City 2009 General Plan 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 8-miles south of the project property, and Koehn Lakebed is approximately 26-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.

[16] https://www.waterboards.ca.gov/waterboards_map.html

Any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than one acre.[17] The Project is subject to the 2009-0009 DWQ Construction General Permit. As such, the Project must prepare 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 30-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 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 required 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 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

[17] 2009-0009-DWQ Construction General Permit (Effective July 1, 2010)
https://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.html (Accessed August 18, 2023).

holds water at a depth of approximately 384.7 to 482.7-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 number 14 is the closest facility within the vicinity of the project site and is located at 22000 Mendiburu Boulevard less than one mile to southeasterly of the Project site. 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 complies 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 30-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 and landscaping design within sufficient densities that will mitigate excess evaporation and evapotranspiration.

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 is located between the Cache Creek and Koehn Lakebed. Cache Creek is located approximately four miles upstream of the project, and Koehn Lakebed is approximately 19 miles northeast of the project site.

The Project is primarily located primarily within 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 majority of the City's undeveloped and developed properties. 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. Portions of the site, located within Zone A, will be avoided on the implementing site plan to avoid the preparation of a FEMA floodplain map revision. 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 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. A riverine, as defined by the National Wetlands Inventory, includes all wetlands and deepwater habitats contained within a channel, except for: 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 30-year and 5-day storm event.

Furthermore, the project involves street improvements including curb and gutter at the CCB. 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.

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 30-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 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. The City will require that BMPs be incorporated into a Final WQMP, to be reviewed and approved by the City.

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 06029C-3310E, 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 300-year flood zone based on FEMA FIRM panel 06029C-3310E, 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 30-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 30-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: **HYD-1**: The Project shall prepare and submit a Water Quality Management Plan (WQMP) and Storm Water Pollution Prevention Plan (SWPPP) prior to the issuance of the first grading permit.

Monitoring: The City's Public Works Department will enforce and monitor these mitigation measures.

LAND USE/PLANNING Would the Project				
18. Land Use a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

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-acres of vacant desert land, located at the easterly of CCB. The Project is further located approximately 0.85-miles easterly of the Union Pacific RR. The project proposes to construct an 80,000 SF industrial, and manufacturing uses facility on

property zoned Light Industrial (M-1). The Project proposal is consistent and authorized by Title 5: Chapter 6 and Title 9: Chapter 29, and the M-1 Zoning District. The Project includes 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 zoning and land use patterns of the property and its surrounding property conditions.

The Project proposes industrial and manufacturing uses, which is consistent with the M-1 Zoning District. The surrounding zone is Open Space Resources Area (OR/A) in all directions. The Project is designed to reduce impacts upon adjacent sensitive receptors, within these residential neighborhoods, by complying with the minimum 200-foot setback between cannabis cultivation buildings and existing residential zones. 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 Light Industrial. For example, the Project implements Chapter 2–Land Use Elements describes the existing and future setting of the City and provides guidelines for the management and growth of commercial and industrial land uses. The surrounding land use patterns are compatible with the proposed Project, as directed by Industrial Policy No. 3, which encourages new industrial development to locate adjacent to existing industrial uses along major corridors such as Mendiburu Road.

The Project site is a legal lot consisting of four APNs, all with M-1 zoning and is surrounded on all sides by sites with M-1 zoning, and therefore will not divide an established community. There are no 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. The Project site is not located within a uniquely establishment community or area of interest.

The Project does not conflict with the City's General Plan, including its land use designation and associated land use policies. The Project does not conflict with the adopted Air Quality Management Plan, or other adopted plan or policy that will imp act the Project site or the surrounding environment.

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				
22. Mineral Resources 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

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

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 in the City of Mojave, approximately 30-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.[18] No impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

NOISE Would the Project result in				
23. a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity or the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project expose people be residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

[18] Department of Conversation, "Mines Online" (https://maps.conservation.ca.gov/mol/index.html). Accessed February 6, 2023.

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; Kern County General Plan; Kern County Development Ordinance; 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 commercial cannabis cultivation and manufacturing facilities. The Project is not located within the Airport Land Use Plan (ALUP) of the California Municipal Airport. Impacts from aircraft noise will not have an impact. Therefore, impact is anticipated to the airport operations. Therefore, less than significant impacts are anticipated.

The Project is not located near (or within the vicinity) of any railroad or rail spur. As such, no impact is anticipated to occur. 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. 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.

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 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)[19] 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] Kern County General Plan, Kern County Planning Department. 2700 "M" Street, Suite 100. Bakersfield, CA 93301 (https://psbweb.co.kern.ca.us/planning/pdfs/kcgp/KCGP_Complete.pdf). Accessed February 6, 2023.

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 30dB(A) penalty for noise levels occurring at night between the houses of 10:00 p.m. and 7:00 a.m. The CNEL descriptor includes a penalty of about 4.8 dB(A) for noise levels occurring during the evening hours 7:00 a.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 reasonably close to State Highway 58, along its southern boundary and State highway 14, and the Union Pacific Railroad to the west. The project property is currently vacant with vacant commercial lands, industrial and manufacturing uses to the west and northwest. The Project proposes to construct an 80,000 SF 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 the commercial land use.

Section 19.80.030.1 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.

As discussed previously, the Project is surrounded entirely by Open Space zoning. The Project is designed to reduce impacts upon adjacent sensitive receptors, within these residential neighborhoods, by complying with the minimum 200-foot setback between cannabis cultivation buildings and existing residential zones. No sensitive species or residential properties or units are located within a ¼ of the Project.

Construction-related Noise:

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 occur within 500-feet of existing residential zoning and occupied units. As

such, it is important to acknowledge and disclose the maximum noise levels generated from all possible stationary construction sources.

Below is a table that identifies the accepted stationary noise level impacts that result from construction related activities:

Table 2: Maximum Noise Level of Common Construction Machinery

Noise Source	Noise Level (dBA)	
	50 feet	100 Feet
Auger Drill	77.4	71.3
Backhoe	73.6	67.6
Compressor	73.7	67.8
Concrete Mixer Truck	74.8	68.8
Concrete Pump Truck	74.4	68.4
Concrete Saw	82.6	76.6
Drum Mixer	77.0	71.0
Dump Truck	72.5	66.5
Excavator	76.7	70.7
Mounted Impact Hammer (Hoe Ram)	83.3	77.3
Front End Loader	75.1	69.1
Generator	77.6	71.6
Gradall	79.4	73.4
Grader	81.0	75.0
Man Lift	67.7	61.7
Scraper	79.6	73.6
Tractor	80.0	74.0
Vacuum Street Sweeper	71.6	65.6
Welder Torch	70.0	64.0

Source: Southern California Noise Services 2021.

Based upon this, which is generated from the FHWA Construction Noise Model User's Guide (2006), the loudest source of construction noise is 80 dBA, L_{max}. The shortest distance from the project's construction activity to the nearest residential property (APN: (302-310-16) located about 1,340-feet, which is adequate to mitigate construction sound impacts. The noise levels are measured at 50-feet and sound dissipates pursuant to the *inverse square law*; for which it can be shown that for each doubling of distance from a point source, the sound pressure level decreases by approximately 6 dB. Notwithstanding the ambient noise level currently being generated from this segment of CCB., the sound attenuation from the point source emitter is calculated by the formula $Lp(R2) = Lp(R1) - 20 \cdot Log_{10}(R2/R1)$. This results in an unmitigated annenuated sound pressure ((dB(A)) of 83.15, at the property line of the adjacent residential zone. City ordinance limits the maximum noise level, in residential zones, to a maximum of 65 dB(A), at the property line and a maximum interior noise level of 45 dB(A). This results in an excess of approximately 18 dB(A); however, it is important to account for the noise attenuation characteristics of the residential home construction.

Therefore, we can reasonably assume that standard building construction in warm climate area such as southern California offers an exterior-to-interior attenuation rate of 12 dB(A). Taking the more conservative approach, between 20 dB(A) and 12 dB(A) the highest level of stationary construction

equipment noise is 90 dB(A), at a maximum of 50-feet, this results in a maximum noise level of 71.15 dB(A), which is in excess of the allowable interior noise level by approximately 27 dB(A) above the maximum base ambient noise level allowed. With the incorporation of a temporary construction noise barrier that complies with the FHWA Noise Barrier Design Handbook.

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 CCB., in a westerly direction, then traveling north along CCB. and then accessing the site through CCB. All construction equipment shall be in proper working order and maintained to reduce backfires.

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.

Operational-related Noise:

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 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.

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 Project is surrounded by vacant land and is separated from the nearest existing residential uses by a minimum distance of approximately one half mile directly to the northwest. The existing source of groundborne vibration is attributed to daily traffic volumes along CCB. 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 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/Research 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. 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 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 25-miles west of Twenty Mule Team Parkway and approximately 19-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. 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.

The Project is not located within the Airport Land Use Plan (ALUP) of the California Municipal Airport. Impacts from aircraft noise will not have an impact.

Mitigation: Pursuant to CCMC, Article 4. – Noise and Vibration, the following mitigation is applied:

NOI-1: On-site noise generating construction and demolition activities shall be restricted to the hours of 7:00 a.m. to 8:00 p.m. Exceptions require that a permit be obtained beforehand from the Permits and Licenses Committee of the City.

NOI-2: The construction contractor shall ensure that all powered construction equipment shall be equipped with appropriate mufflers. The construction contractor shall ensure that all equipment is properly maintained to prevent additional noise due to worn or improperly maintained parts. The construction contractor shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than metal-tracked equipment), wherever possible.

NOI-3: The construction contractor shall locate construction staging areas as far as possible from sensitive uses near the project's northern and western boundary.

NOI-4: The construction contractor shall establish a noise disturbance coordinator. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable corrective measures such that the complaint is resolved. Notices sent to residential units within 500-feet of the construction site and all signs posted at the construction site shall list the telephone number for the noise disturbance coordinator.

Monitoring: Mitigation measures shall be implemented through compliance with the permit review and issuance process.

24. POPULATION AND HOUSING Would the Project				
a) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
b) Induce substantial population growth in an area, either directly (for example, by proposing new homes and	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
businesses) or indirectly (for example, through extension of roads or other infrastructure)?				

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 represents 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 80,000 SF of commercial cannabis cultivation and related, but ancillary cannabis processing and manufacturing. The facility is estimated to staff a maximum of 75 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.

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 Light Industrial activities and operations 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:				
25. Fire Services	☐	☐	☒	☐

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

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

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 4.9-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 40-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 an 80,000 SF facility; under a Class B Occupancy; which does not create a substantial increase in the need for additional fire suppression and planning services.

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 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

26. Police 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: 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 an 80,000 SF 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 public safety concerns are adequately addressed by the Applicant, prior to Certificate of Occupancy of the first building permit for a non-residential building. 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

27. Schools ☐ ☐ ☐ ☒

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 an 80,000 SF facility; under a Class B Occupancy. Approximately 50 construction-related (part-time) and 75 permanent (full-time) jobs will be created by the Project. Employment generated by the project would not be expected 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 SF for residential and $0.61 per SF 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, 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

28. 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 an 80,000 SF facility; under a Class B Occupancy. Approximately 50 construction-related (part-time) and 75 permanent (full-time)

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

jobs will be created by the Project. 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

29. 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 patience, and minor surgeries. These minor incidences are typically served by Adventist Health-Tehachapi Valley in Tehachapi, which is located approximately 25-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 55-miles from the southwest 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.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

RECREATION				
30. Parks and Recreation a) Would the project increase 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?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

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 an 80,000 SF commercial cannabis cultivation and ancillary manufacturing uses. Properties immediately to the north, east, south, and west of the project are in a vacant state. Furthermore, a maximum of 75 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 use or deterioration of existing parks. The construction of the proposed cultivation and processing facility 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 CCB. which is required pursuant to the City's Bike Plan Element of the General Plan. In addition, the Project will be required to pay park land impacts not offset by the construction of the aforementioned bike trail. In addition, the City's fees will address the incremental need that results from this Project upon recreational trails, bikeways, or service paths.

No construction or expansion of other recreational facilities is required for Project implementation and no impacts are anticipated.

Mitigation: **REC-1:** The Project will construct a Class II Bike Trail adjacent to the curb-line of CCB. which is required pursuant to the City's Bike Plan Element of the General Plan.

Monitoring: Mitigation will be monitored by the City's Planning Department staff.

TRANSPORTATION/TRAFFIC Would the Project				
32. Circulation 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)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

REGULATORY FRAMEWORK

State

Senate Bill 743

SB 743, which was signed into law in 2013, initiated an update to the CEQA Guidelines to change how lead agencies evaluate transportation impacts under CEQA, with the goal of better measuring the actual transportation-related environmental impacts of any given project. Under CEQA, cities, counties, and other public agencies must analyze real estate and transportation projects to determine whether they may have a significant impact on the environment. One key determination under CEQA is the transportation impact of these projects. Traditionally, transportation impacts have been evaluated by examining whether the project is likely to cause automobile delay at intersections and congestion on nearby individual highway segments, and whether this delay will exceed a certain amount (this is known as Level of Service or LOS analysis). Automobile delay, as described solely by LOS or similar measure of traffic congestion, is no longer considered a significant impact under CEQA, except in locations specifically identified in the Guidelines. (Pub. Resources Code, § 21099(b)(2).) This provision took effect when the update to the CEQA Guidelines was certified in late 2018. (Guidelines, § 15064.3.)

Guideline section 15064.3 specifies that VMT analyses are voluntary until July 1, 2020. A recent appellate court decision (*Citizens for Positive Growth and Preservation v. City of Sacramento* (2019) 43 Cal.App.5th 609) confirmed that traffic congestion is no longer an environmental impact under CEQA, and VMT is not a required element of transportation analyses until July 1.

Regional Setting:

At the center of the transportation planning process is the Regional Transportation Plan (*RTP*). Updated on a 4-year cycle, the RTP is a long-term (20+ year) blueprint for the region's transportation system, and encompasses projects for all types of travel, including freight, intermodal, and aviation. The plan includes the Sustainable Community Strategy (*SCS*) designed to help reduce emissions from passenger vehicle travel. The plan is accompanied by a program level environmental document that analyzes cumulative impacts, and the regional air quality conformity analysis required by federal regulations. Included in the 2018 RTP is the Sustainable Communities Strategy (SCS) required by California's Sustainable Communities and Climate Protection Act, of Senate Bill (SB) 375. The California Air Resources Board (CARB) set Kern greenhouse gas (GHG) emissions reductions from passenger vehicles and light-duty trucks at 5 percent per capita by 2020 and 10 percent per capita by 2035 as compared to 2005. In addition, SB 375 provides for closer integration of the RTP/SCS with the Regional Housing needs Allocation (RHNA) ensuring consistency between low-income housing need and transportation planning. Kern COG engaged in the RHNA process concurrently with the development of the 2014 RTP. Current and recent transportation plan goals generally focus on balanced transportation and land use planning that:

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment and health of residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).

Local

City of California City – General Plan Circulation Element

The Circulation Element of the General Plan contains policies and objectives that are considered applicable to the proposed Project as identified below.

Policies:

- Provide an arterial system that serves the major centers of activity within the urbanized areas and provides capacity for the highest traffic volumes and longest trip lengths. To the extent feasible, direct access onto arterials from individual parcels should be restricted.
- Require that new development of major traffic generating projects restrict direct access onto arterials or collectors through the project design, which may include any combination of the following measures deemed acceptable by the City:
    - Access to other surrounding streets

- The limitation on the number and location of direct access point; and/or
- The use of reciprocal access easements with other adjoining properties.

- The City shall require the completion of planned arterial and collector streets as they become necessary to serve new development or to meet cumulative traffic demands in the City.
- This shall be accomplished by the following:
  - Adopt a street improvement program based on a current surface maintainability and traffic impact priority system.
  - Coordinate the street improvement of necessary street facilities as a condition of land development.

THRESHOLDS OF SIGNIFICANCE:

The City relies upon the Environmental Checklist Form included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. As it applies to the Project, the Project would have a significant impact on Transportation if it would result in:

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, considering all modes of transportation including transit, roadway, bicycle, and pedestrian facilities?

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

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

d. Result in inadequate emergency access

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

The Project is required to detail compliance with the City's *Final California City General Plan Circulation Element (Chapter 3)*, by providing a balance circulation system to meet the needs of the residents, businesses, and visitors to California City. According to Figure 3-1 and Figure 3-2, of the General Plan, the Project is not subject to any transit, bicycle, pedestrian, or other multi-modal elements established by the City's General Plan. Furthermore, the Project is required to make improvements to segments of the frontage roadway, which is designated as Divided Collector (78-foot R/W) roadway per the Kern County Circulation Element.

Furthermore, each county in California is required to develop a Congestion Management Program (CMP) that analyzes at 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), and was completed in April 2012, does not indicate any roadways or multi-modal improvements established in the KERNCOG CMP, relative to the Project area. 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 their apportionment of traffic trips have been built into the build-out assumptions for the overall city land uses. The GP identifies that sidewalks, bike lanes, off-street trails and golf cart routes are especially important along major roadways in the community. Within the City, adequate public transportation choices including expanded bus routes and service and other transit choices such as shuttles, light rail, and rail where feasible. The City currently provides service through existing public transportation opportunities such as include public transit, Amtrak, and other private carriers such as Greyhound. Transit services include intracity, 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**.** As no facilities currently exists, and the expansion of which is not required or contemplated by the proposed project, then no conflict will occur upon any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the Project will have a less than significant impact.

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

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt Vehicle Miles Traveled (VMT) as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate took effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December of 2018) (Technical Advisory).

VMT Analysis Methodology

At the time of the preparation of this Initial Study, the City has not formally adopted its own VMT analysis guidelines and thresholds. Therefore, for the purposes of this analysis the recommended VMT analysis methodology and thresholds recommended by the Technical Advisory and supported by OPR's Guidelines have been used. As outlined in the Technical Advisory, mixed-use projects such as the proposed Project need to evaluate each component of the project independently and apply the relevant significance threshold for each project type (i.e., office, retail, etc.). For the purposes of this VMT analysis, the evaluation of VMT will focus on the industrial/manufacturing uses (i.e., commercial cannabis cultivation uses) only. Consistent with Technical Advisory recommendations, local serving retail that is typically less than 50,000 SF will tend to improve retail destination proximity and short trips, which in turn reduces VMT. According to the Technical Advisory, uses such as the lodging, retail, and destination-orientated uses, proposed by the Project are presumed to create a less-than-significant impact.

The Technical Advisory provides for the following recommended threshold for industrial land use projects which used for the Project: A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact.

Project Screening Analysis:

The Technical Advisory provides details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. Screening thresholds are broken into three types:

- Project Type Screening

- Map Based Screening based on Low VMT Area
- Transit Priority Area (TPA) Screening

For the purposes of this analysis, the initial VMT screening process has been conducted with using the Map Based Screening based on Low VMT Screening Tool (Screening Tool), which uses screening criteria consistent with the screening thresholds recommended in the Technical Advisory.

Project Type Screening – Projects that are consistent with the current Sustainable Communities Strategy (SCS) or general plan, and that generate fewer than 110 daily vehicle trips be presumed to have a less-than- significant impact on VMT. Based on the Project's trip generation (see Attachment A), the Project is not consistent with the City's general plan and would generate more than 110 daily vehicle trips, therefore, the Project would not be eligible to screen out based on project type screening.

The Project Type screening threshold is not met.

Table 3-2:Trip Summary Information:

Land Use	**Average Daily Trip Rate (*unmitigated*)**			**Annual Trip Rate (*unmitigated*)**
	Weekday	Saturday	Sunday	Trips/Year
Industrial Park	270	203	99.2	1,233,179
Total	1,081	1,766	1,400	446,812
Source: Annual CalEEMOD Analysis Results_202302278[20]				

Low VMT Area Screening

The Screening Tool uses the sub-regional Kern COG – VMIP 2 Model Development Report to measure VMT performance within individual traffic analysis zones (TAZ's) within the Kern COG region. The Project's physical location based on parcel number was selected within the Screening Tool to determine the relevant TAZ's VMT as compared to the jurisdictional average. The Project boundary is located in TAZ 1463 and appears to be within a low VMT generating TAZ based on daily total VMT per service population. As measured by the baseline year of 2015, the total of 472 households and 57, non-farm labor related jobs, were identified. The Kern COG model does not anticipate an increase in either households or employment, located within TAZ 1463, by the year 2042.

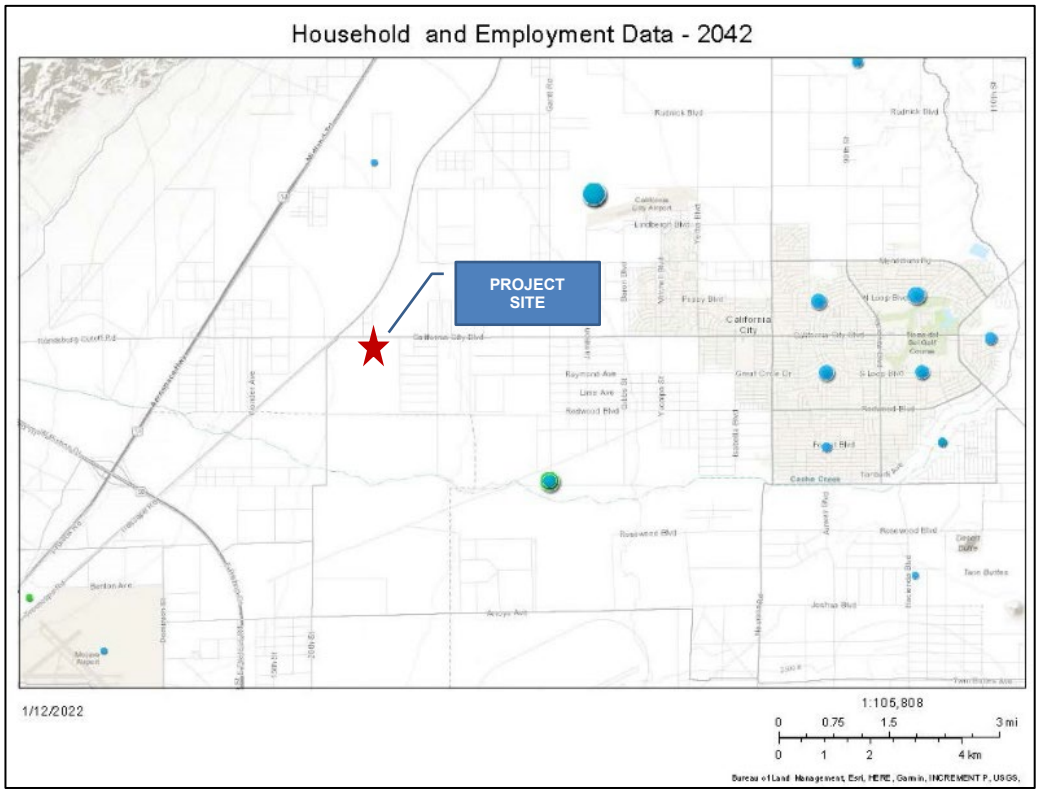
Table 3-4: Kern County TAZ Data:

Kern County TAZ 1465	
Acres	15,001.38
TAZ	1465
2015 Households	165

[20] https://kerncog.maps.arcgis.com/apps/mapviewer/index.html?webmap=bb9f1df531d743f1a91c26478fe29c46 (Accessed May 9, 2022)

2042 Households	993
2015 Employment	42
2042 Employment	1846
Household Change 2015-2042	828
Employment Change 2015-2042	1804

Figure 3-3: 2042 Household and Employment Data:



SOURCE: https://kerncog.maps.arcgis.com/apps/mapviewer/index.html?webmap=bb9f1df531d743f1a91c26478fe29c46

Based on a review of the land use information contained within TAZ 1465 for the KERNCOG Trip Generation base year (2015) model, the zone includes exceptionally low levels of employment and low amounts of population and household data. The proposed Project would increase the number and type of employment uses within the TAZ. However, the increases are considered incremental as the 15,001-acre project area is 0.3% of the total TAZ area and therefore is consistent with the underlying assumptions considered in TAZ 1465

The Low VMT Area screening threshold is met.

Conclusions

The Project is located within a Low VMT Traffic Analysis Zone (TAZ) and will not significantly increase the amount of employment or households as compared to the underlying assumptions in the TAZ.

Project VMT does not require mitigation measures to reduce trips and levels that would be less-than-significant.

Level of Significance: Less than Significant

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, and project-level infrastructure improvements will be established as Conditions of Approval to improve adjacent roadways**.** The Project is located adjacent to CCB., which is classified as an Arterial/Major Highway in the General Plan Circulation Element (Page 92).[21] An Arterial/Major Highway is a divided road with four through lanes, providing for the movement of traffic to and from the planning area; the movement of traffic to and from activity centers within the planning area and the planning sub-areas; and the distribution of traffic to and from the highways. The driveways do not have the potential to change the geometric design of CCB. in a manner that would substantially increase hazards due geometric design feature (e.g., sharp curves or dangerous intersections). The Project design and operations are subject to City approval, per the Site Plan Review (SPR) process, which will ensure sufficient design and access in constructed to City's standards.

Level of Significance: Less than Significant

d) Result in inadequate emergency access?

The 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 and project-level infrastructure improvements will be established as Conditions of Approval to improve CCB. The Project can be accessed by CCB., which roadway is classified as an Arterial/Major roadway in the Kern County Circulation Element (Page 92). An Arterial/Major roadway is defined as a minimum 110-foot right-of-way divided road with three through lanes, providing for the movement of traffic to and from the development. CCB. is identified in the General Plan as accommodating a maximum daily traffic volume in excess of 50,000 vehicle trips.[22] Project improvements will improve and reduce potential hazards such as existing geometric design features considered unsafe. (e.g., sharp curves or dangerous intersections). Through compliance with these standard City requirements for road improvement, impacts to transportation are less than significant. As a standard condition of approval for future development, access roads shall be provided to within 150-feet to all portions of the exterior building walls and shall have an unobstructed width of not less than 24-feet. The construction of the access roads shall be all weather and capable of sustaining 60,000 lbs., over two (2) axels, for commercial developments. Approved vehicle access, either permanent or temporary, shall be provided during construction. Level of Significance: Less than Significant.

Mitigation: **TRANS-1:** The Applicant shall construct the part-width of CCB., within a 44-foot, half-width R/W, in compliance with City standards.

TRANS-2: Vehicle Miles Travel (VMT) Reductions Measures:

T-8: Provide Ridesharing Program (*voluntary*)

T-19-A: Construct or Improve Bike Facility

[21] https://psbweb.co.kern.ca.us/planning/pdfs/kcgp/KCGPChp2Circulation.pdf (accessed July 22, 2022)

[22] https://maps.kerncounty.com/H5/index.html?viewer=KCPublic (accessed July 22, 2022)

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

T-19-B: Construct or Improve Bike Boulevard

T-29: Reduce Transit Fares

T-11: Provide Employer-Sponsored Vanpool

T-14: Provide Electric Vehicle Charging Infrastructure

T-26: Increase Transit Service Frequency

T-28: Use Cleaner-Fuel Vehicles

T-33: Locate Project near Bike Path/Bike Lane

T-34: Provide Traffic Calming Measures

T-42: Implement Telecommute and/or Alternative Work Schedule Program

Monitoring: Mitigation will be monitored by the City's Public Works Department.

33. 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: California city (acting in their capacity as the lead agency) initiated consultation with the eight NAHC tribes on pursuant to AB 52. During the 30-day consultation, one comment was received from the FTBMI Administrations stating that - "This address is outside of the jurisdiction of the FTBMI." No other tribal consultation was received by the lead agency.

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 resource survey was completed by the California Archaeological Inventory Southern San Joaquin Valley Information Center

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

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:

TRB-1: 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.

Monitoring: The City Planning Division staff will monitor and enforce compliance

UTILITY AND SERVICE SYSTEMS Would the Project				
35. Water a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

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

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

Findings of Fact:

Wastewater utility services:

The California City Water Department provides sewer services to the city and the project site. 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 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 30835 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 CCB., the project proposes to connect to the existing infrastructure which will provide service to the project site.

The project is proposing 80,000 SF retain commercial cannabis cultivation facility. Wastewater is expected to be minimal as the project would only require up to 75 standard/regular employees, in 2-3 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.

The proposed project is designed to connect to an existing city sewer system contained within California City. The connection to the City's sewer and water system will comply with the requirements of the State Regional Water Control Board and the City. Connections into sewer infrastructure will undergo review by City Staff, and the Fremont Valley Integrated Regional Water Management Group (IRWMG), consisting of California City, Mojave Public Utility District (MPUD), and the Antelope Valley East Kern Water Agency (AVEK). The review by these groups will ensure wastewater capacity and compliance. Additionally, sewer installation and connection fees in place at the time of development or connection would be collected by California City. Therefore, less than significant impacts are expected.

The City of California City operates one wastewater treatment plant located at 30835 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 20 percent of the City's sewer system 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 influent flow is 0.8 MGD. The proposed project is designed to connect into the existing water and sewer facilities, as outlined in the 2002 Water Master Plan for California City, and the 2017 Urban Water Management Plan (UWMP). As of 2018, this zone was at 2.7% total use, according to Table 2 (page 88) of the FINAL LAMP referenced above. Since little development has occurred in the last 2.5 years, the approximate 52% of capacity is adequate to accommodate the Project's operational impacts upon existing sewer facilities. 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,

sewer installation and connection fees in place at the time of development or connection would be collected. 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). 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.

Potable water utility services:

California City Water Department provides domestic water service in the project vicinity. The City provides 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, which is designed to treat an average flow of 1.5 million gallons per day, and peak flow of 3.0 MGD.

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, the closest well to the project site, located approximately 4-miles, at the corner of Yerba Blvd. and CCB. 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. The following infrastructure includes 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 a 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 to connect to the existing water line located in CCB. 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.

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. As such, the City is currently undergoing a procurement for a solid waste contract to specifically manage solid waste

generated from the cannabis cultivation process. 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. 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. CalRecycle 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.

Solid Waste:

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. CalRecycle 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. 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 statues and regulations.

Mitigation:

UTIL-1: The Applicant is required to obtain "will-serve" letters for water and wastewater utilities from California City Public Works. The same is required for "dry utilities" not provided by the City, such as natural gas (Sempra Energy); electricity (SCE); and telecommunications (Verizon Wireless).

Monitoring: Mitigation shall be monitored by the Public Works Department.

37. 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?	☐	☐	☒	☐
b) Natural gas?	☐	☐	☒	☐
c) Communications systems?	☐	☐	☒	☐
d) Storm water drainage?	☐	☐	☒	☐
e) Street lighting?	☐	☐	☒	☐
f) Maintenance of public facilities, including roads?	☐	☐	☒	☐
g) Other governmental services?	☐	☐	☒	☐

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

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 an 80,000 SF 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 CCB. As such, no impact is anticipated. In the circumstance that electrical service is delayed by SCE, the project will utilize CARB-certified generators on a temporary basis.

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: The Project is served by the City public works department. 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. No expansion of service is anticipated. As such, no impact is anticipated.

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 CCB. 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

38. 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?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate pollutant concentrations from a wildlife or uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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: 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. According to the Cal-Fire, Fire Hazard Severity Zone (FHSZ) Map Viewer, the Project site is located in a Local Responsibility Area (LRA). The nearest Very High Severity Zone (VHSZ) is located approximately 217-miles easterly, from the Project site.

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 along CCB. and is not within an area designated as high fire. The construction of public infrastructure improvements will have no impact upon wildfire risks.

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				
40. 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?	☐	☒	☐	☐

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

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

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.

41. 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)?	☐	☒	☐	☐

Source: Staff review, Project Application Materials

Findings of Fact The project is in a partially developed setting designated for industrial agriculture uses, including the cultivation of commercial cannabis, per requirements of the M-1 Zoning District. The Project shall meet or exceed 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 future land uses described by the City's Commercial Cannabis program. 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 that, when considered in relation to other past, current, or probable future projects, would be cumulatively considerable. Less than significant impacts are expected.

Mitigation: The Project will establish a Mitigation/Monitoring and Reporting Matrix to implement the required Mitigation Measures.

Monitoring: City Staff will review, implement, and ensure ongoing mitigation.

42. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

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.

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

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:

City of California City
23000 Hacienda Boulevard
California City, CA 93505-2293
(760) 373-8661

VI. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 23083 and 23083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 23080(c), 23080.1, 23080.3, 23082.1, 23083, 23083.05, 23083.3, 23093, 23094, 23095 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 1309; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 302 Cal.App.4th 656.

Revised: 9/11/2023 1:12 PM
Initial Study_ZC 21-07_(225-201-12)_20230911_Screen Check_03

APPENDIX A

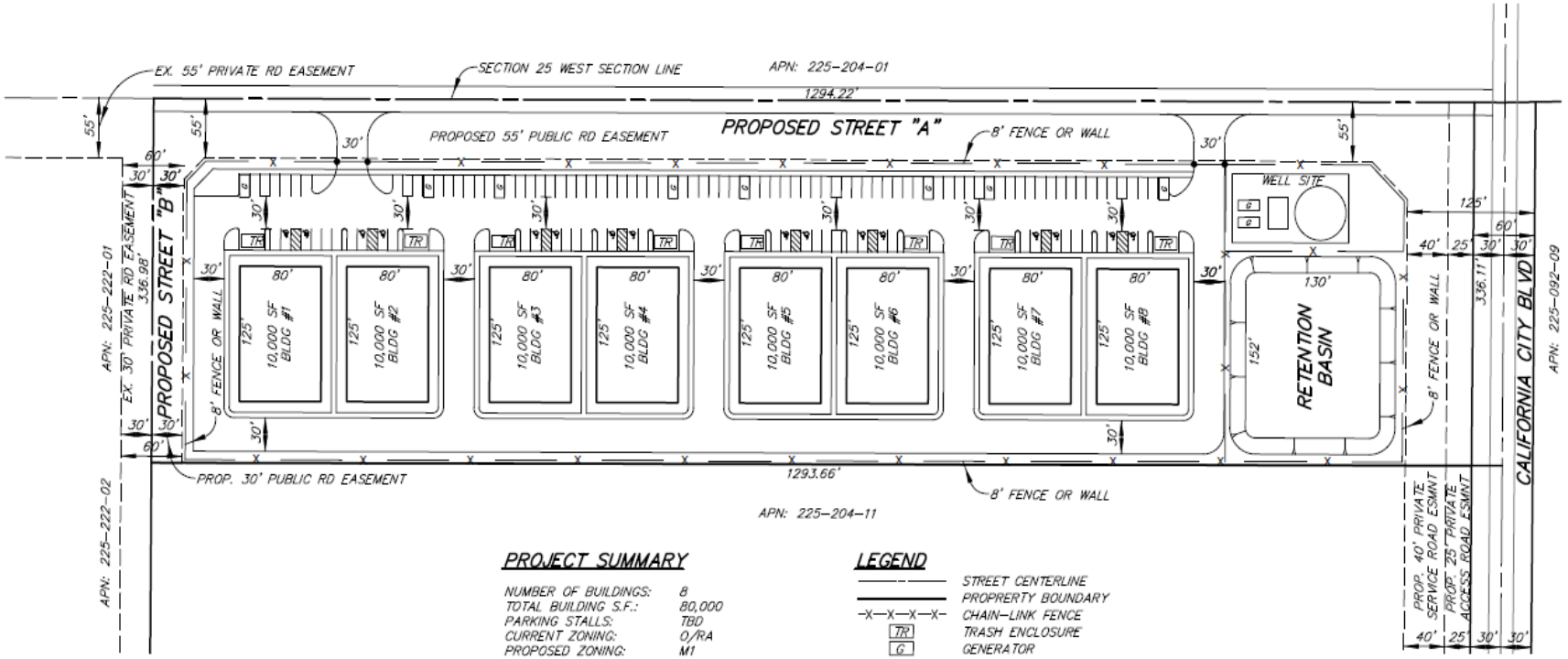
SITE PLAN

(APN: 225-201-12)

Plot Date: January 26, 2023

CONCEPTUAL SITE PLAN

9.78 ACRES OF APN: 225-201-12



PROJECT SUMMARY

NUMBER OF BUILDINGS:	8
TOTAL BUILDING S.F.:	80,000
PARKING STALLS:	TBD
CURRENT ZONING:	O/RA
PROPOSED ZONING:	M1

LEGEND

- STREET CENTERLINE
- PROPRERTY BOUNDARY
- -X-X-X-X- CHAIN-LINK FENCE
- TR TRASH ENCLOSURE
- G GENERATOR

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)

1 inch = 100 ft.

OWNER INFO

HENRIK SARGSYAN
4062 VERDUGO RD
LOS ANGELES, CA 90065

ARROW ENGINEERING SERVICES, INC.

AESI

COPYRIGHT © ARROW ENGINEERING SERVICES, INC.

42140 TENTH STREET WEST
LANCASTER, CA 93534
PHONE: (661) 940-0043

SIGNATURE DATE

DRAWING NAME: 226997-CSP.DWG PLOT DATE: 01/26/2023

Start

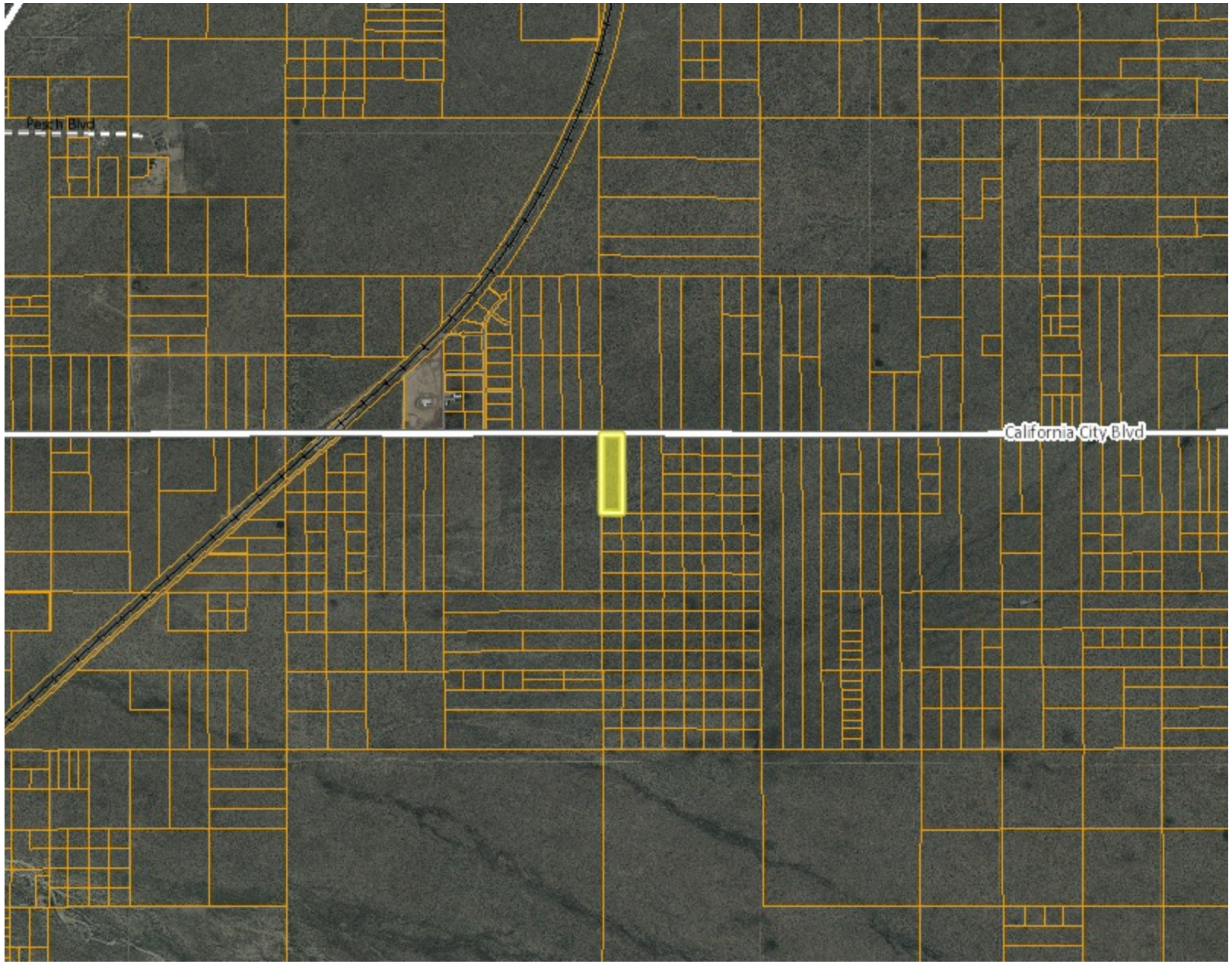
APPENDIX B

PROJECT EXHIBITS

(APN: 225-201-12)

February 27, 2023

AERIAL MAP





Legend

Roads 24k-50k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

County Maintained Roads

Railroad

Parcels Land

1: 36,112

1.1 0 0.57 1.1 Miles

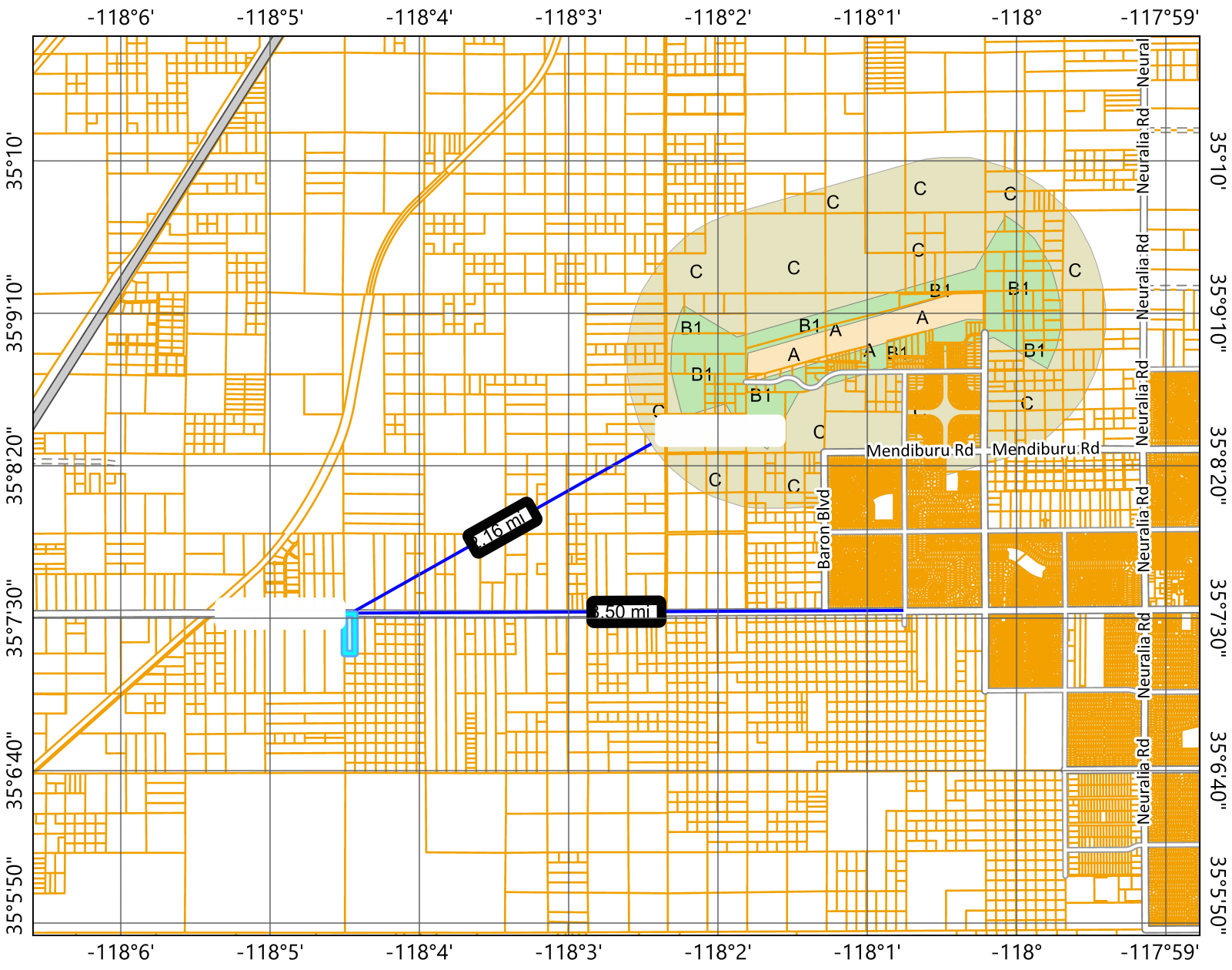
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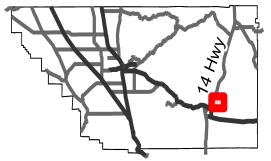
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Notes

Airpoint Land Use Plan (APN: 225-201-12)





Legend

Roads 50k-100k
- Freeway
- Highway
- Local
- Major
- Minor
- Ramp
- Unpaved

County Maintained Roads

Speed Limits
- 25
- 30
- 35
- 40
- 45
- 50
- 55
- 60

Road Restrictions
- DIAG PARK
- HANDICAP
- NO PARKING
- NO STOPPING

Functional Classification

Parcels Land

Airport Land Use Plan

1: 72,224

2.3 0 1.14 2.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

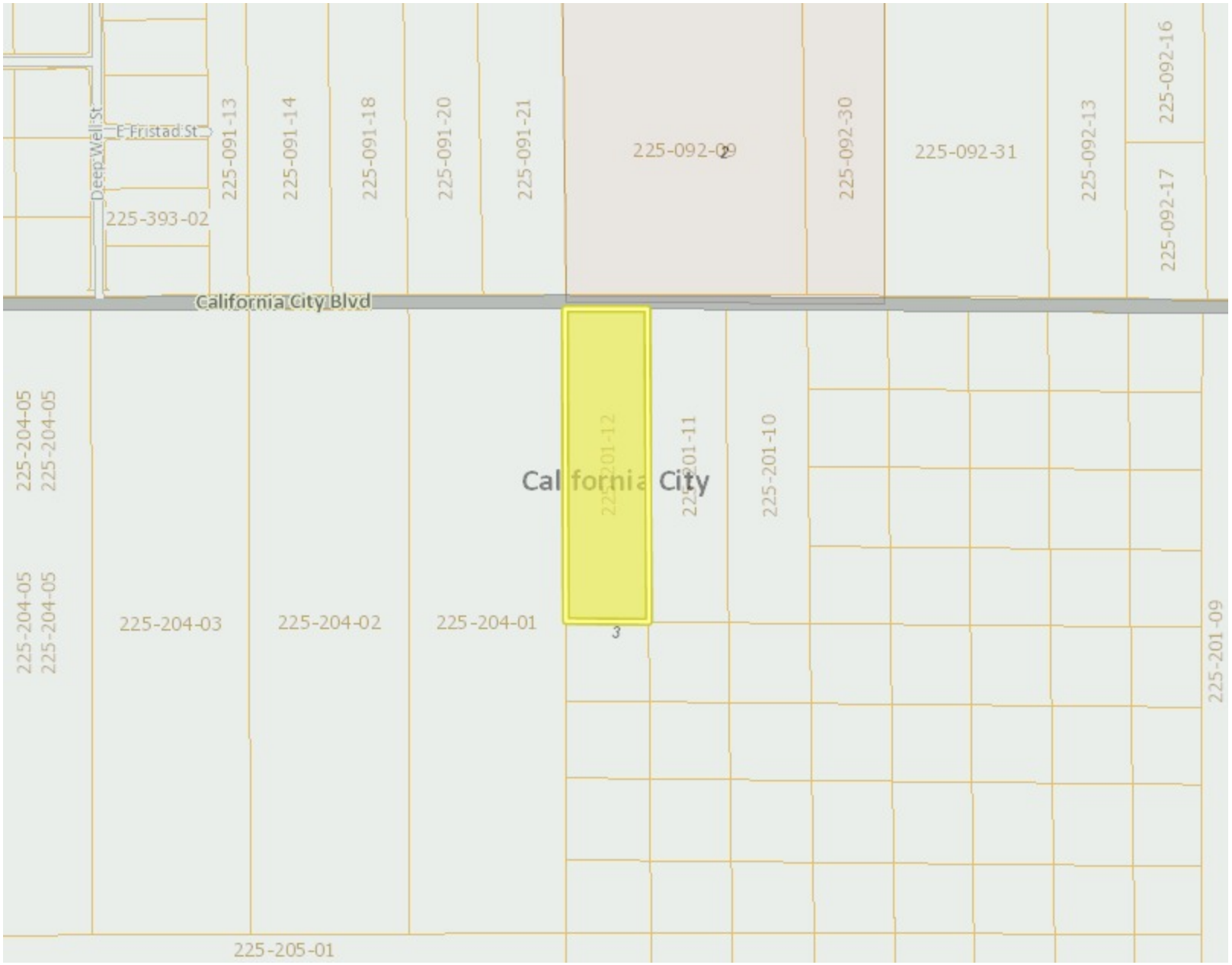
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Notes

Kern County
Online Mapping System

ANNEXATIONS & TOWNSITES





Legend

- City Spheres of Influence
- City Incorporated
- Annexations Cities
  - Detachment
  - 1
  - 2
  - 3
  - 4
  - 5
  - 6
- Bakersfield Urbanized Area
- Townsites Unicorporated Area
- California Counties
- Roads 5k-10k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- Parcels Land
- County Facilities

1: 9,028

0.3 0 0.14 0.3 Miles

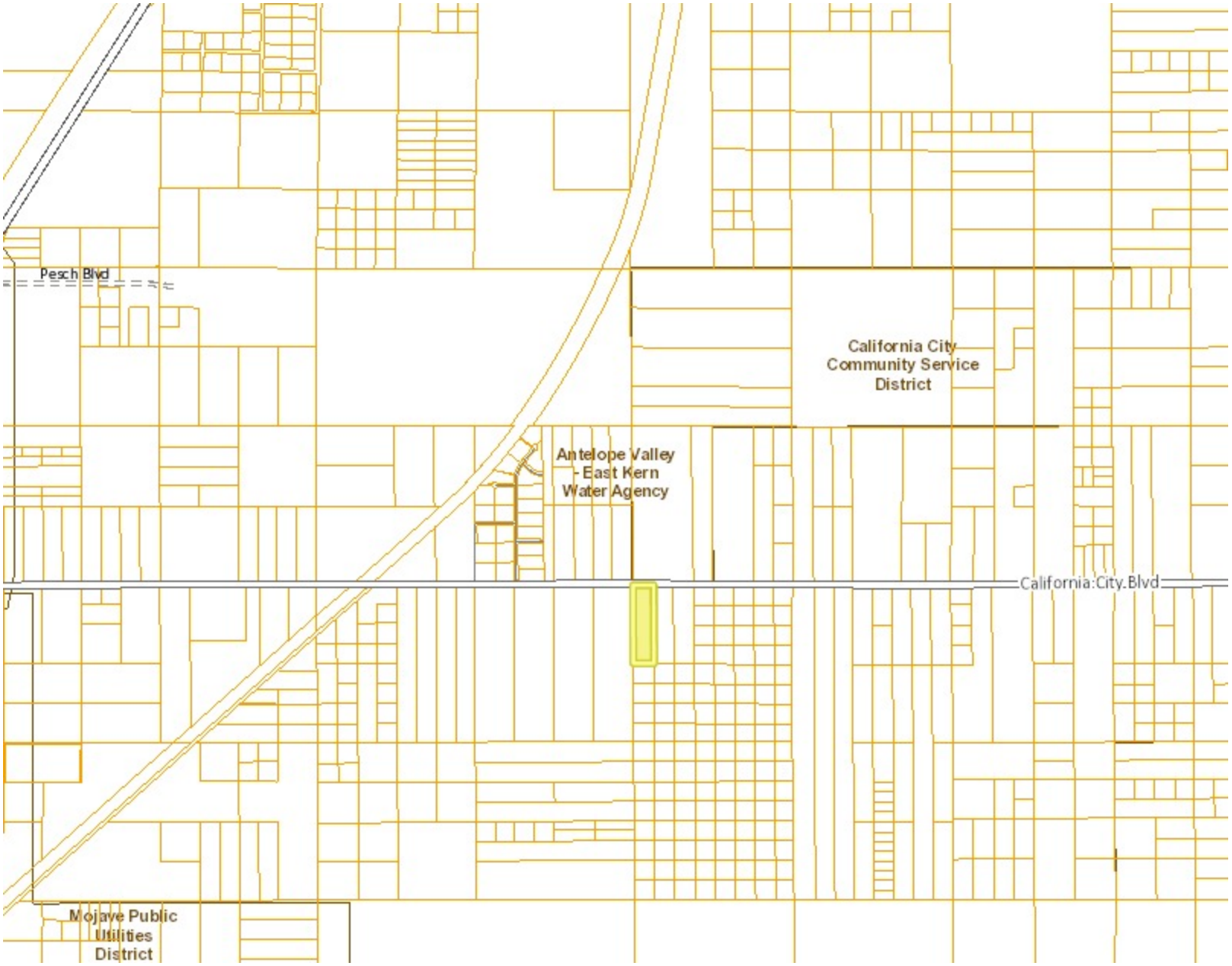
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Notes

Antelope Valley - East Kern Water Agency





Legend

Roads 24k-50k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

Parcels Land

Water Districts

1: 36,112

1.1 0 0.57 1.1 Miles

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Notes

Assessor Property Search - Property Details

Note: You are not currently in a decline in value status.

General Property Information

ATN	225-201-12-00-9	**Status**	Active
Parcel Num.	225-201-12-8 View Assessor's Parcel Map		View GIS Map
Legal	SECTION 25 TOWNSHIP 32 RANGE 36		
Acres	9.78		
Use Code	0080 - VAC 7-20 AC NO R2 3 4 COMM IND		
Prior APN(s)	--		
Supervisorial District	2 - Zack Scrivner		

Recorded Documents

Document Number	Document Type	Date Recorded
221165066	Deed	08/31/2021
221042159	Deed	03/05/2021
221042158	Deed	03/05/2021
202186374	Deed	11/05/2002

Property Characteristics

Building #0

Current tax roll values that are used to calculate the bills due in December 2022 and April 2023

Land Value	$7,000
Mineral Value	$0
Improvement Value	$0
Other Improvements	$0
Personal Property Value	$0
Total	$7,000
Less Exemption Value	$0
Net Total Taxable Value	$7,000
Tax Rate Area	011-032 - CALIFORNIA CITY INSIDE-MOJAVE

Tax Bill Information

Questions regarding tax bills should be directed to the Tax Collector at (661) 868-3490.
Go to Bill Details on Kern County Treasurer-Tax Collector's website

Lien Date Bill		22-1161120-00-4			Paid
	Net Billed Value		Tax Rate Area		Proration Period
	$7,000		011-032		1 Year
General Amount	Special Amount	Special Assessments		General Rate	Special Rate
$83.53	$0.00	$146.00		1.193364	0.000000

	Due Date	Amount	Date Paid	Penalty	Total Paid
1st Installment	12/12/2022	$114.77	10/29/2022	$11.47	$114.77
2nd Installment	4/10/2023	$114.76	2/12/2023	$21.47	$114.76
Total		$229.53			$229.53

INFORMATION FOR PROPERTY OWNER

Overview

Pursuant to California Revenue & Taxation Code § 619 and § 621, this notice informs you of THE TAXABLE VALUE of your property. It also serves to inform you of your opportunity to request reconsideration of our findings or to file an assessment appeal. If you believe that your property is worth less than the indicated amount, you may discuss the matter with the Assessor's staff by calling (661)-868-3485. Decline-in-value review requests are taken between July 2 and November 30. For details, visit the Decline-in-Value Review (Proposition 8) page

If you and the County Assessor cannot agree on the assessed value, you may appeal the assessment to the Assessment Appeals Board. Applications are accepted between July 2 and November 30, and are processed by the Clerk of the Assessment Appeal Board, located at the County Administration Center, 5th floor, 1115 Truxtun Avenue, Bakersfield, California 93301. For more information, visit the Assessment Appeals page

Revenue and Taxation Code § 1607 provides that the taxpayer need not attend the scheduled equalization hearing and testify to the property's value. If an agreement can be reached with the Assessor, the applicant or applicant's agent may sign a written stipulation setting forth the facts upon which a reduction in value is premised. The Board can either accept the stipulation or reject it and set a new hearing date.

How and when property is assessed

Article XIIIA of the California Constitution provides that property shall be taxed in proportion to its value. In part:

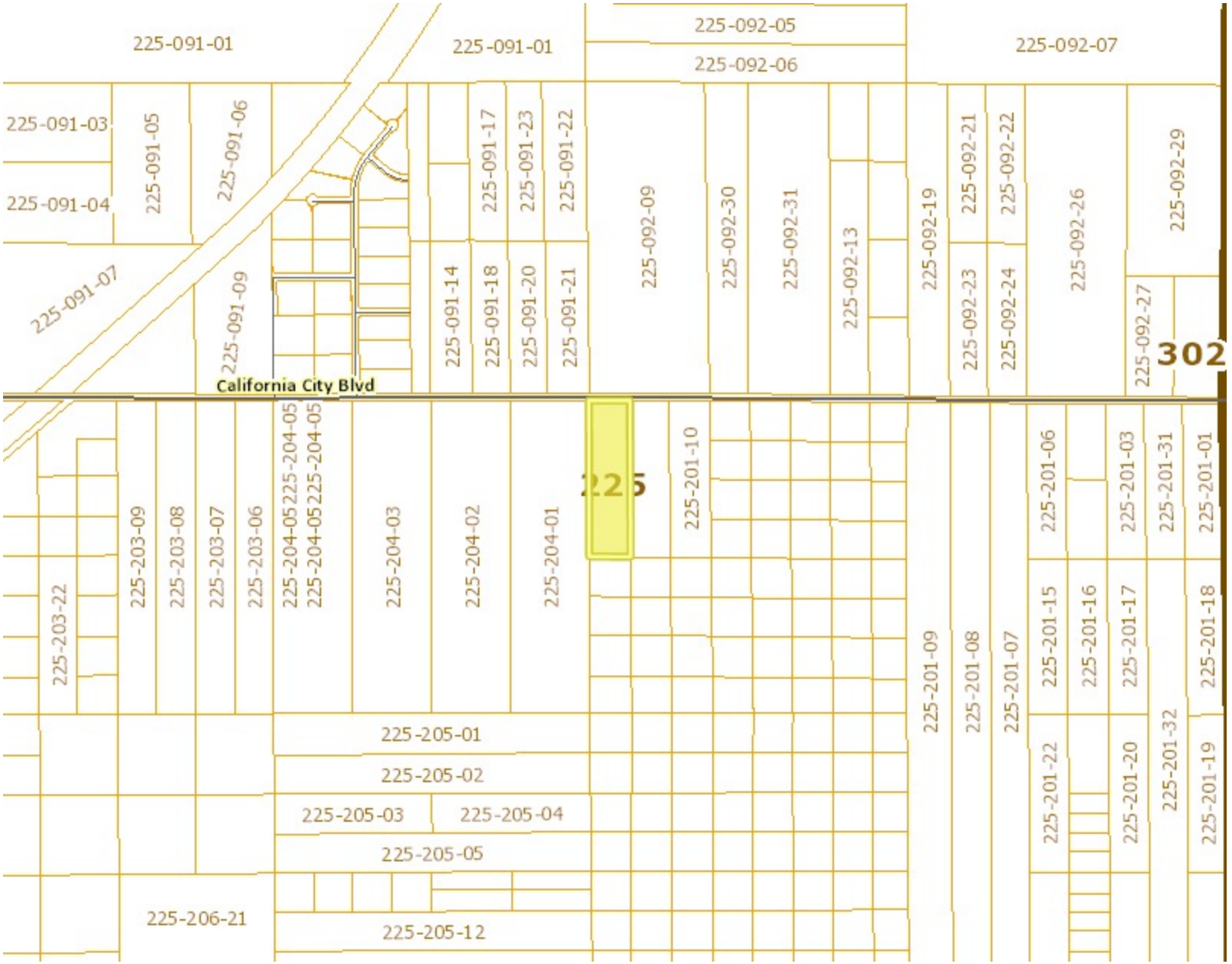
- Property is appraised at its 1975-76 market value unless it has been sold, newly constructed, or had a change in ownership after March 1, 1975.
- Property transferred after March 1, 1975 will have a new base year market value established as of the date of the change in ownership.
- New construction will be assessed at market value and added to the base year value as of its date of completion.
- The base year value is subject to an annual rate of inflation not to exceed 2 percent increase per year.
- The taxable value of real property on the local roll shall be the lesser of: (a) factored base year value, (b) current market value, or (c) the value of the property if it was damaged or destroyed by calamity pursuant to Revenue and Taxation Code § 170

A copy of the local assessment roll is available for public inspection during regular office hours (8-5) Monday through Friday in the Assessor's Office at 1115 Truxtun Ave, 2nd floor.

Kern County
Online Mapping System

ASSESSOR'S MAP





Legend

Roads 10k-24k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

Assessor Map Books

Parcels Land

Parcels Mineral

1: 18,056

0.6 0 0.28 0.6 Miles

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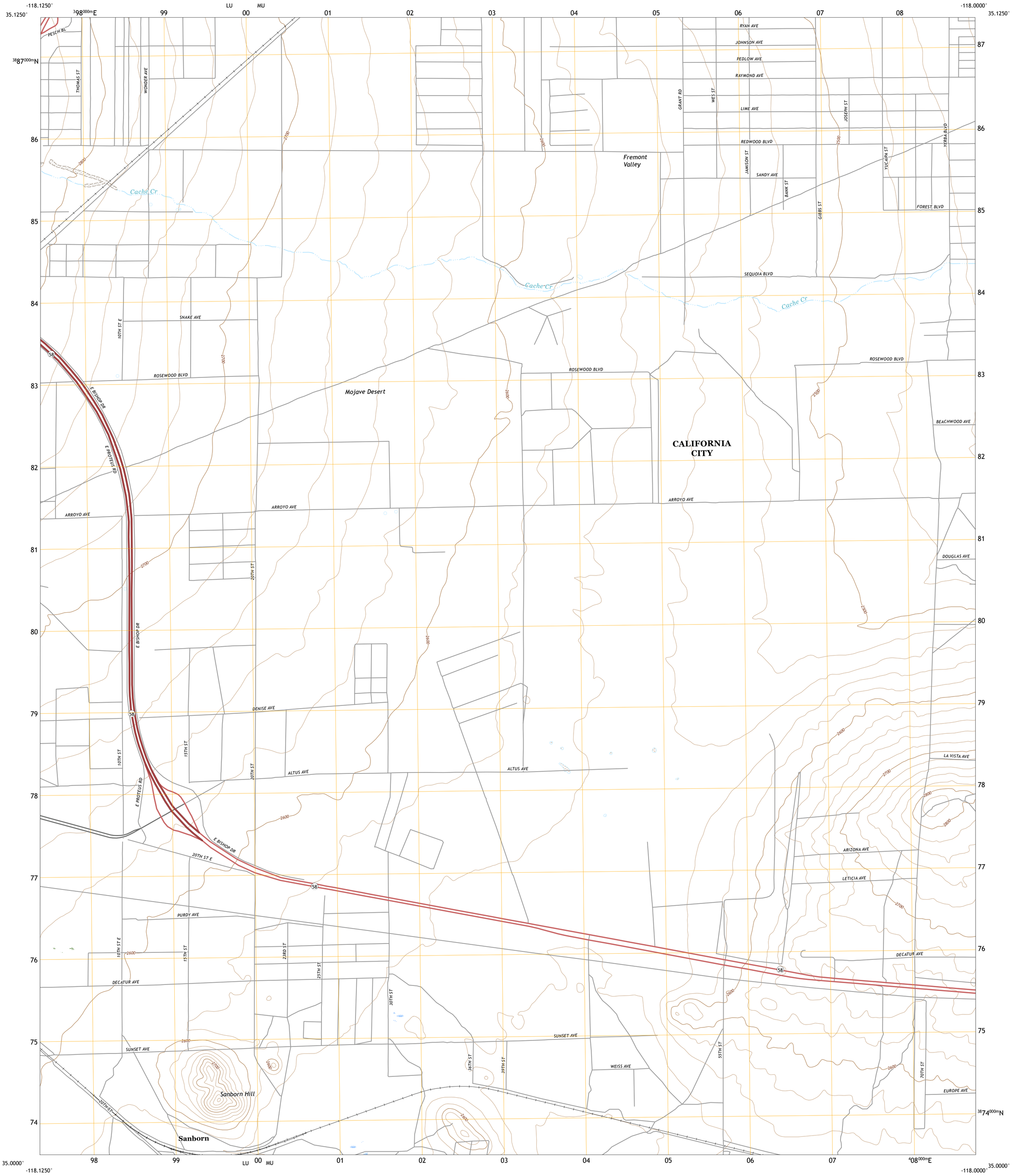
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Notes

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

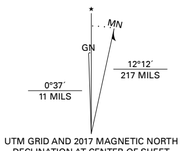
SANBORN QUADRANGLE
CALIFORNIA - KERN COUNTY
7.5-MINUTE SERIES



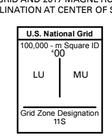
Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid:Universal Transverse Mercator, Zone 11S

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Imagery	NAIP,	July 2016 - October 2016
Roads	U.S. Census Bureau,	2016
Names	GNIS,	1981 - 2017
Hydrography	National Hydrography Dataset,	2001 - 2011
Contours	National Elevation Dataset,	2006
Boundaries	Multiple sources; see metadata file	2016 - 2017
Public Land Survey System	BLM,	2018
Wetlands	FWS National Wetlands Inventory	2012



UTM GRID AND 2017 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET



SCALE 1:24 000

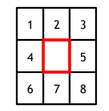
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1000 500 0 METERS 1000 2000
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MILES
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FEET

CONTOUR INTERVAL 20 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the
National Geospatial Program US Topo Product Standard, 2011.
A metadata file associated with this product is draft version 0.6.18



QUADRANGLE LOCATION



ADJOINING QUADRANGLES

1 Cache Peak
2 Mojave NE
3 California City North
4 Mojave
5 California City South
6 Soledad Mountain
7 Bissell
8 Edwards

ROAD CLASSIFICATION

Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route

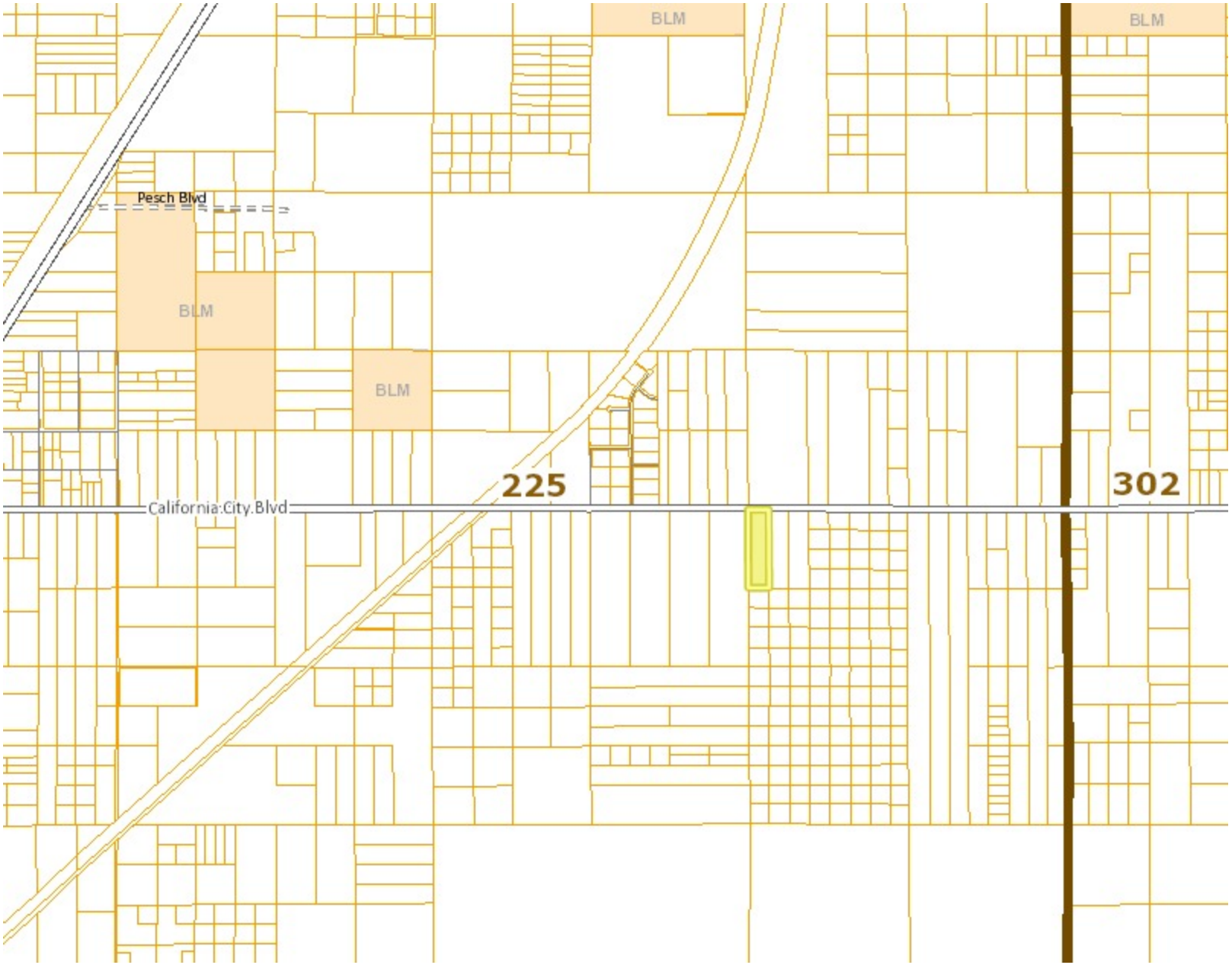
SANBORN, CA
2018

NSN 7643016357662
NGA REF NO. USGSX24K39720

Kern County
Online Mapping System

California Protected Areas Holdings





Legend

Roads 24k-50k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

Assessor Map Books

Parcels Land

California Protected Areas Hol

- No Public Access
- Open Access
- Restricted Access
- Unknown Access

County Facilities

1: 36,112

1.1 0 0.57 1.1 Miles

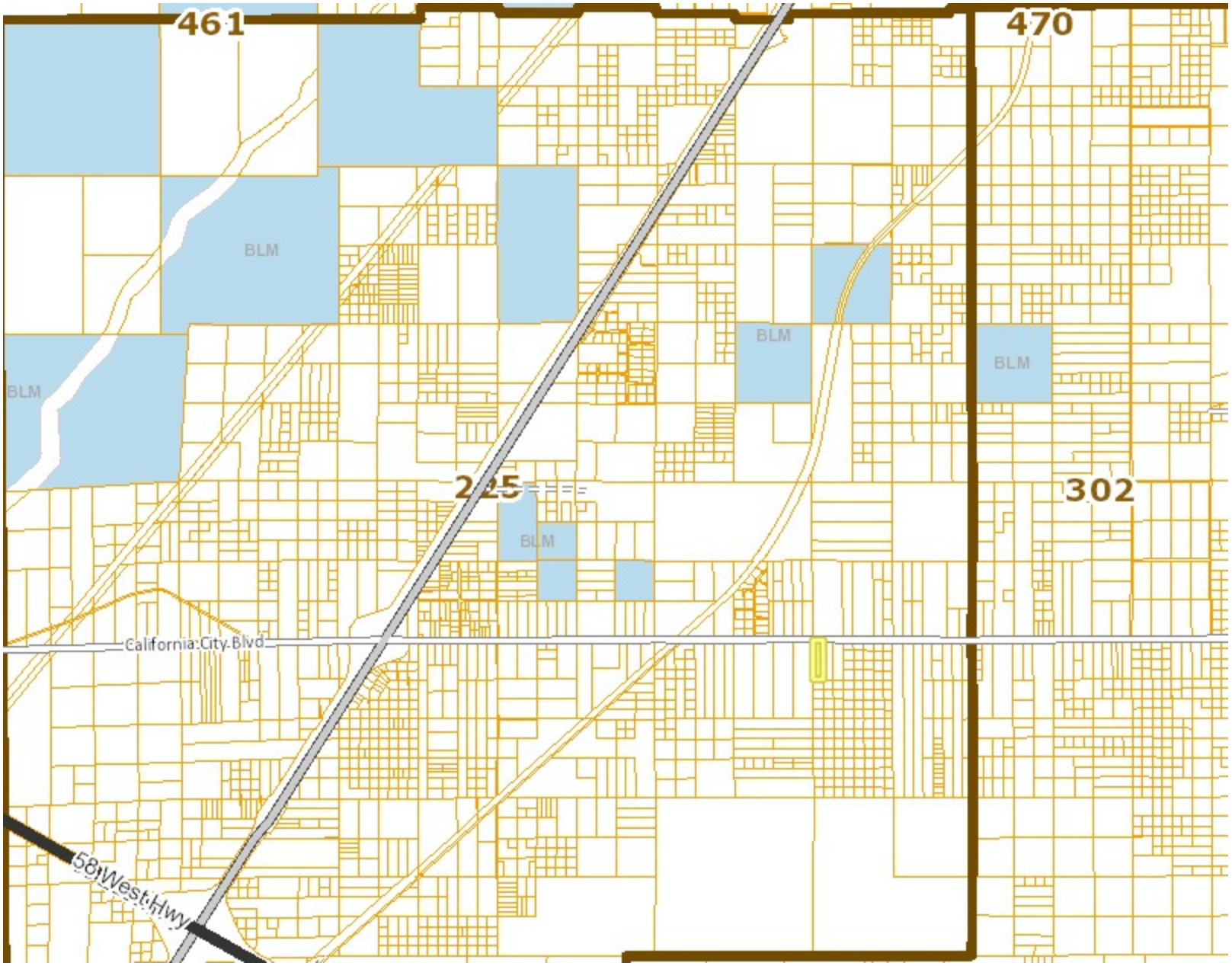
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Notes

California Protected Areas Super Units





Legend

Roads 50k-100k

- Freeway
- Highway
- Local
- Major
- Minor
- Ramp
- Unpaved

Assessor Map Books

Parcels Land

California Protected Areas Sup

- City
- County
- Federal
- Non Profit
- Special District
- State

County Facilities

1: 72,224

2.3 0 1.14 2.3 Miles

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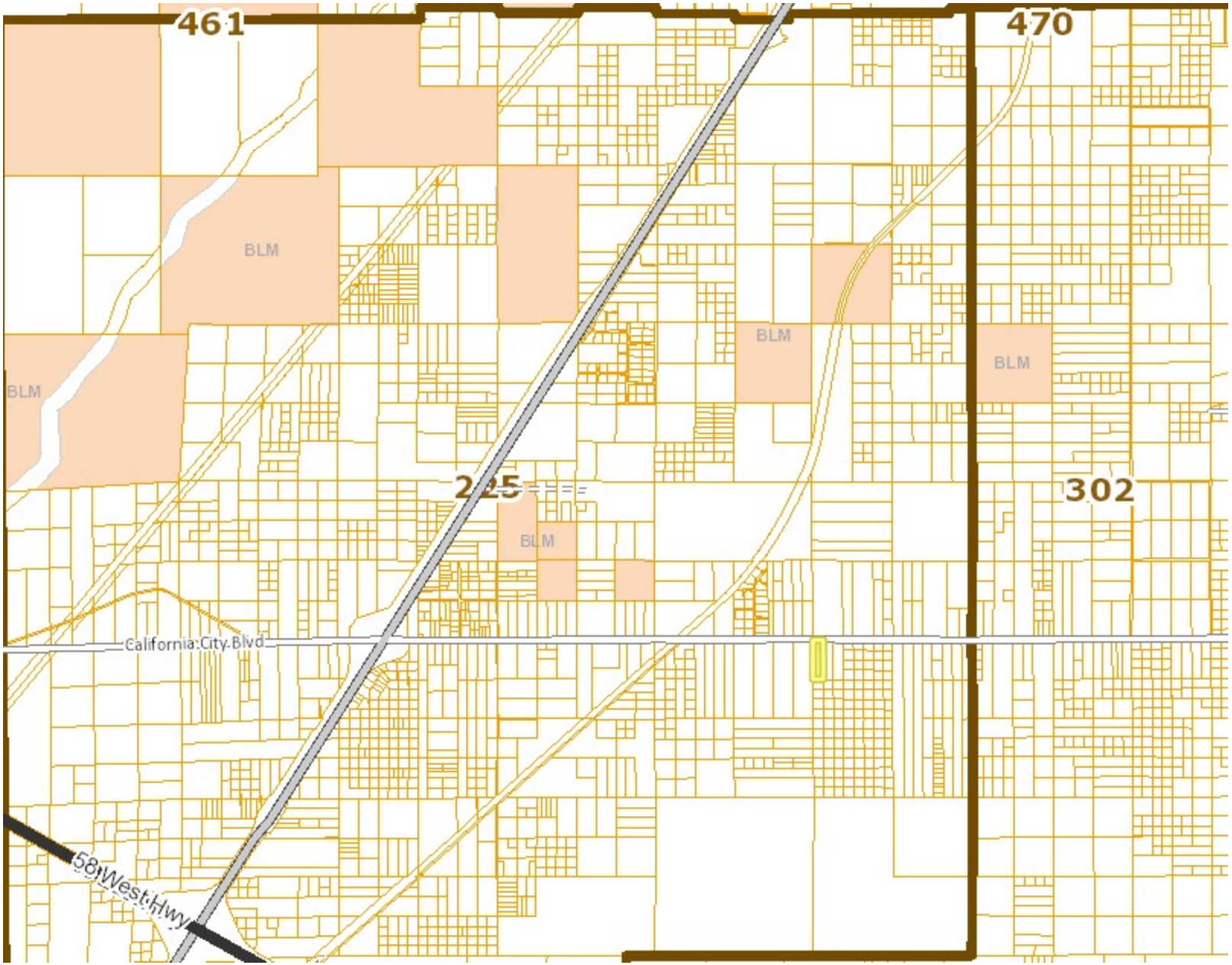
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Notes

Kern County
Online Mapping System

California Protected Areas Units





Legend

Roads 50k-100k
- Freeway
- Highway
- Local
- Major
- Minor
- Ramp
- Unpaved

Assessor Map Books

Parcels Land

California Protected Areas Uni
- City Agency
- Community Services District
- County Agency
- Federal Agency
- Non Profit - Conservation
- Non Profit - Land Trust
- Recreation/Parks District
- State Agency
- Water District

County Facilities

1: 72,224

2.3 0 1.14 2.3 Miles

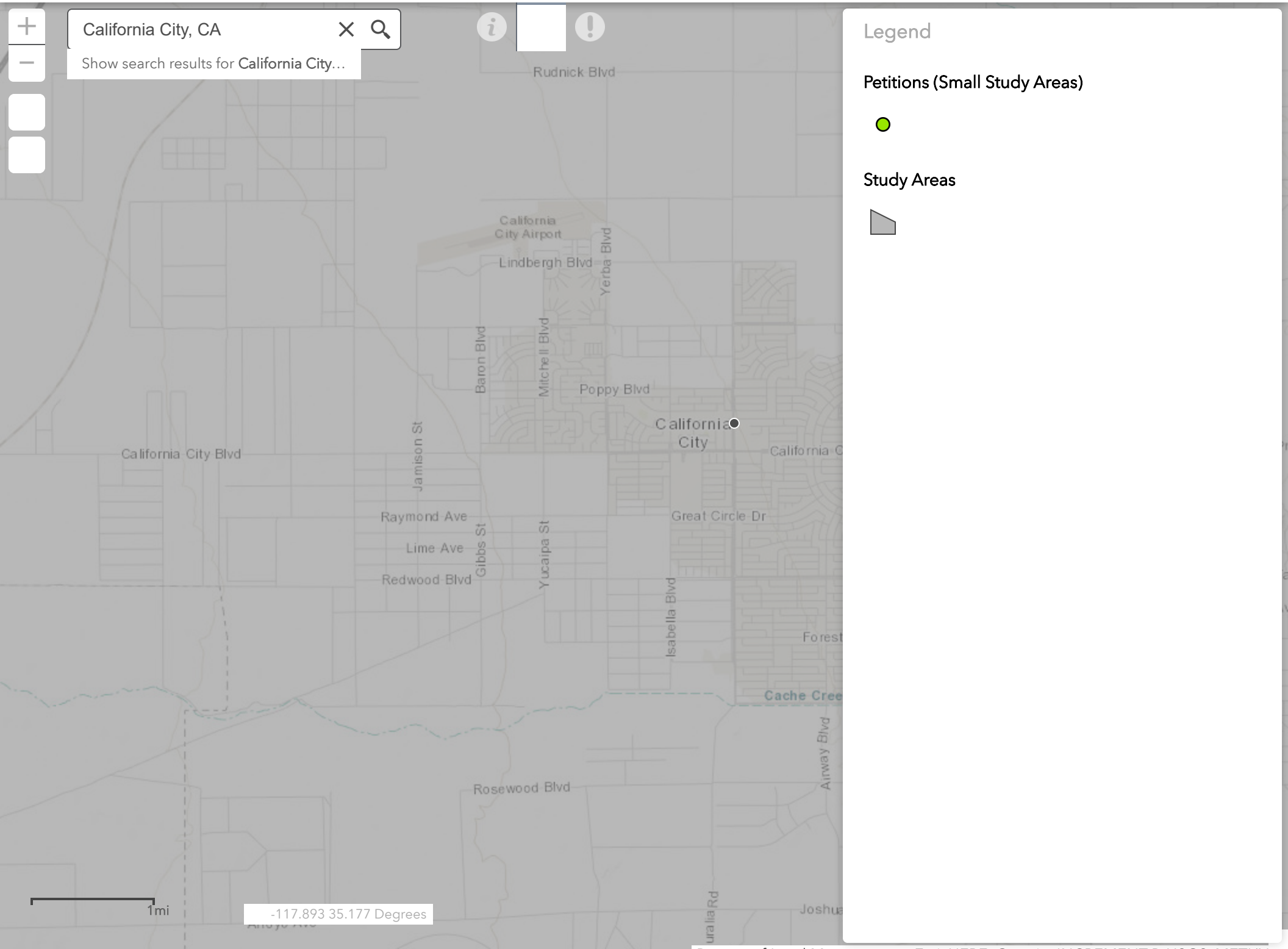
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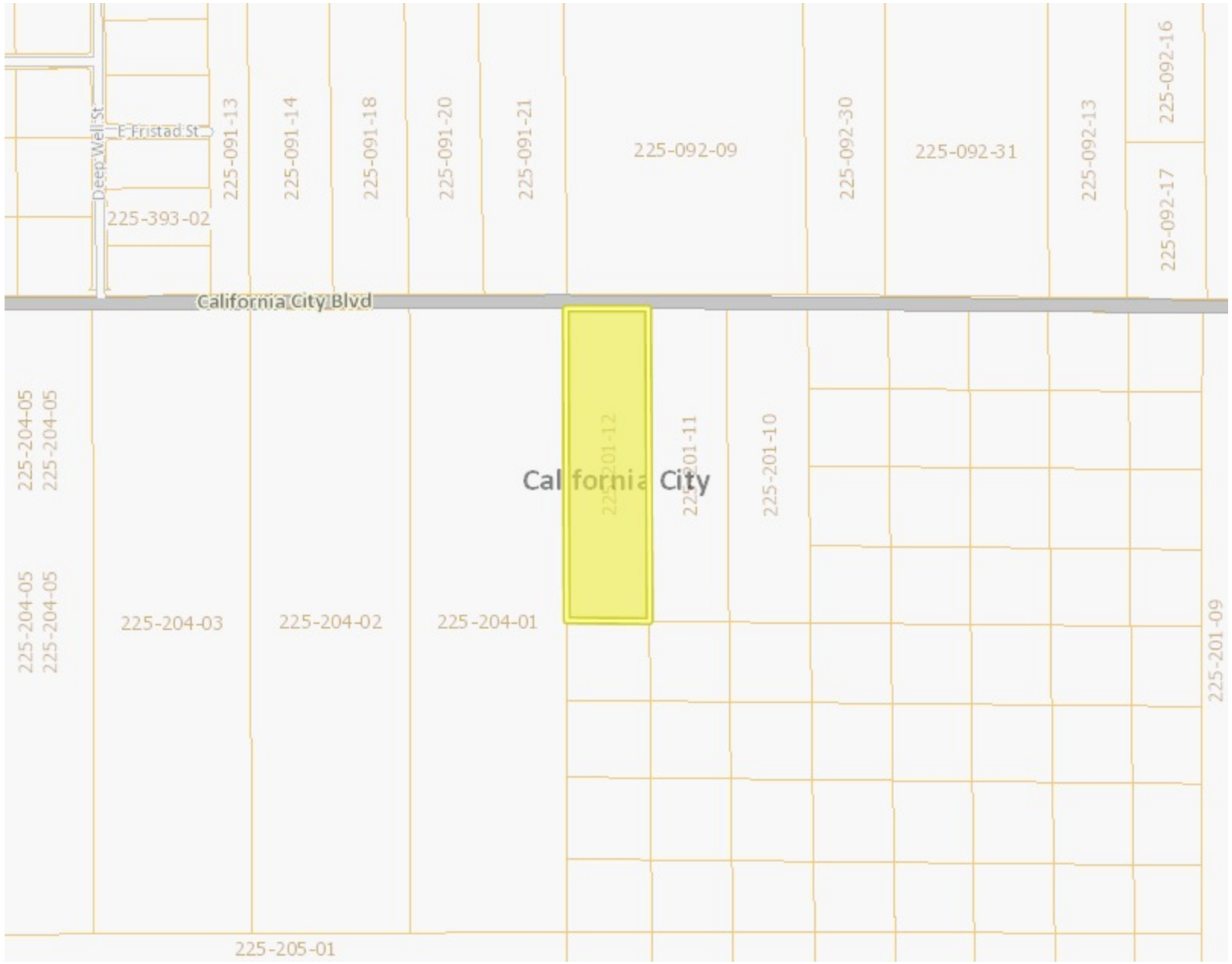
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Notes

CGS Information Warehouse: Mineral Land Classification



CITY SPHERE OF INFLUENCE





Legend

- City Spheres of Influence
- City Incorporated
- Roads 5k-10k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- Parcels Land
- County Facilities

1: 9,028

0.3 0 0.14 0.3 Miles

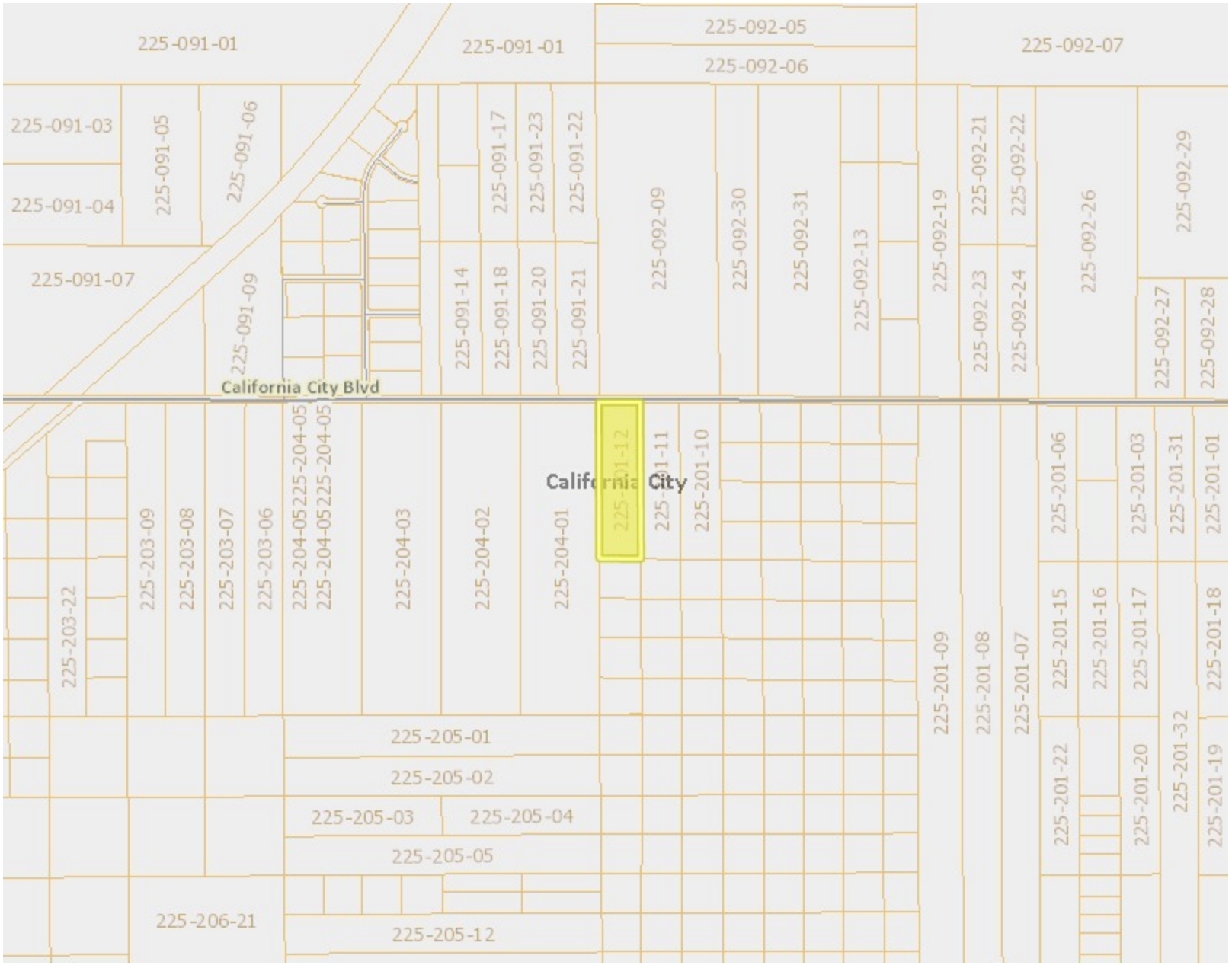
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Notes

COMMUNITY SERVICES AREAS (CSA)





Legend

- CSA-County Service Areas

CSA Trunk Lines

- Allen I Trunk-line
- Allen II Trunk-line
- Brimhall Trunk-line
- Coffee Road Trunk-line
- Olive Drive Trunk-line
- Renfro Trunk-line
- Wegis Trunk-line

CSA-71 Planned Sewer Areas

- Planned Sewer Area 1
- Planned Sewer Area 2
- Planned Sewer Area 3
- Planned Sewer Area 4
- Planned Sewer Area 5
- Planned Sewer Area A
- Planned Sewer Area B

City Incorporated 100k

- CITIES
- CITY OF BAKERSFIELD

Roads 10k-24k

- Freeway
- Highway
- Major
- Minor
- Local

1: 18,056

0.6 0 0.28 0.6 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

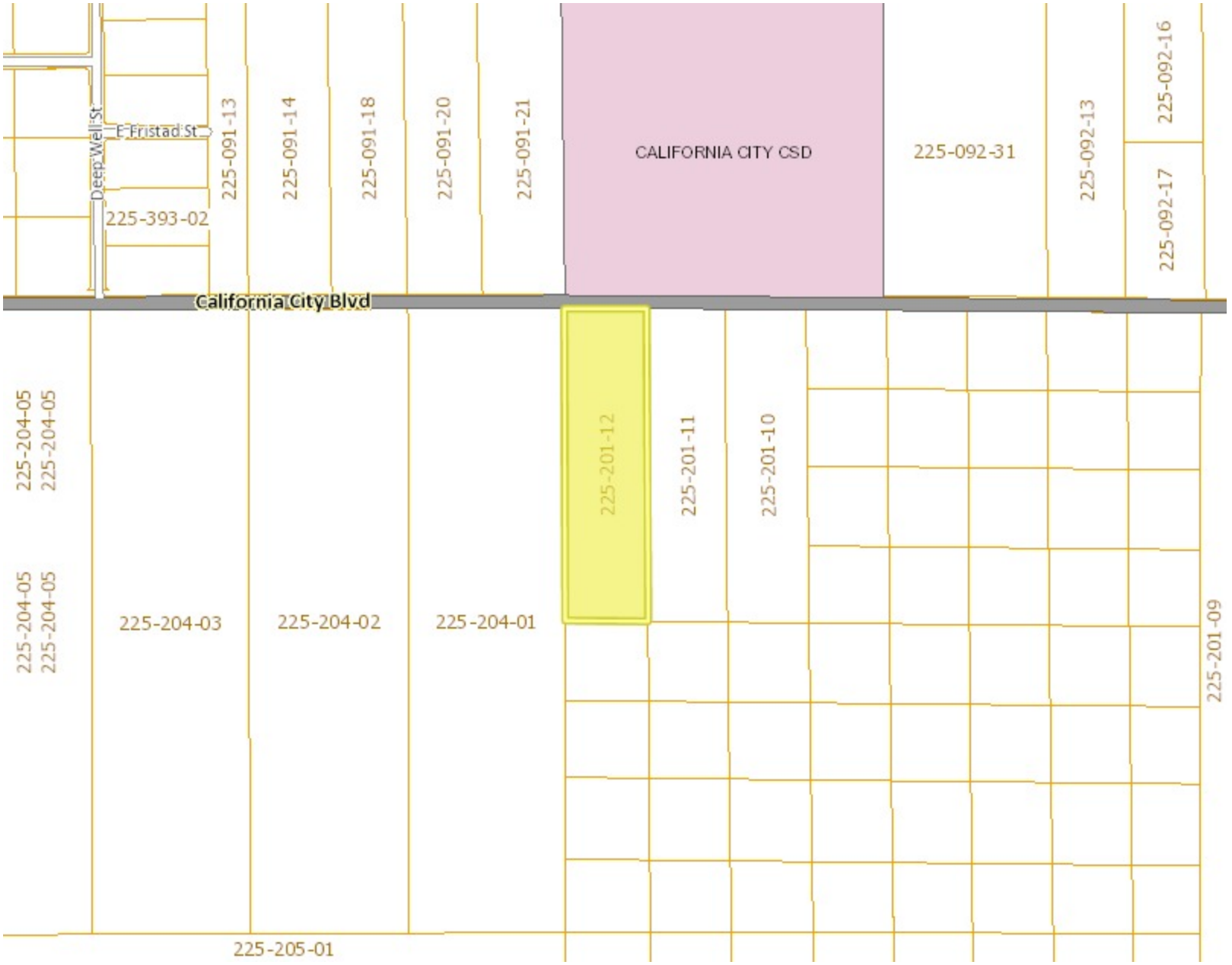
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Notes

COMMUNITY SERVICES DISTRICTS (CSD)

Kern County Online Mapping System





Legend

Roads 5k-10k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

Community Services Districts

- ARVIN CSD
- BEAR VALLEY CSD
- BORON CSD
- CALIFORNIA CITY CSD
- DESERT LAKE CSD
- EAST NILES CSD
- GOLDEN HILLS CSD
- INYOKERN CSD
- LAKE ISABELLA CSD
- MOUNTAIN MEADOWS CSD
- ROSAMOND CSD
- STALLION SPRINGS CSD

Parcels Land

County Facilities

1: 9,028

0.3 0 0.14 0.3 Miles

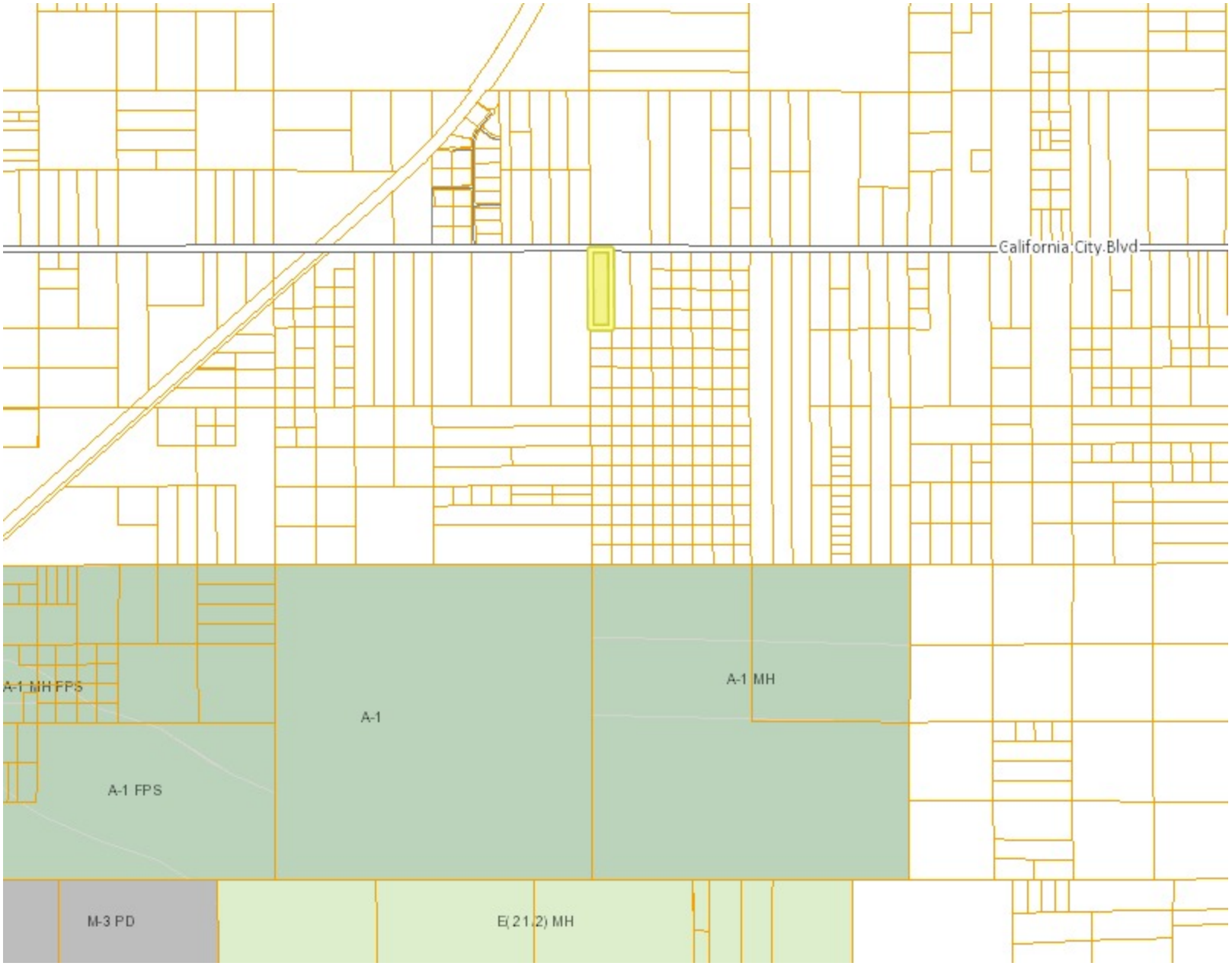
WGS_1984_Web_Mercator_Auxiliary_Sphere

© Latitude Geographics Group Ltd.

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Notes

COUNTY ZONING DISTRICTS





Legend

Roads 24k-50k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

Parcels Land

County Zoning

- A
- A-1
- C-1
- C-2
- CH
- CO
- DI
- E(1)
- E(1/2)
- E(1/4)
- E(10)
- E(10)*
- E(2 1/2)
- E(20)
- E(20)*
- E(21/2)

1: 36,112

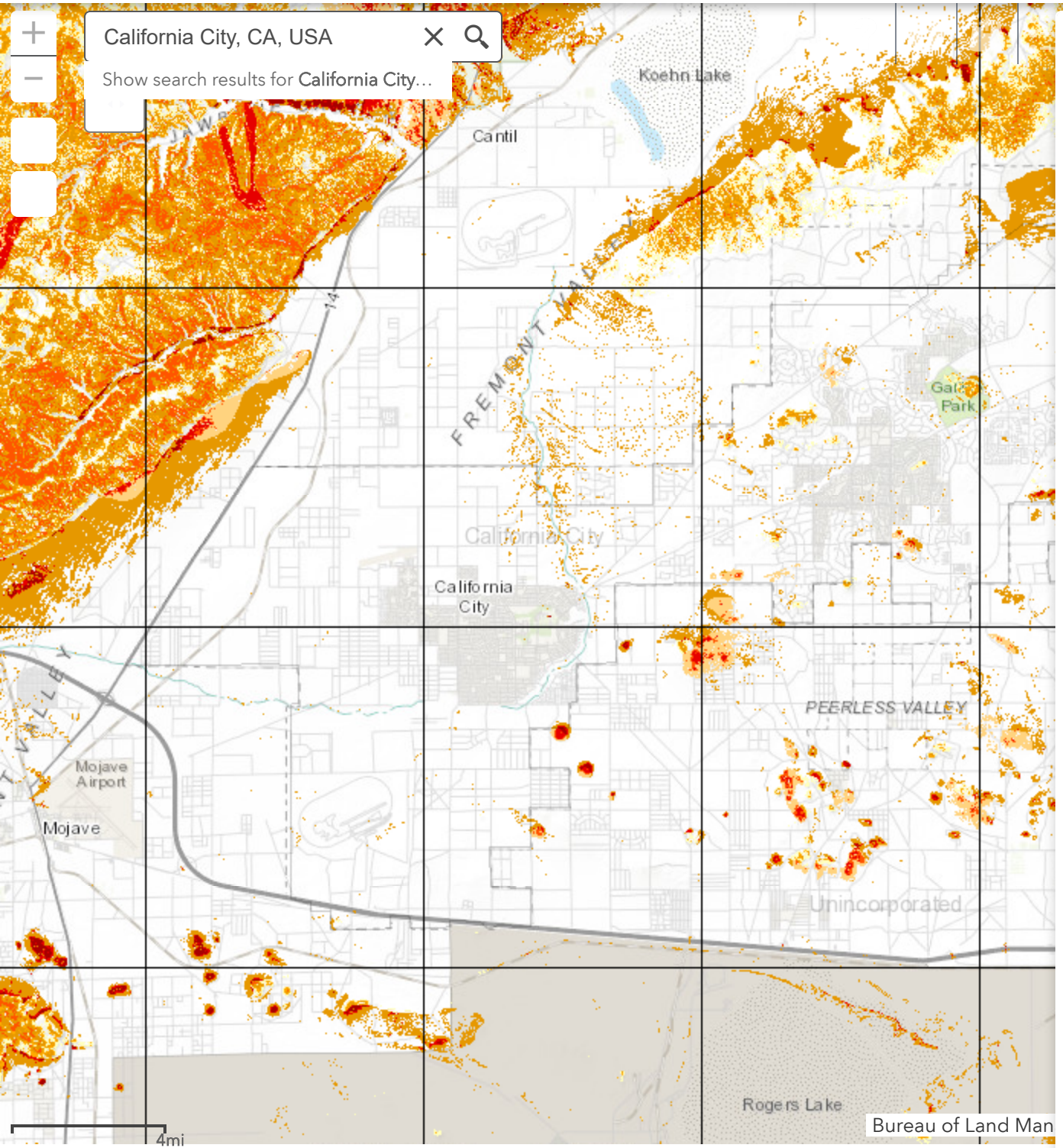
1.1 0 0.57 1.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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Notes



Layer List

- Seismic Hazards Program: Alquist-Priolo Fault Traces
- Seismic Hazards Program: Alquist-Priolo Fault Hazard Zones
- Seismic Hazards Program: Landslide Zones
- Seismic Hazards Program: Liquefaction Zones
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  - Study Area Boundaries
- Indoor Radon Potential Zones
- Fault Activity Map of California
- Deep-Seated Landslide Susceptibility (CGS Map Sheet 58)
  - Landslide Susceptiblity Classes
- Geologic Map of California

-117.391 35.344 Degrees

Property Address:

General Information

County:	**KERN**
Parcel # (APN):	**225-201-12-00-9** Open Map
Owner:	See Full Detail
Mailing Address:	**4062 VERDUGO RD 3 LOS ANGELES CA 90065**
Legal Description:	**S 25 T 32 R 36 *W1/2 OF W1/2 OF NW1/4 OF NW1/4**
Use Type:	**VACANT**
Tax Rate Area:	**011-032**



Full Detail $14.95 Add to Cart

PLEASE NOTE: If a field is empty on this page, there is no data available, and the field will also be empty on the Full Detail property report.

Assessment

Total Value:	**$7,000**	Year Assd:	**2022**
Land:	**$7,000**	Zoning:	See Full Detail
Structures:		Use Code:	See Full Detail
Other:		Census Tract:	
% Improved:	See Full Detail	Price/SqFt:	
Exempt Amt:			
HO Exempt:	**N**		

Sale History

	Sale 1	Sale 2	Sale 3	Transfer
Document Date:	**08/31/2021**	See Full Detail	See Full Detail	See Full Detail
Document Number:	**221165066**	See Full Detail	See Full Detail	See Full Detail
Document Type:	See Full Detail	See Full Detail	See Full Detail	
Transfer Amount:	**$66,000**	See Full Detail		
Seller (Grantor):	See Full Detail			

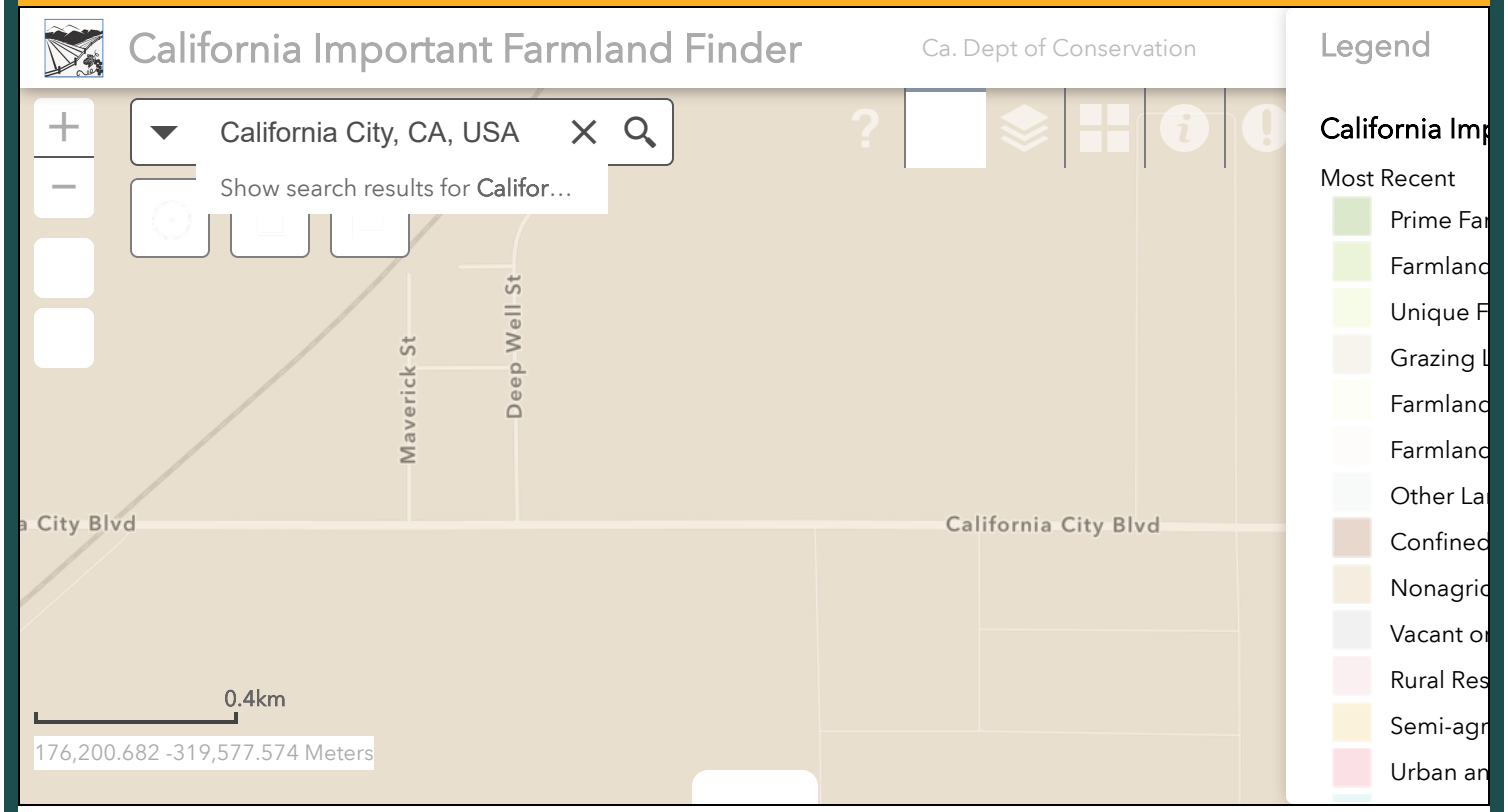
Property Characteristics

Bedrooms:		Fireplace:		Units:	
Baths (Full):		A/C:		Stories:	
Baths (Half):		Heating:		Quality:	
Total Rooms:		Pool:		Building Class:	
Bldg/Liv Area:		Park Type:		Condition:	
Lot Acres:	**9.780**	Spaces:		Site Influence:	
Lot SqFt:	**426,016**	Garage SqFt:		Timber Preserve:	
Year Built:				Ag Preserve:	
Effective Year:					

**The information provided here is deemed reliable, but is not guaranteed.

Additional reports on this property

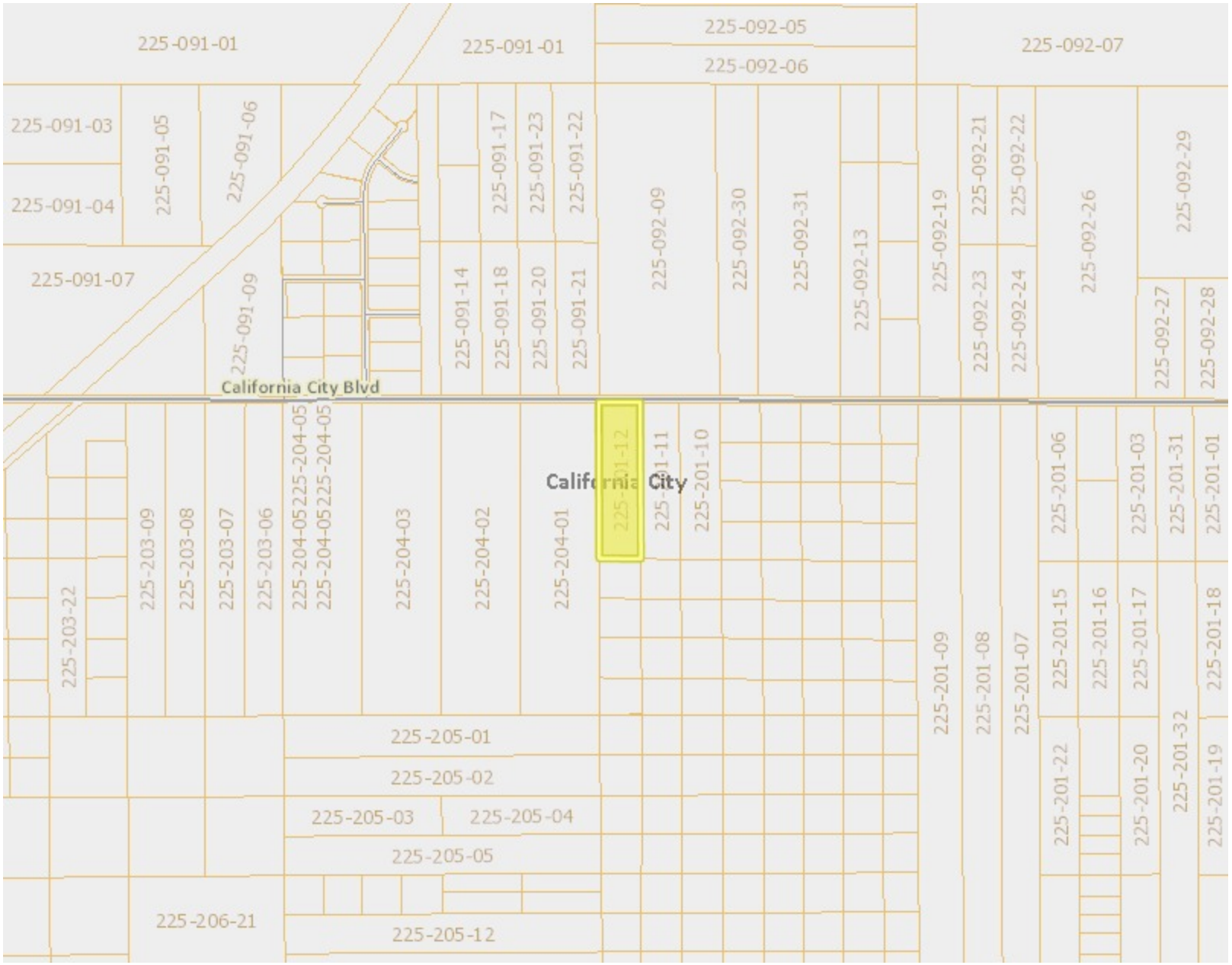
© 2023 **ParcelQuest** | www.parcelquest.com | Privacy Policy | Refund Policy | Disclaimer | Usage Limits | ParcelQuest.com



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Kern County
Online Mapping System

DRAINAGE & HYDROLOGY





Legend

- Sumps
- Allowable Runoff Maps
  - 0.350000 - 0.780000
  - 0.780001 - 1.140000
  - 1.140001 - 1.990000
  - 1.990001 - 3.100000
  - 3.100001 - 6.110000
  - 6.110001 - 10.700000
  - 10.700001 - 20.300000
- Bakersfield Urbanized MS4 Bo
- MS4 Permit Drainage Areas
  - 1
  - 10
  - 11
  - 12
  - 13
  - 14
  - 15
  - 16.1
  - 16.2
  - 17
  - 18.1
  - 18.2
  - 19
  - 2
  - 3.1

1: 18,056

0.6 0 0.28 0.6 Miles

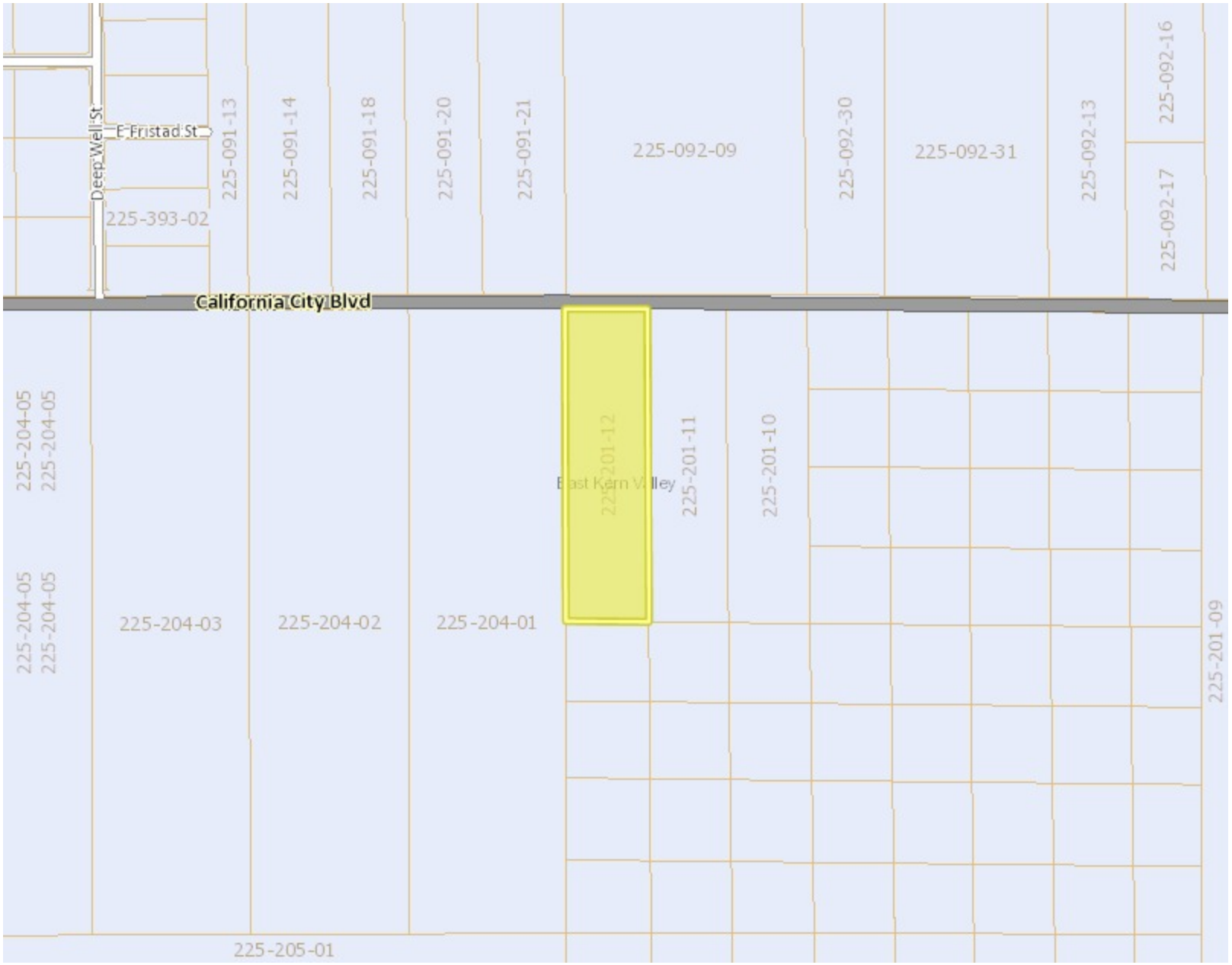
WGS_1984_Web_Mercator_Auxiliary_Sphere

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Notes

East Kern Valley APCD





Legend

Roads 5k-10k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

East Kern Valley APCD

Parcels Land

County Facilities

1: 9,028

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

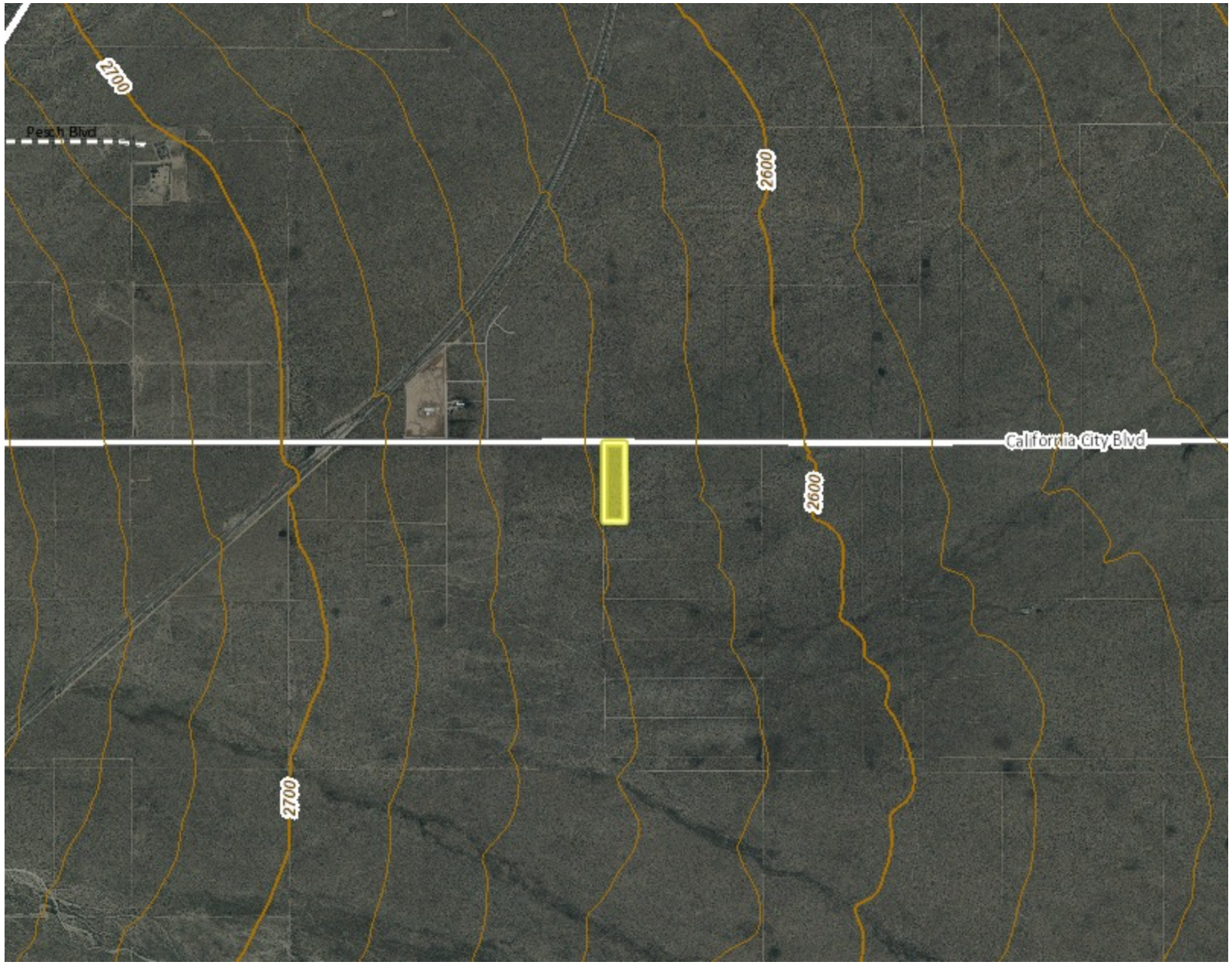
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Notes

Kern County
Online Mapping System

ELEVATION/CONTOURS





Legend

Elevation Contours

- Depression
- Index
- Intermediate

Roads 24k-50k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

1: 36,112

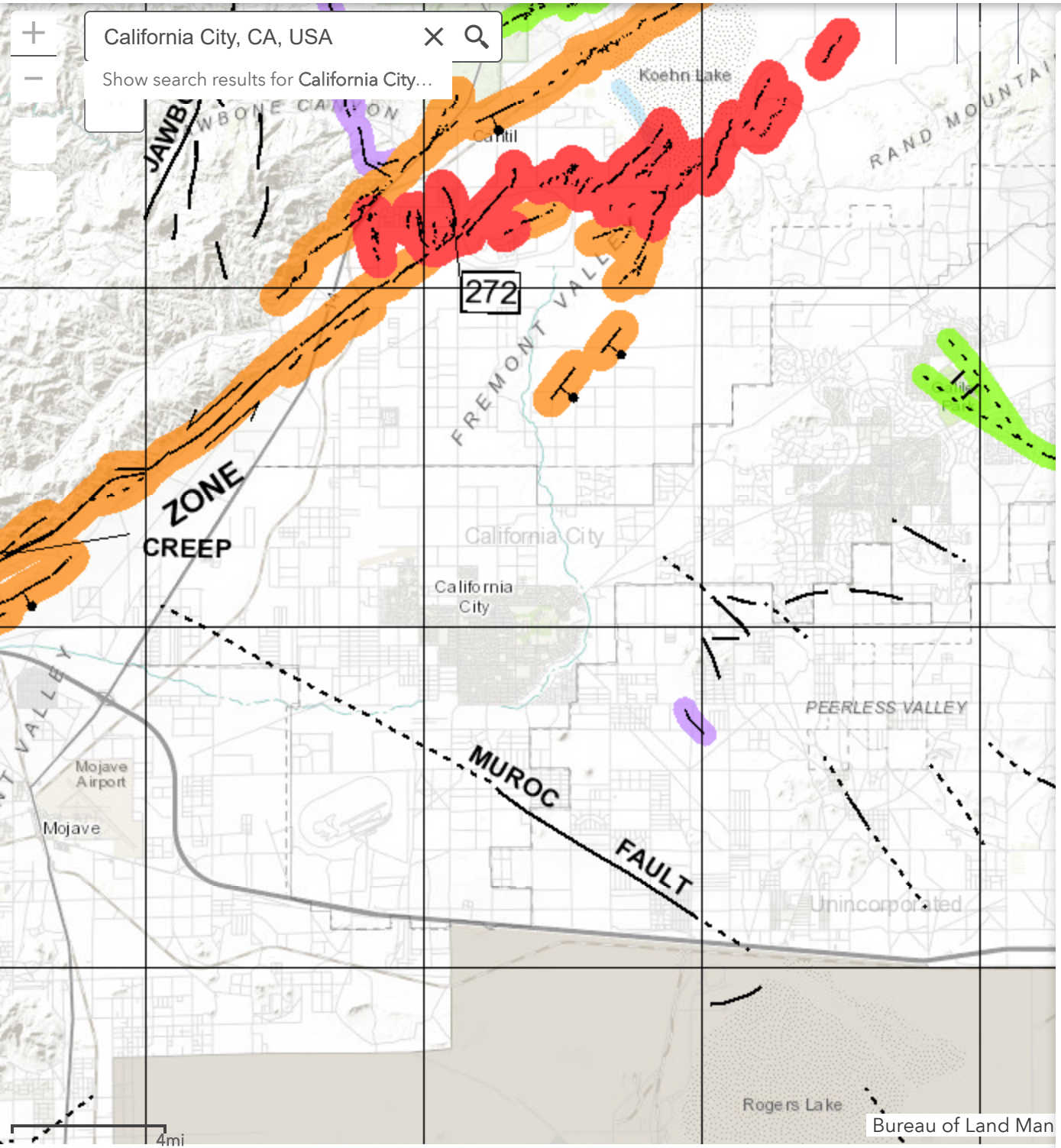
1.1 0 0.57 1.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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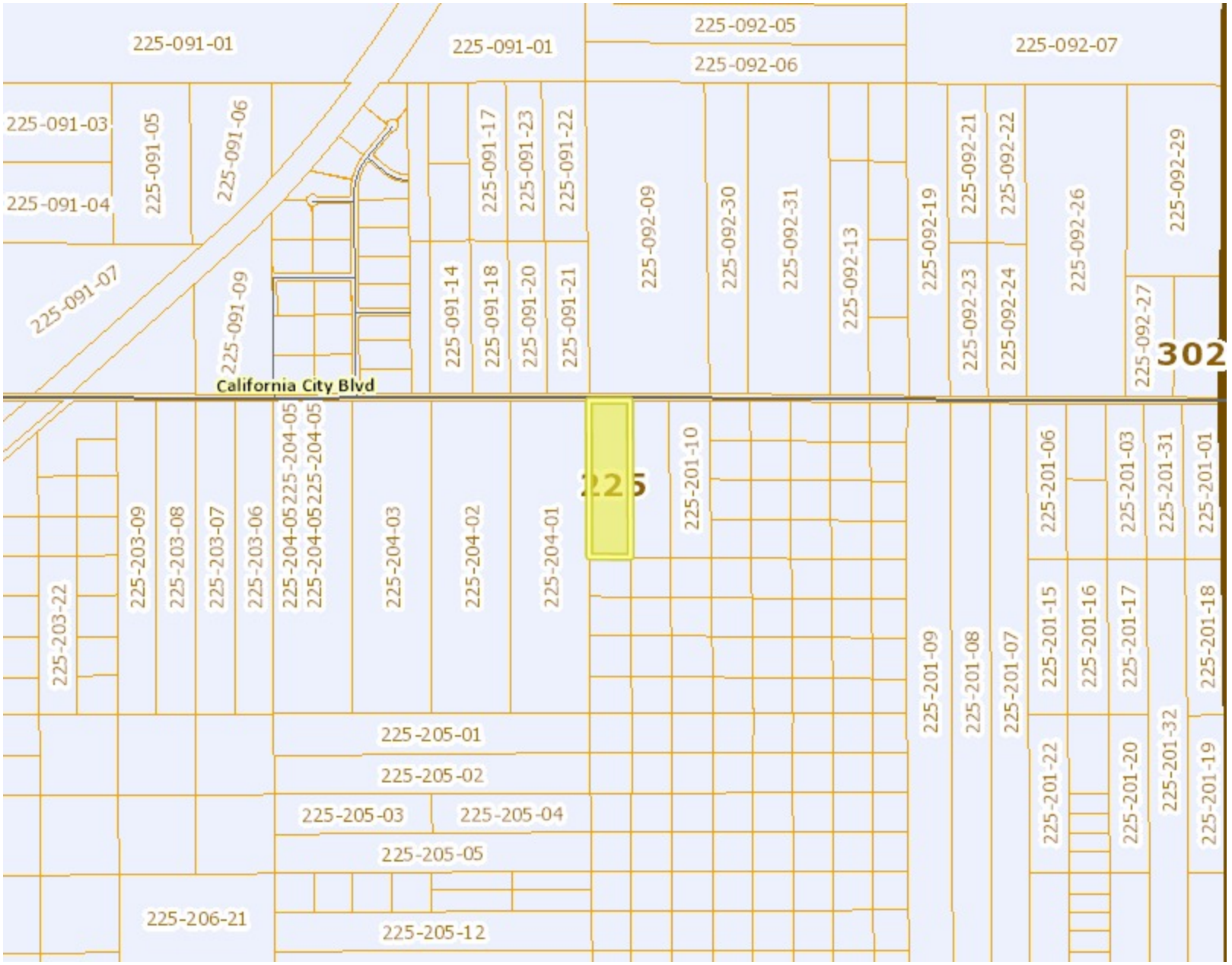
Notes



Layer List

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FEDERAL LANDS





Legend

Roads 10k-24k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

Assessor Map Books

Parcels Land

Federal Lands

- Air Force
- National Cemetery
- National Conservation Area
- National Forest
- National Monument
- National Wilderness Area
- National Wildlife Refuge
- Navy
- Other
- Public Domain Land

County Facilities

1: 18,056

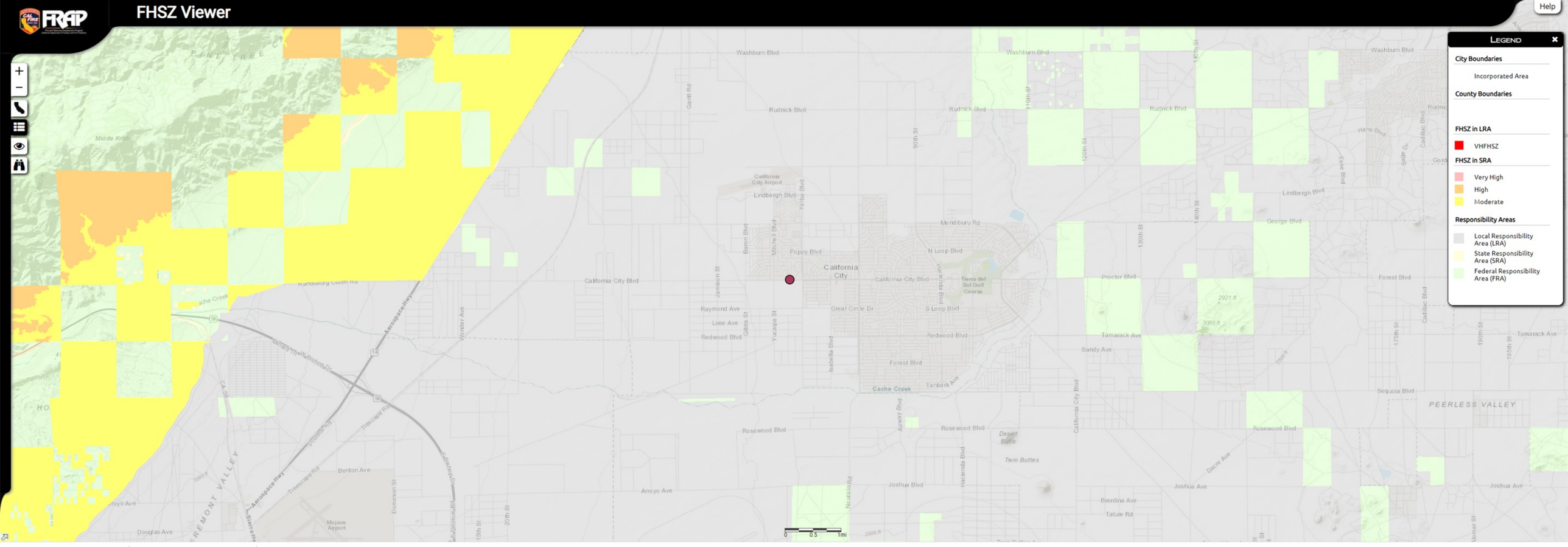
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WGS_1984_Web_Mercator_Auxiliary_Sphere

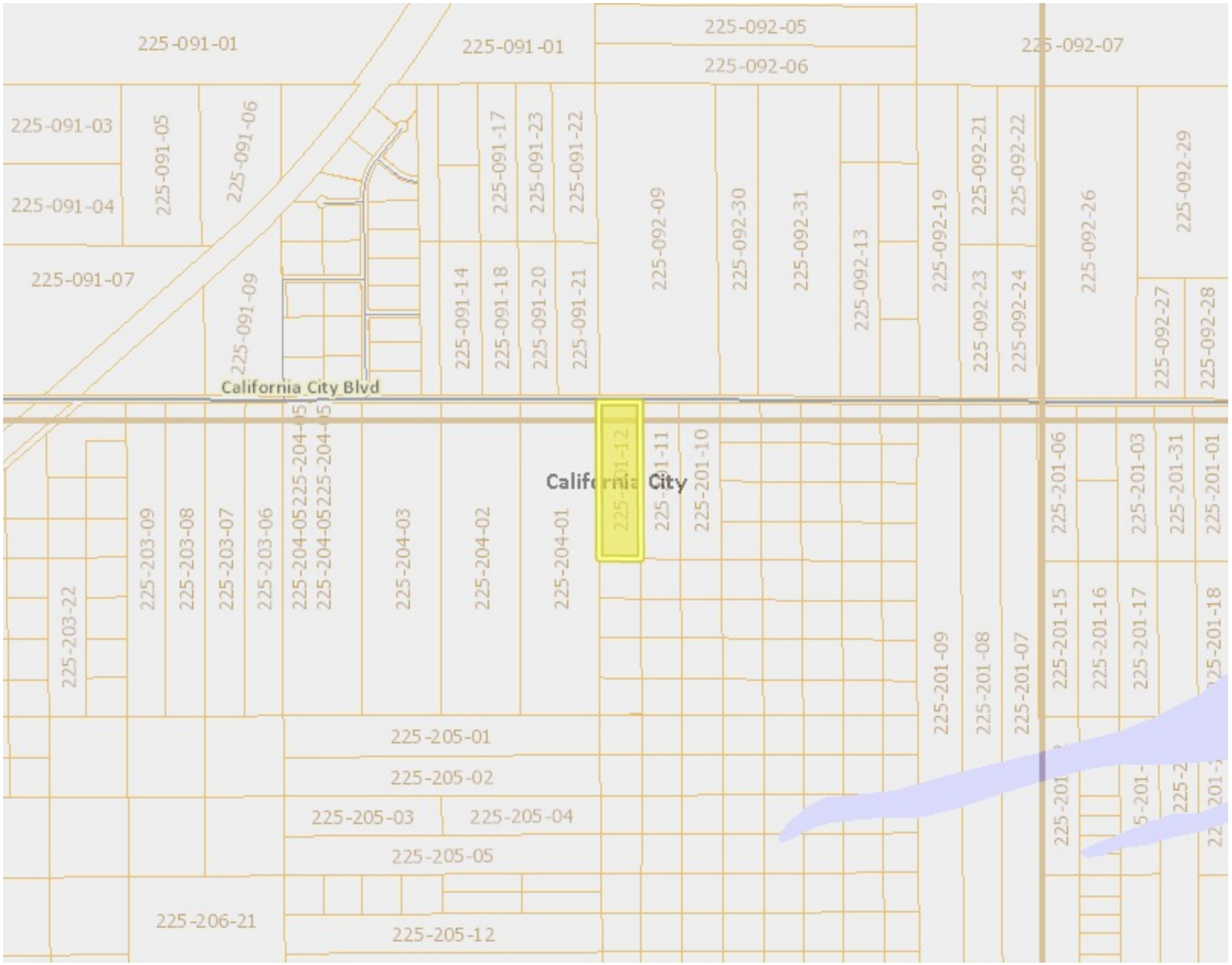
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Notes


FHSZ Viewer
Help
Legend
City Boundaries
Incorporated Area
County Boundaries
FHSZ in LRA
VHFHSZ
FHSZ in SRA
Very High
High
Moderate
Responsibility Areas
Local Responsibility Area (LRA)
State Responsibility Area (SRA)
Federal Responsibility Area (FRA)
California City
Washburn Blvd
Rudnick Blvd
Lindbergh Blvd
Meridiburu Rd
Poppy Blvd
N Loop Blvd
California City Blvd
Proctor Blvd
George Blvd
Forest Blvd
Raymond Ave
Lime Ave
Redwood Blvd
Great Circle Dr
S Loop Blvd
Tamarack Ave
Sandy Ave
Cache Creek
Tanbark Ave
Sequoia Blvd
PEERLESS VALLEY
Rosewood Blvd
Desert Butte
Twin Buttes
Joshua Blvd
Joshua Ave
Brentina Ave
Tatum Rd
Arroyo Ave
Benton Ave
Douglas Ave
Mojave Airport
Aerospace Hwy
Treescape Rd
Middle Knob
Randsburg Cuddy Rd
Cache Creek
Tiena del Sol Golf Course
2921 ft
3089 ft
0 0.5 1mi

FLOOD HAZARDS & FEMA MAPPING





Legend

DFIRM Flood Zones
- 0.2 PCT ANNUAL CHANCE FLOO
- A; AE; AH; AO
- D
- X

DFIRM Panels
Floodways
Flood Warning Gage
Rain Gage
Stream Gage

City Incorporated 100k
- CITIES
- CITY OF BAKERSFIELD

Roads 10k-24k
- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

Parcels Land
County Facilities

1: 18,056

0.6 0 0.28 0.6 Miles

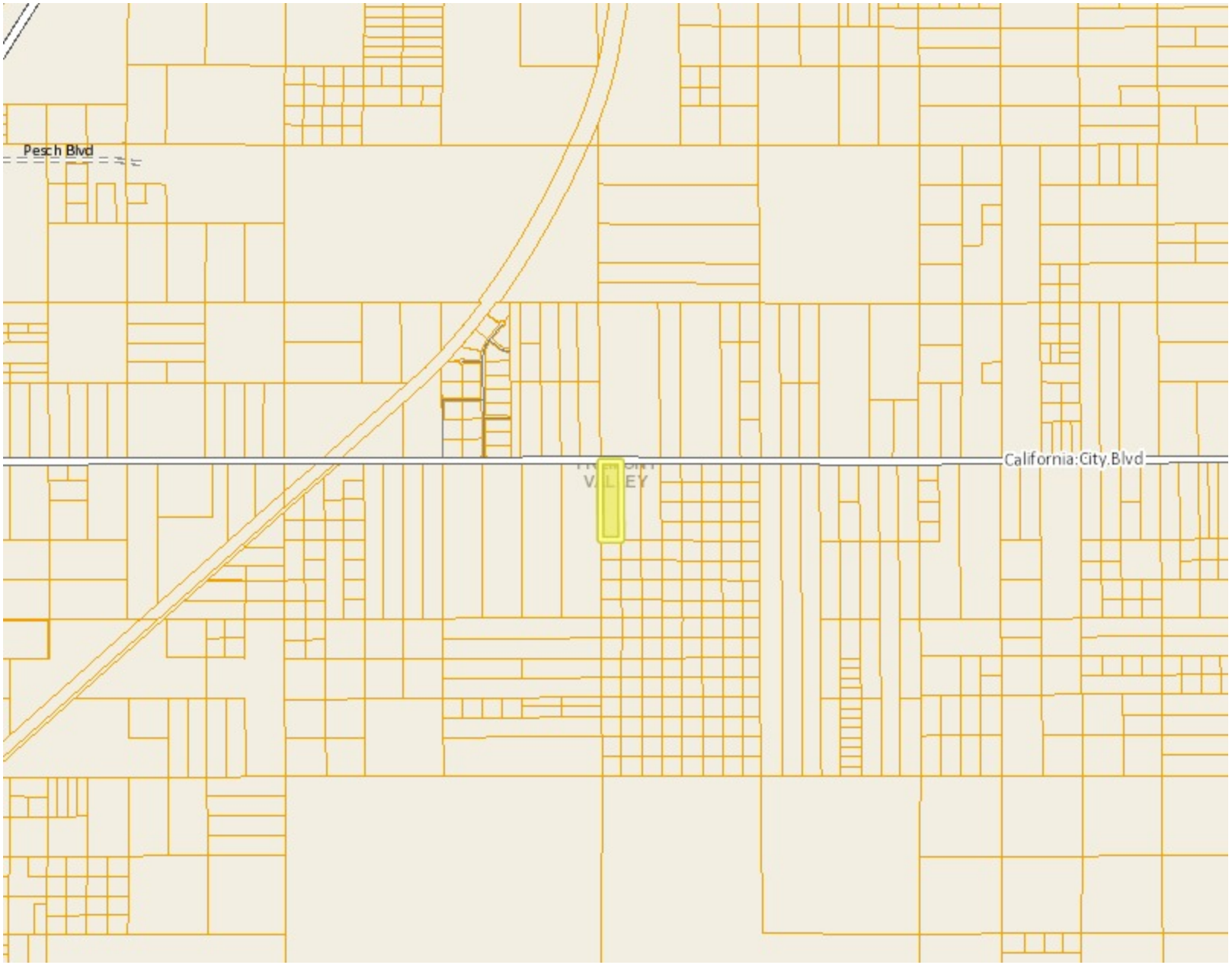
WGS_1984_Web_Mercator_Auxiliary_Sphere

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Notes

FREMONT VALLEY GROUNDWATER BASIN





Legend

Roads 24k-50k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

Parcels Land

Groundwater Basins (Bulletin 1

- ANTELOPE VALLEY
- BRITE VALLEY
- CARRIZO PLAIN
- CASTAC LAKE VALLEY
- CUDDEBACK VALLEY
- CUDDY CANYON VALLEY
- CUDDY RANCH AREA
- CUDDY VALLEY
- CUMMINGS VALLEY
- CUYAMA VALLEY
- FREMONT VALLEY
- HARPER VALLEY
- INDIAN WELLS VALLEY
- KELSO LANDER VALLEY
- KERN RIVER VALLEY
- MIDDLE MOJAVE RIVER VALLEY

1: 36,112

1.1 0 0.57 1.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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Notes

Gas Transmission Pipeline Interactive Map - Kern

Find address or place

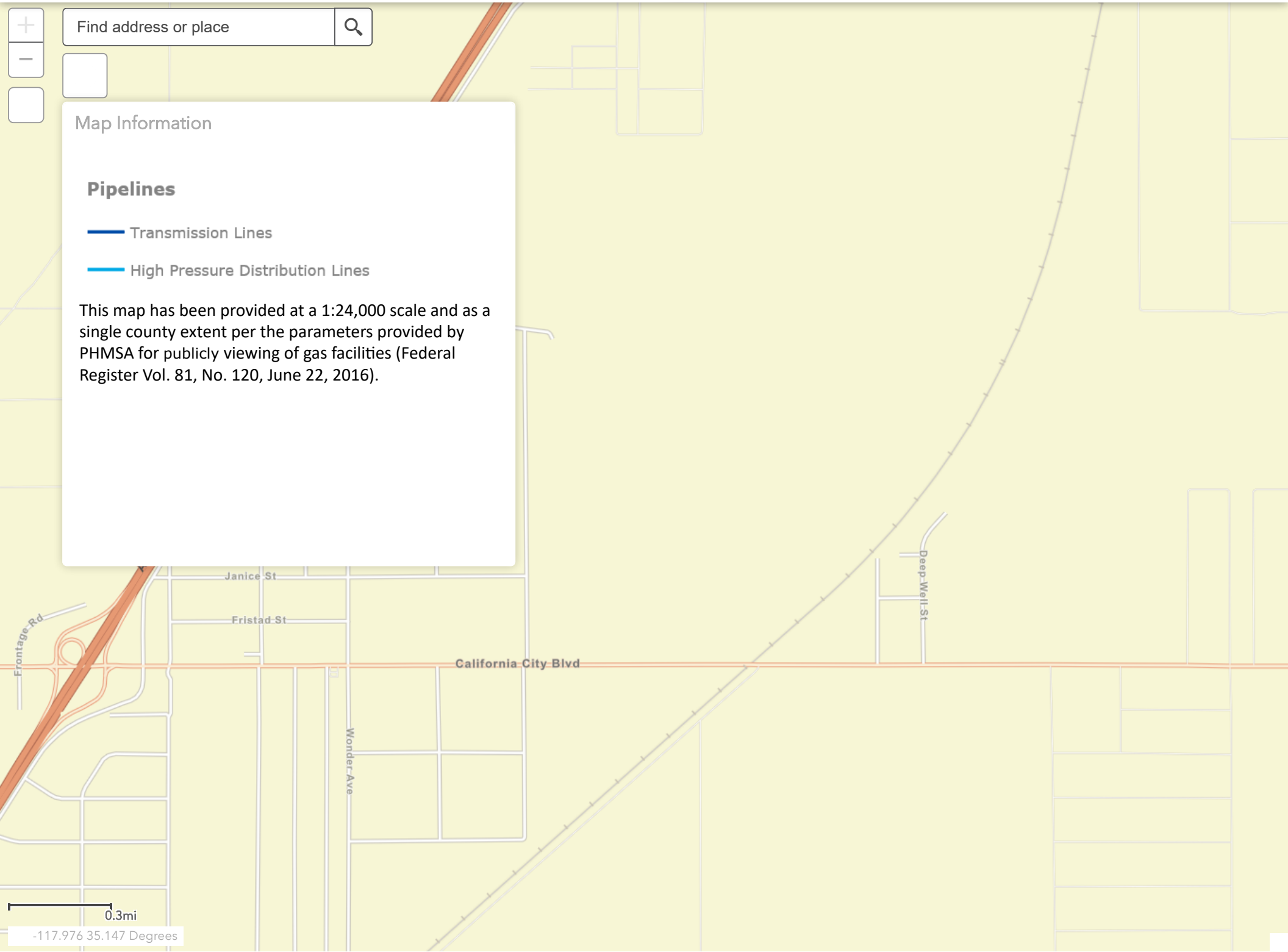
Map Information

Pipelines

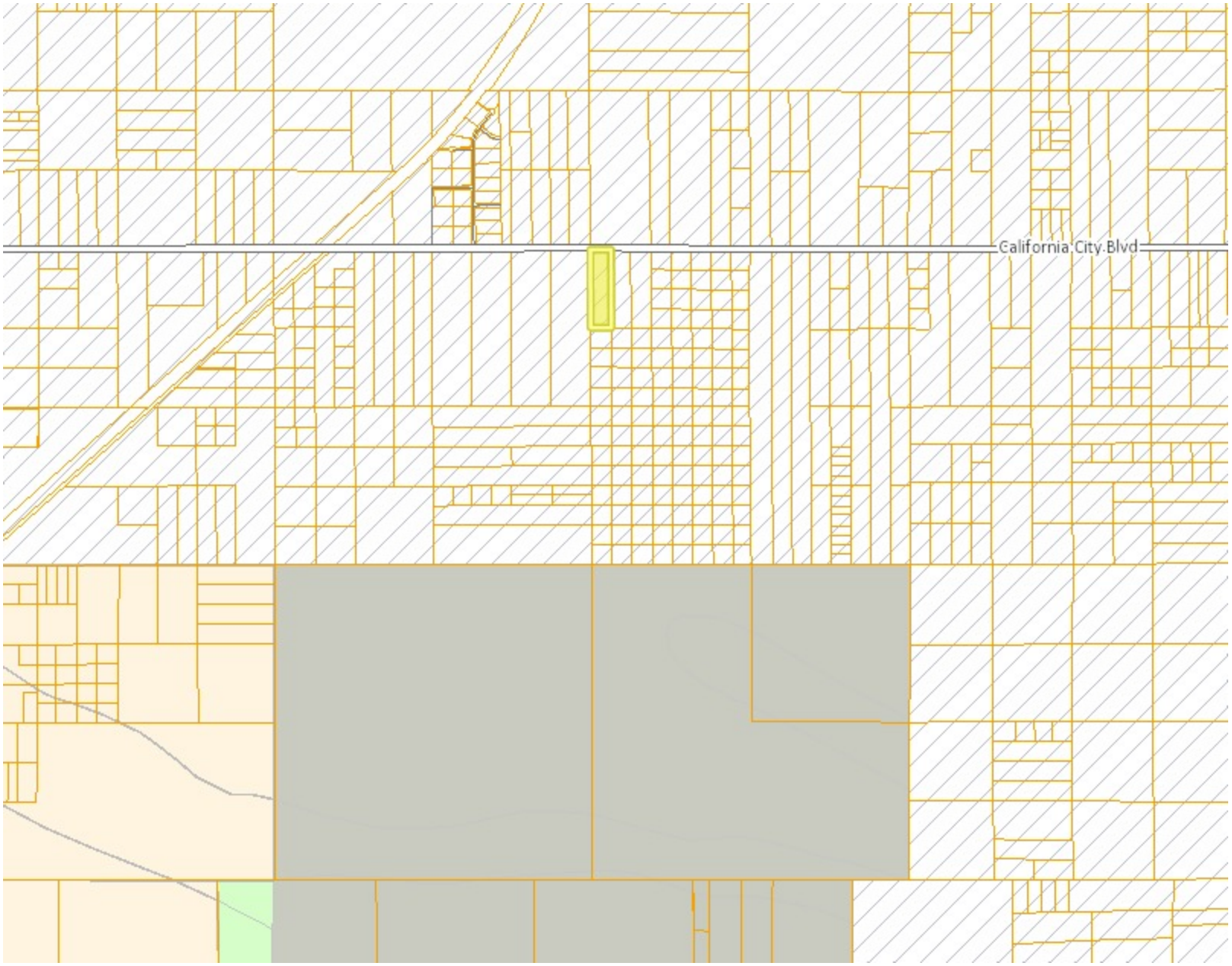
Transmission Lines

High Pressure Distribution Lines

This map has been provided at a 1:24,000 scale and as a single county extent per the parameters provided by PHMSA for publicly viewing of gas facilities (Federal Register Vol. 81, No. 120, June 22, 2016).



GENERAL PLAN LAND USE





Legend

Roads 24k-50k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

Parcels Land

General Plan

- 1.1
- 1.2
- 3.1
- 3.2
- 3.3
- 3.4
- 3.4.1
- 3.7
- 4.1
- 4.2
- 4.3
- 5.1
- 5.2
- 5.3
- 5.4
- 5.45

1: 36,112

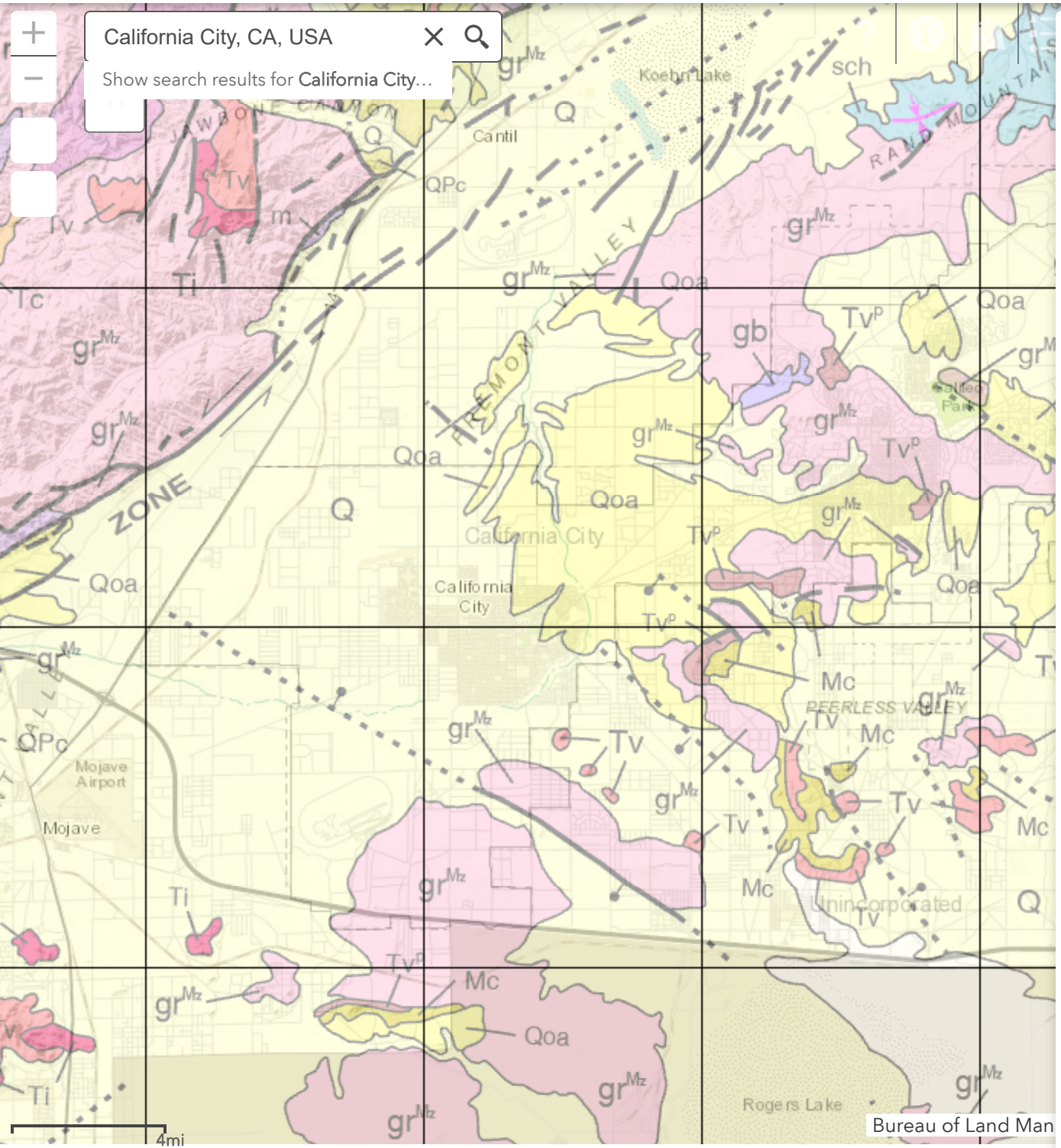
1.1 0 0.57 1.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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Notes



Layer List

Seismic Hazards Program: Overlapping Landslide and Liquefaction Zones

Seismic Hazards Program: Unevaluated Areas

MS48: Earthquake Shaking Potential for California (revised 2016)

MS48: Historic Earthquakes, 1769 to 2015 - California (Magnitude 5.0-plus)

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Shear-wave Velocity in Upper 30m of Surficial Geology (Vs30)

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Indoor Radon Potential Study Areas

Study Area Boundaries

Indoor Radon Potential Zones

Fault Activity Map of California

Deep-Seated Landslide Susceptibility (CGS Map Sheet 58)

Geologic Map of California

Opaque Transparent

0% 50% 100%

Transparency

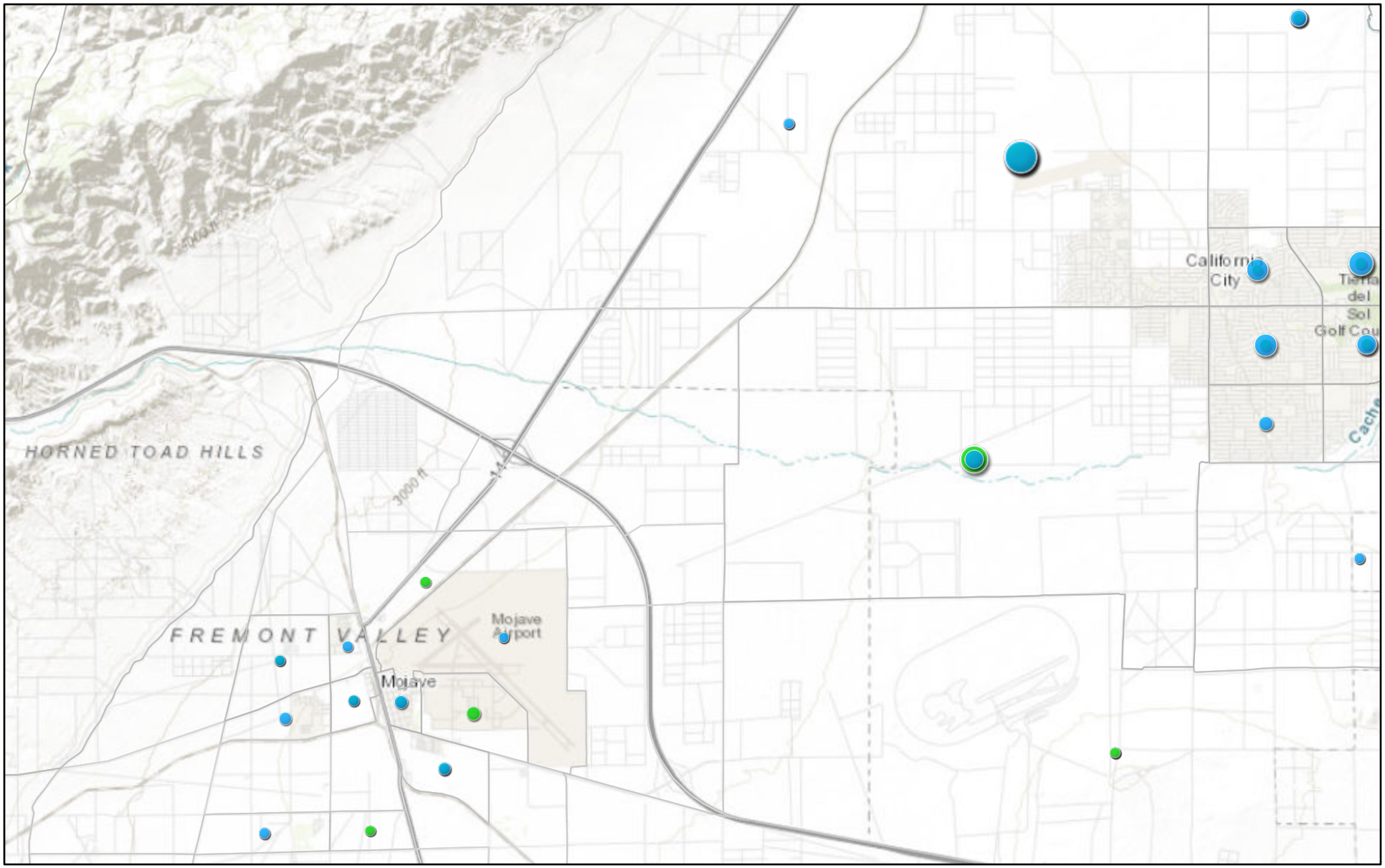
Move up

Move down

Show item details

-117.643 34.996 Degrees

Household and Employment Data - 2042



2/27/2023

OBJECTID	371
TAZ	1465
2015 Households	165
2015 Employment	42
2042 Households	993
2042 Employment	1846
Household Change 2015-2024	828
Employment Change 2015-2042	1804
ACRES	15,001.38
TAZ	1,465.00
EJ	0

1:137,226

0 0.75 1.5 3 mi

0 1.5 3 6 km

Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

USGS Magnitude 2.5+ Earthquakes, Past Day

44 earthquakes.

Only List Earthquakes Shown on Map

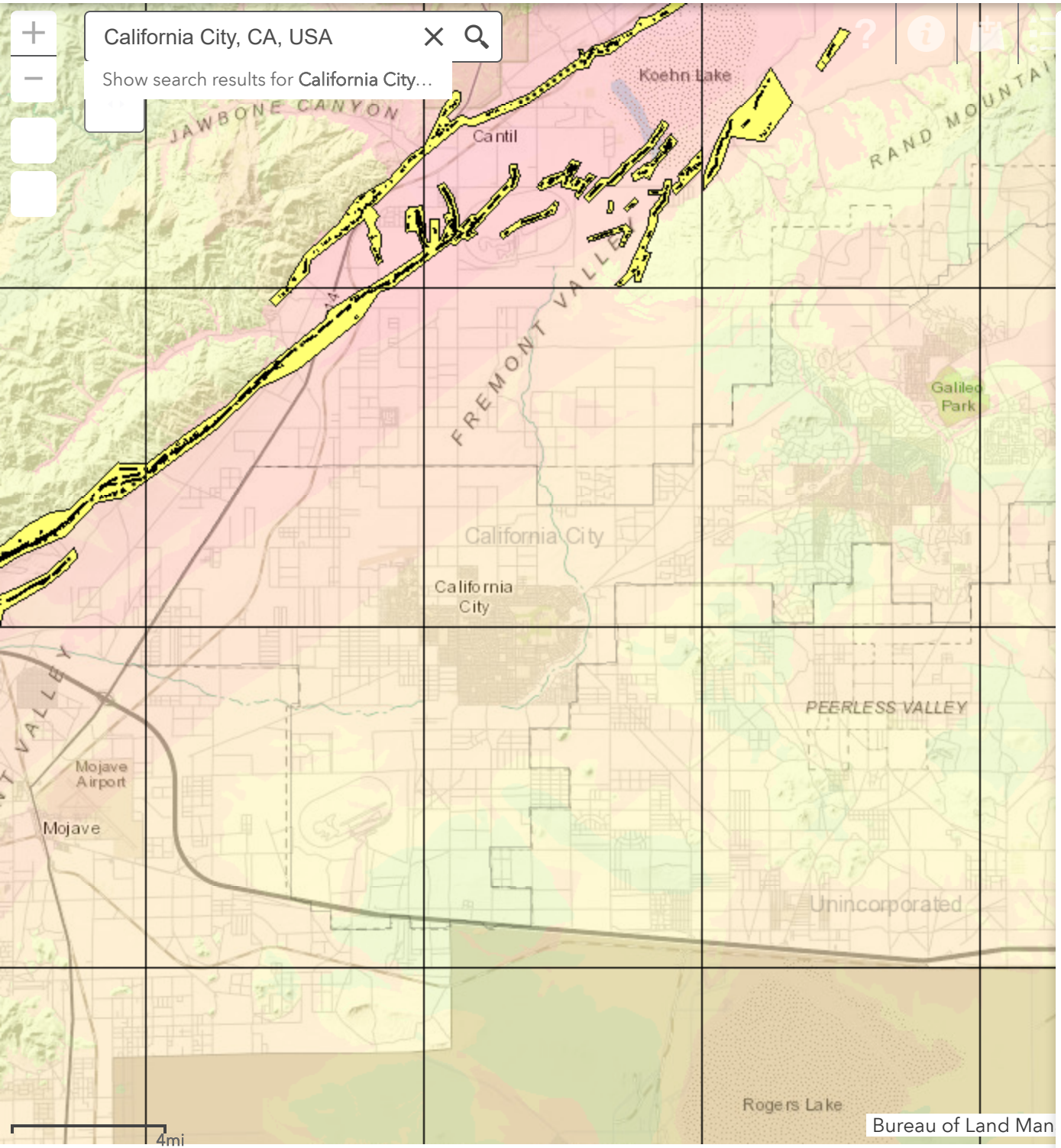
Format: Magnitude

Sort: Newest First

5.0	**77 km NNW of Aksu, China**	2023-02-26 15:58:05 (UTC-0…	10.0 km
4.8	**Pagan region, Northern Mari…**	2023-02-26 15:33:17 (UTC-…	200.4 km
3.5	270 km ESE of Chiniak, Alaska	2023-02-26 15:05:54 (UTC-08…	7.1 km
2.5	9 km SSE of Calumet, Oklaho…	2023-02-26 14:58:35 (UTC-08…	6.5 km
4.9	**Kyrgyzstan**	2023-02-26 13:42:14 (UTC-0…	10.0 km
4.6	**northern East Pacific Rise**	2023-02-26 13:35:01 (UTC-0…	10.0 km
3.7	Mona Passage	2023-02-26 12:16:01 (UTC-0…	24.0 km



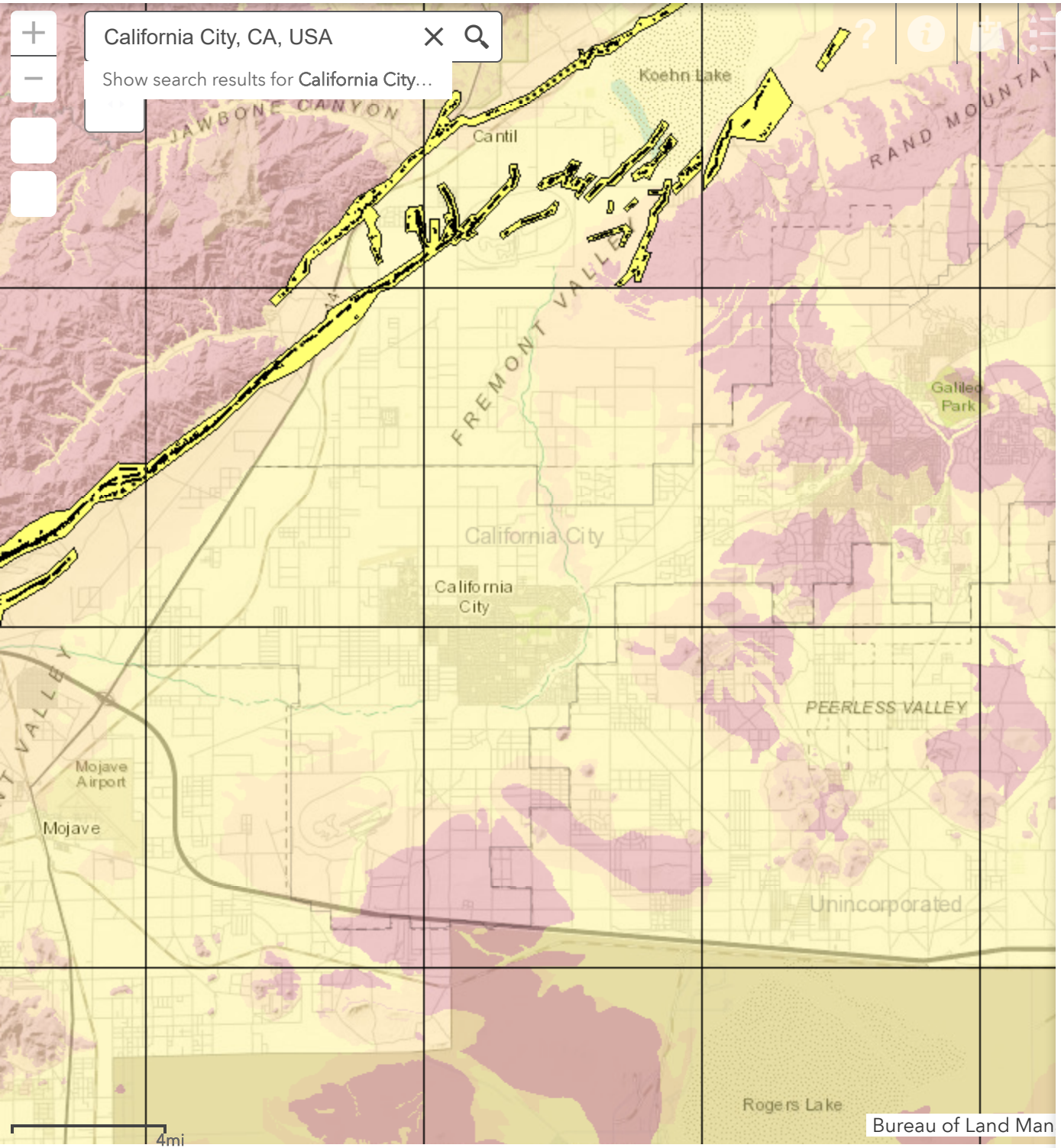
Leaflet | Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Layer List

- Ca. Landslide Inventory: CGS Mapped, Needs Review
- CGS Mapped, Needs Review or Older Mapping Standard
- Ca. Landslide Inventory: non-CGS Source
- Seismic Hazards Program: Alquist-Priolo Fault Traces
- Seismic Hazards Program: Alquist-Priolo Fault Hazard Zones
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- Deep-Seated Landslide Susceptibility (CGS Map Sheet 58)
- Geologic Map of California

-118.191 35.296 Degrees



Layer List

Needs Review

CGS Mapped, Needs Review or Older Mapping Standard

Ca. Landslide Inventory: non-CGS Source

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Indoor Radon Potential Study Areas

Indoor Radon Potential Zones

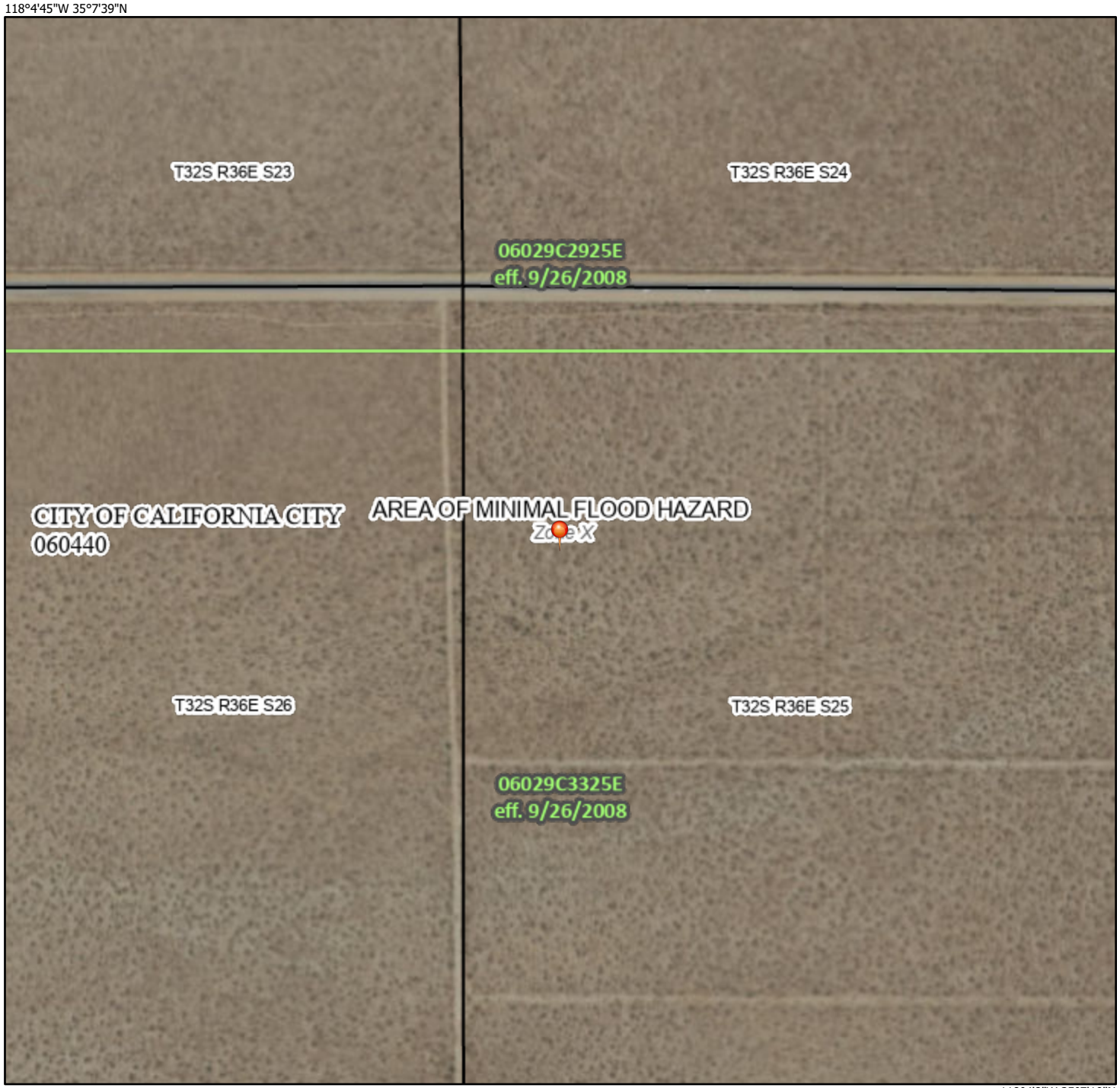
Fault Activity Map of California

Deep-Seated Landslide Susceptibility (CGS Map Sheet 58)

Geologic Map of California

National Flood Hazard Layer FIRMette

FEMA



Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN — Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 — Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

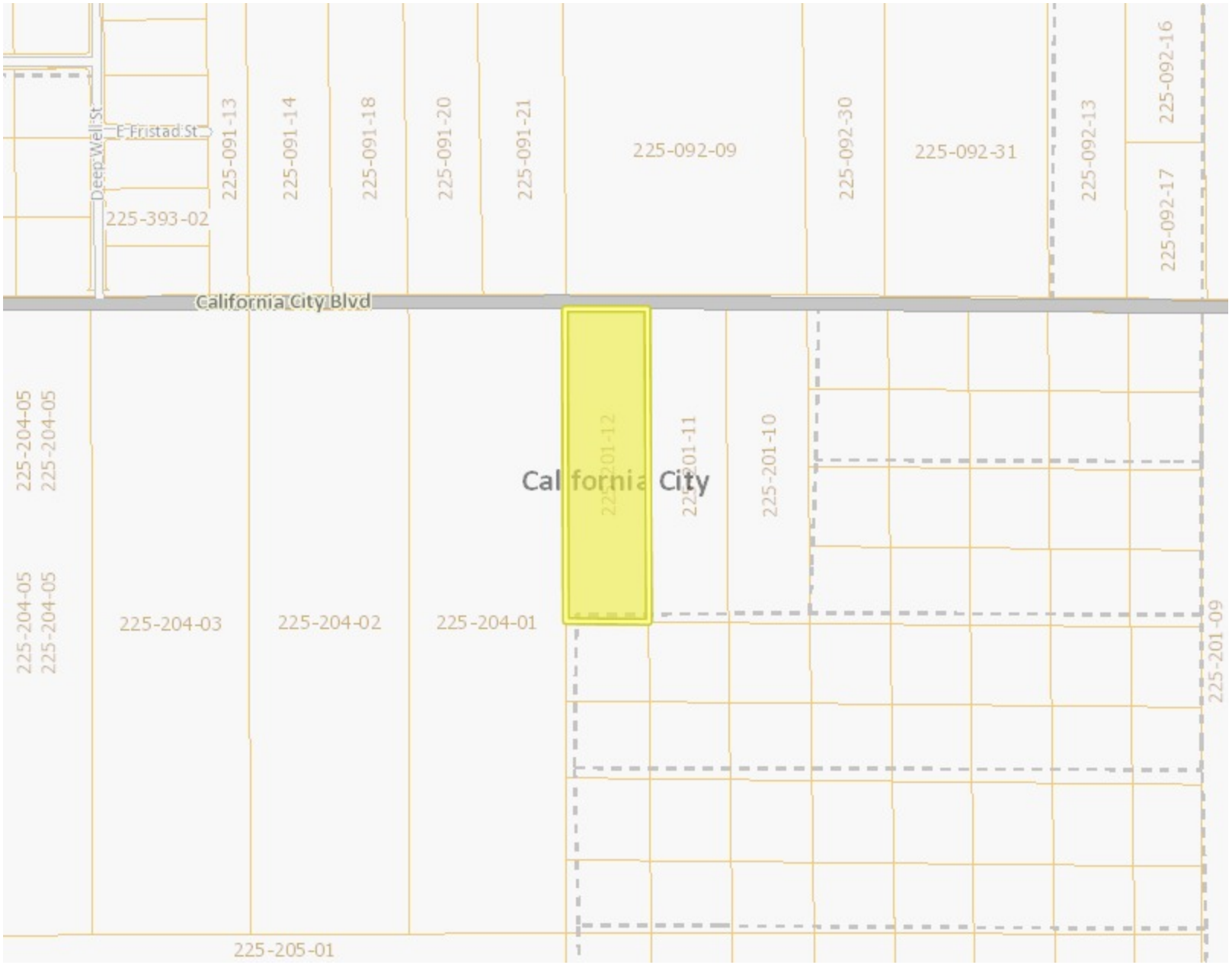
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/26/2023 at 8:43 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

ROAD RESTRICTIONS

Kern County Online Mapping System





Legend

- City Incorporated
- Roads 5k-10k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- Traffic Signals
  - DARREN TRUE
  - FLASHER
  - RJ CASTILLO
- Railroad
- Misc Dirt Roads
- Adopt A Road
- Alleys
- Parcels Land
- County Facilities

1: 9,028

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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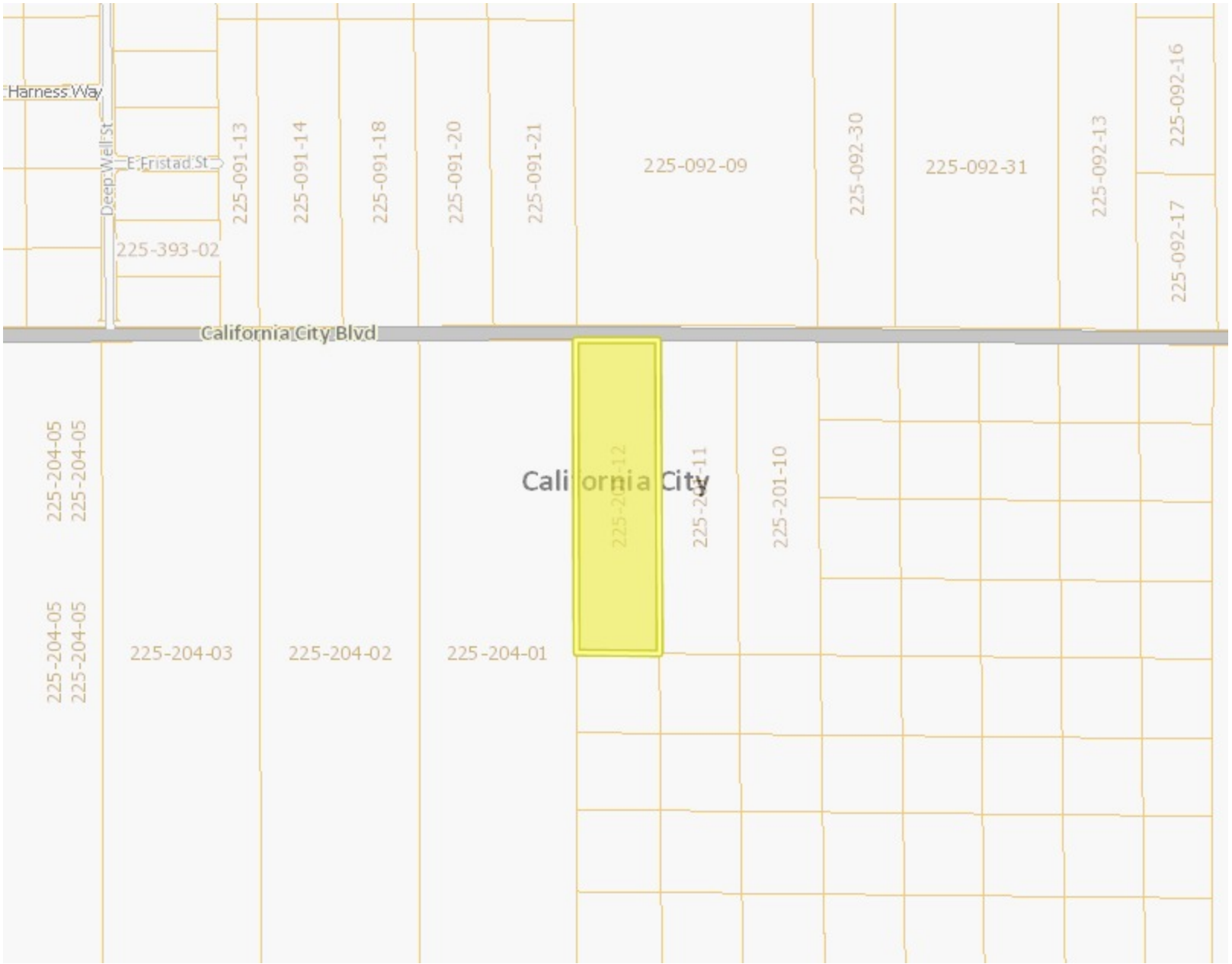
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Notes

Kern County
Online Mapping System

ROADS & CIRCULATION





Legend

- City Incorporated
- Roads 5k-10k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- County Maintained Roads
- Speed Limits
  - 25
  - 30
  - 35
  - 40
  - 45
  - 50
  - 55
  - 60
- Functional Classification
- Parcels Land
- County Facilities

1: 9,028

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

© Latitude Geographics Group Ltd.

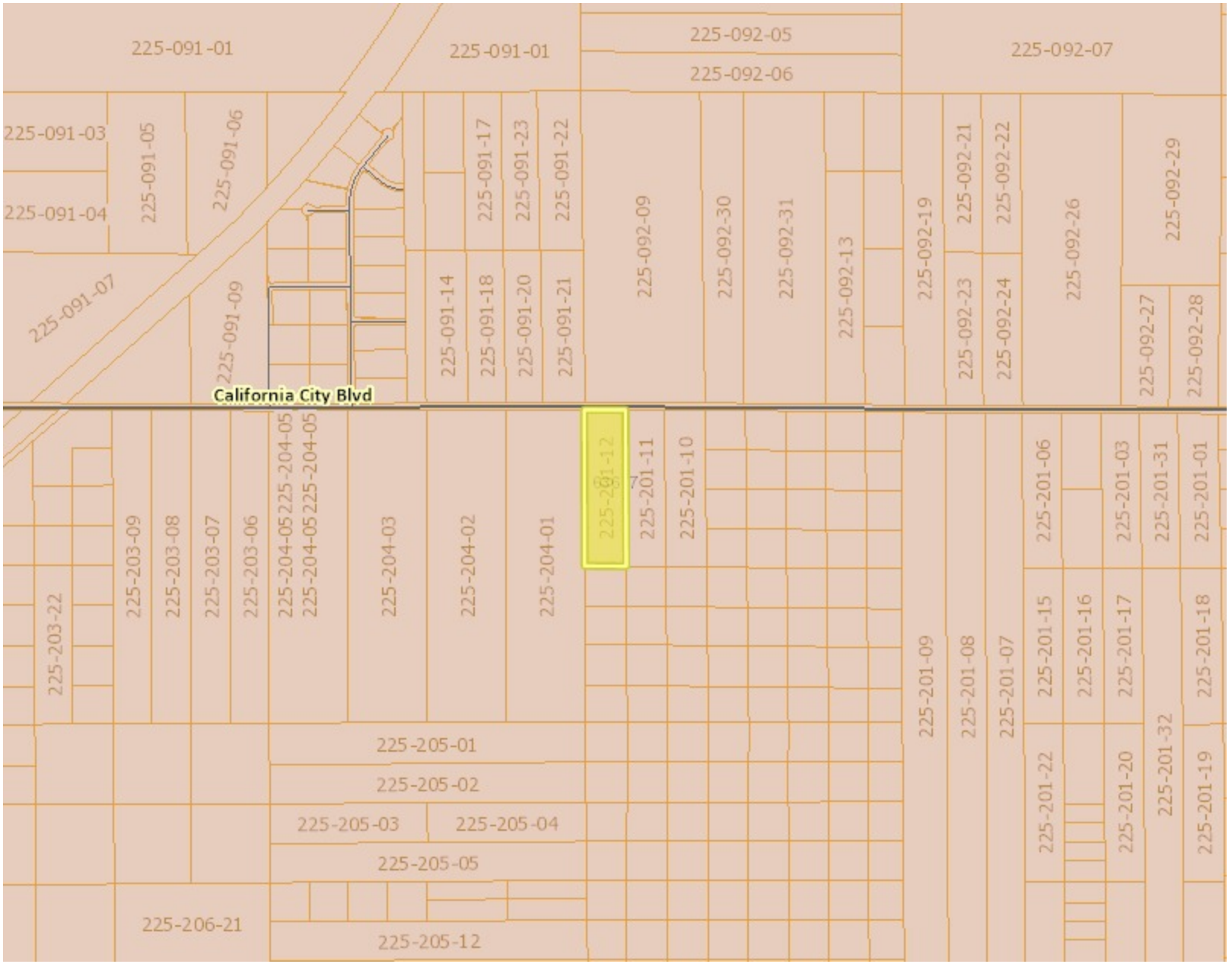
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Notes

Kern County
Online Mapping System

SCHOOL DISTRICTS





Legend

Roads 10k-24k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

School Districts

- Arvin Union Elem, Kern Union High
- Bakersfield City Elem, Kern Union H
- Beardsley Elem, Kern Union High
- Belridge Elem, Taft Union High
- Blake Elem, Kern Union High
- Buttonwillow Union Elem, Kern Unio
- Caliente Union Elem, Kern Union H
- Delano Union Elem, Delano Joint U
- Di Giorgio Elem, Kern Union High
- Edison Elem, Kern Union High
- El Tejon Unified, El Tejon Unified
- Elementary Undefined, Delano Join
- Elk Hills Elem, Taft Union High
- Fairfax Elem, Kern Union High
- Fruitvale Elem, Kern Union High
- General Shafter Elem, Kern Union
- Greenfield Union Elem, Kern Union

1: 18,056

0.6 0 0.28 0.6 Miles

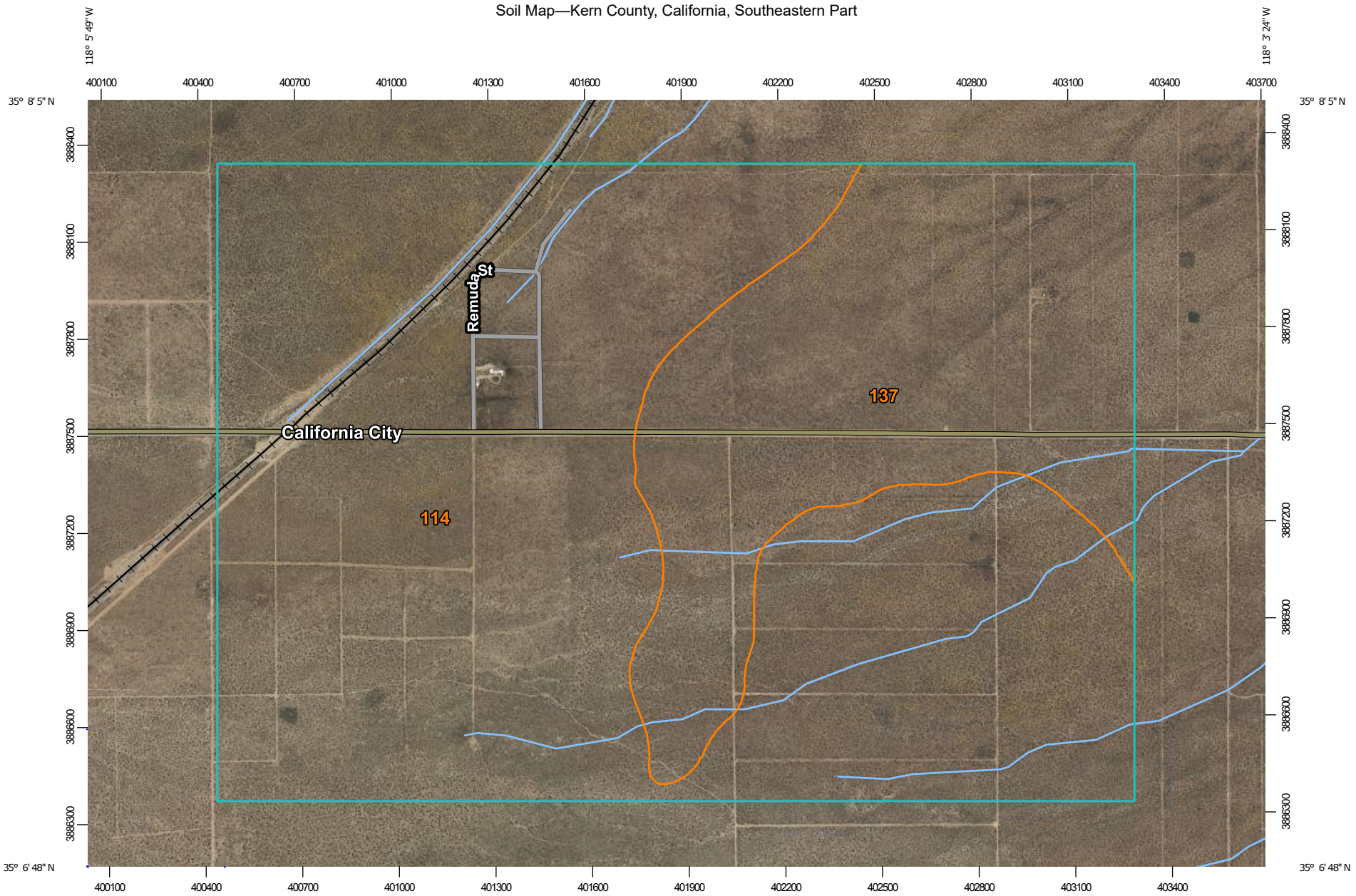
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Notes

Soil Map—Kern County, California, Southeastern Part



Map Scale: 1:16,700 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 200 400 800 1200

Feet: 0 500 1000 2000 3000

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Kern County, California, Southeastern Part
Survey Area Data: Version 13, Sep 1, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 26, 2019—Apr 8, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

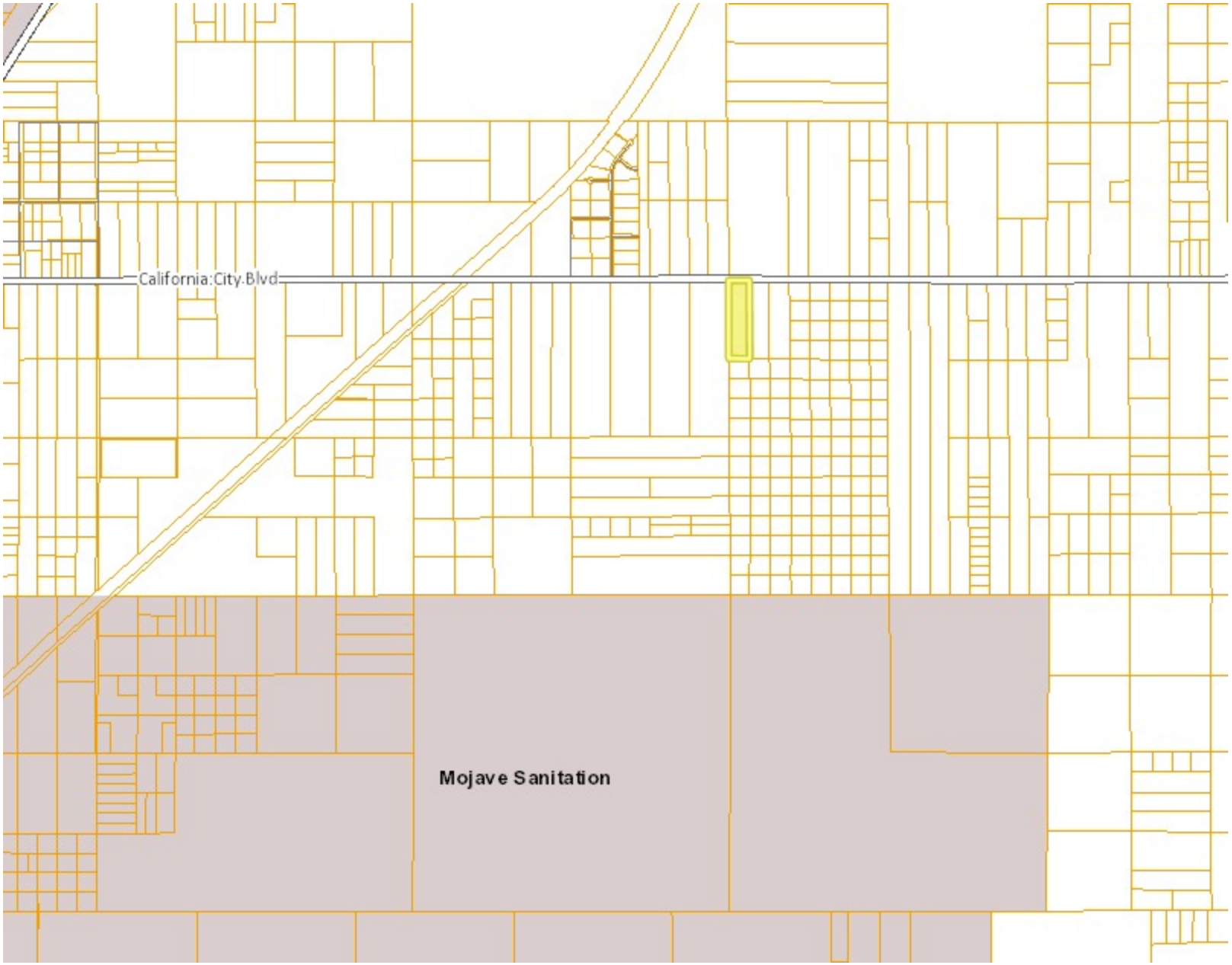
Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
114	Cajon loamy sand, 0 to 5 percent slopes	994.5	71.4%
137	Garlock loamy sand, 2 to 9 percent slopes	397.6	28.6%
Totals for Area of Interest		**1,392.2**	**100.0%**

Kern County
Online Mapping System

SOLID WASTE - MOJAVE SANITATION HAULER





Legend

Roads 24k-50k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

Parcels Land

Franchise Hauler

- <all other values>
- American Refuse
- Bakersfield
- Boron Valley Disposal
- Buttonwillow Sanitation
- Howard's Garbage Service
- Lamont Sanitation
- Mojave Sanitation
- Mountainside Sanitation
- Price Disposal
- Ridgecrest Sanitation
- Rosamond Sanitation
- South Tulare-Richgrove Refuse
- Superior Sanitation
- Thomas Refuse Service, Inc.
- Valley Garbage Service

1: 36,112

1.1 0 0.57 1.1 Miles

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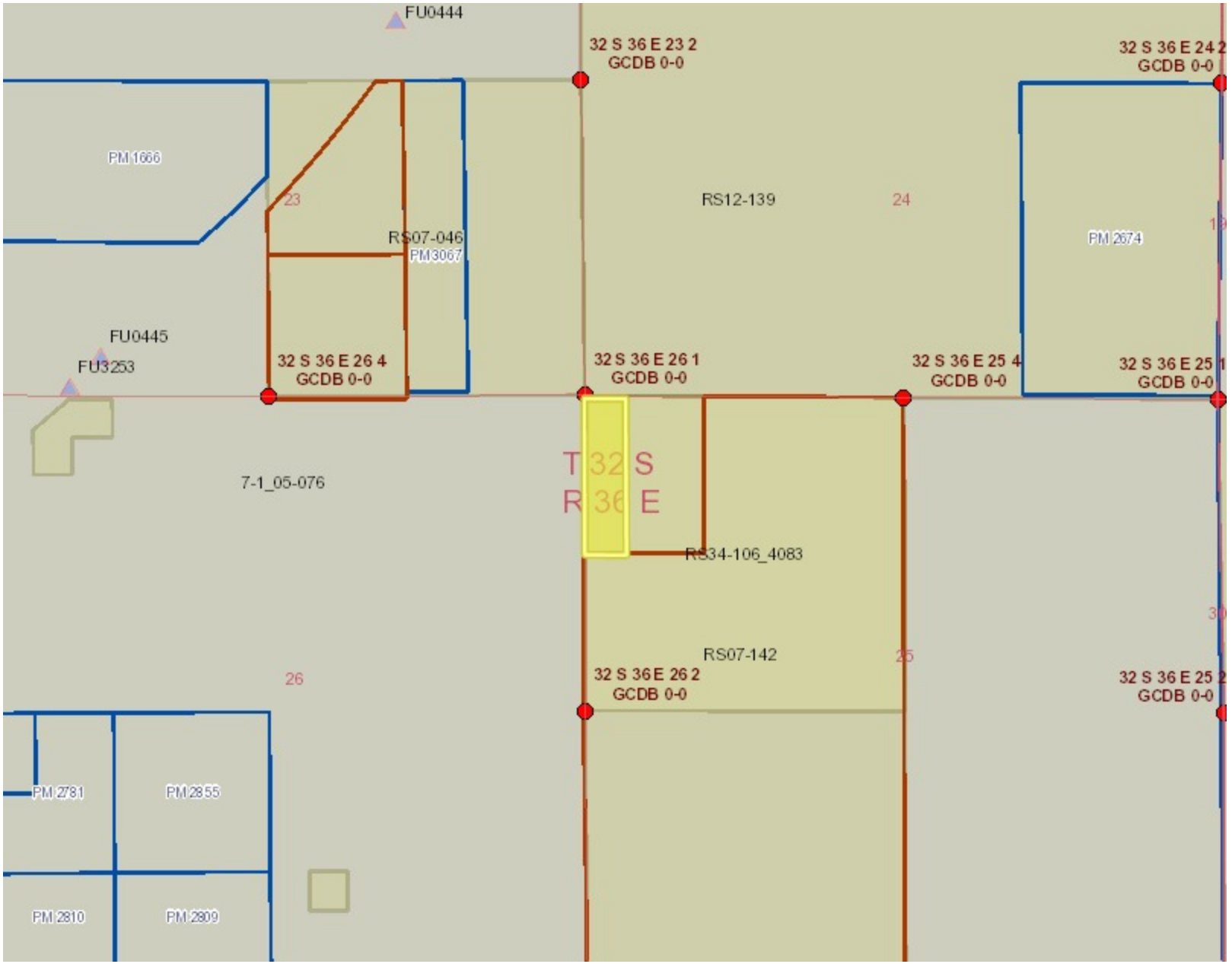
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Notes

Kern County
Online Mapping System

SUBDIVISIONS & SURVEY





Legend

- Townships
- Sections
- Section Corners
- Tract Maps
- Tentative Tract Maps
- Parcel Maps
- Tentative Parcel Maps
- Records of Survey
- NGS Benchmarks
- CA HPN
- Filed Maps
- Filed Map Line
- City Incorporated 100k
  - CITIES
  - CITY OF BAKERSFIELD
- Roads 10k-24k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- Parcels Land
- County Facilities

1: 18,056

0.6 0 0.28 0.6 Miles

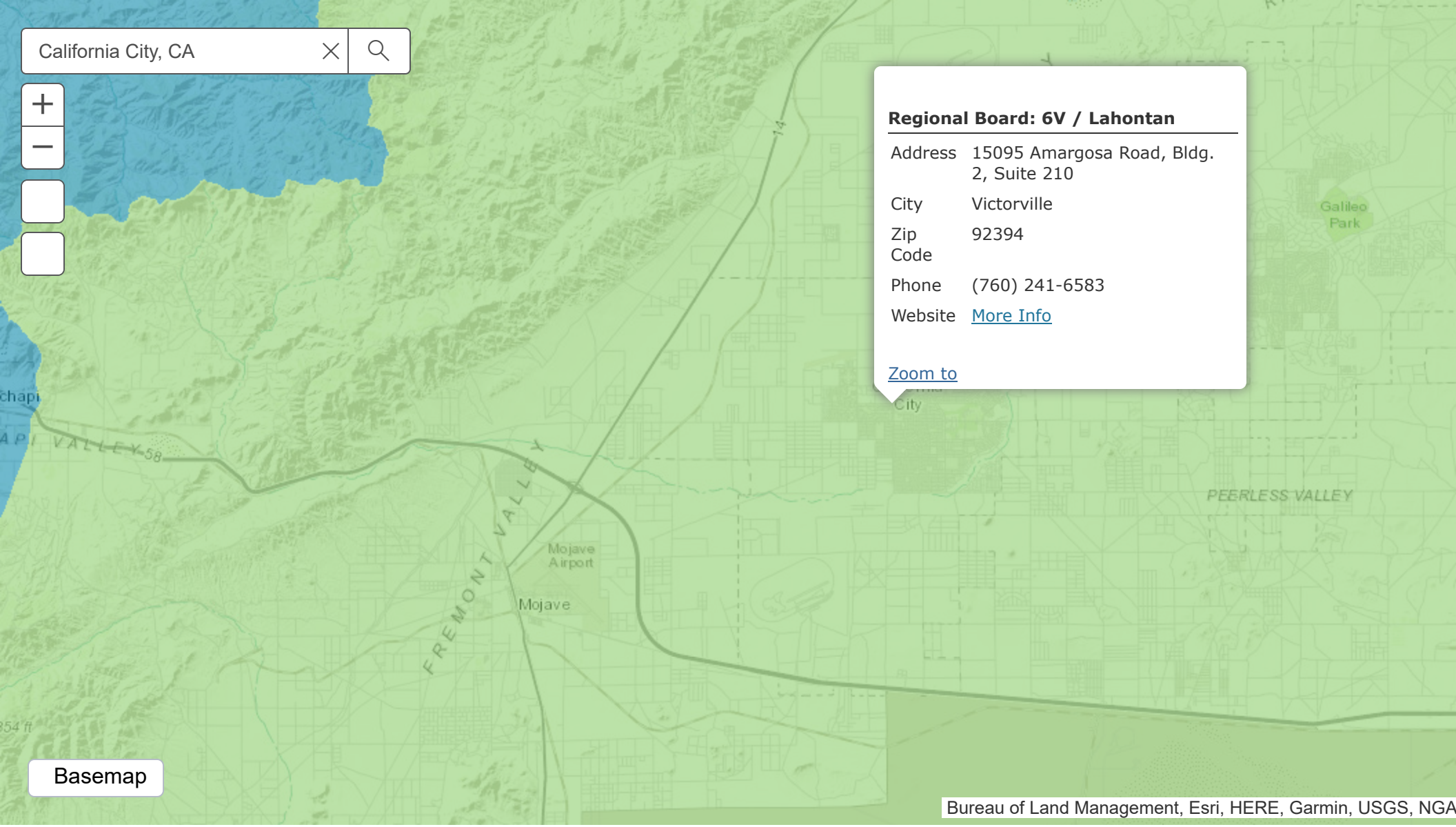
WGS_1984_Web_Mercator_Auxiliary_Sphere

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Notes

OBJECTID	371
TAZ	1465
2015 Households	165
2015 Employment	42
2042 Households	993
2042 Employment	1846
Household Change 2015-2024	828
Employment Change 2015-2042	1804
ACRES	15,001.38
TAZ	1,465.00
EJ	0


California City, CA
Regional Board: 6V / Lahontan
Address 15095 Amargosa Road, Bldg. 2, Suite 210
City Victorville
Zip Code 92394
Phone (760) 241-6583
Website More Info
Zoom to
Galileo Park
PEERLESS VALLEY
FREMONT VALLEY
Mojave Airport
Mojave
Basemap
Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA

ZONING DISTRICTS (O/RA)

Kern County
Online Mapping System





Legend

Roads 10k-24k
- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

Parcels Land

Zoning CalCity
- C1
- C2
- C3
- C4
- C5
- CMC
- G
- M1
- M2
- O/RA
- R1
- R2
- R3
- R4
- R5
- RA

1: 9,028

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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Notes

APPENDIX C

CalEEMOD (v.2022.1.1.5)
Modeling Results & Analysis

(APN: 225-201-12)

February 27, 2023

HENRIK S_225-201-12 Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	HENRIK S_225-201-12
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	4.80
Precipitation (days)	2.00
Location	California City, CA, USA
County	Kern-Mojave Desert
City	California
Air District	Kern County APCD
Air Basin	Mojave Desert
TAZ	2932
EDFZ	9
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Industrial Park	80.0	1000sqft	1.84	80,000	60,743	0.00	—	Cannabis Cultivation
Parking Lot	130	Space	0.00	0.00	3,159	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	186	17.6	18.1	0.02	0.83	2.88	3.72	0.77	1.36	2.13	—	2,715	2,715	0.11	0.09	3.26	2,749
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.39	10.6	12.7	0.02	0.42	0.53	0.94	0.38	0.13	0.51	—	2,663	2,663	0.10	0.09	0.08	2,694
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.55	3.60	4.52	0.01	0.14	0.18	0.32	0.13	0.05	0.18	—	938	938	0.03	0.03	0.47	949
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.01	0.66	0.82	< 0.005	0.03	0.03	0.06	0.02	0.01	0.03	—	155	155	0.01	0.01	0.08	157

2.2. Construction Emissions by Year, Unmitigated

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

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

2023	1.84	17.6	18.1	0.02	0.83	2.88	3.72	0.77	1.36	2.13	—	2,715	2,715	0.11	0.09	3.26	2,749
2024	186	10.1	13.3	0.02	0.38	0.53	0.90	0.35	0.13	0.48	—	2,698	2,698	0.09	0.09	3.12	2,731
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.39	10.6	12.7	0.02	0.42	0.53	0.94	0.38	0.13	0.51	—	2,663	2,663	0.10	0.09	0.08	2,694
2024	1.32	10.2	12.4	0.02	0.38	0.53	0.90	0.35	0.13	0.48	—	2,648	2,648	0.10	0.09	0.08	2,678
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.42	3.45	3.97	0.01	0.14	0.17	0.31	0.13	0.05	0.18	—	751	751	0.03	0.02	0.32	759
2024	5.55	3.60	4.52	0.01	0.13	0.18	0.32	0.12	0.04	0.17	—	938	938	0.03	0.03	0.47	949
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.08	0.63	0.72	< 0.005	0.03	0.03	0.06	0.02	0.01	0.03	—	124	124	< 0.005	< 0.005	0.05	126
2024	1.01	0.66	0.82	< 0.005	0.02	0.03	0.06	0.02	0.01	0.03	—	155	155	0.01	0.01	0.08	157

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.82	3.23	21.6	0.04	0.11	1.10	1.20	0.11	0.20	0.30	88.9	6,225	6,314	9.35	0.30	35.5	6,672
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.02	3.40	14.7	0.04	0.10	1.10	1.20	0.10	0.20	0.30	88.9	5,937	6,026	9.35	0.31	21.2	6,372
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.10	3.12	15.5	0.03	0.10	0.96	1.06	0.10	0.17	0.27	88.9	5,573	5,662	9.34	0.28	26.4	6,006

Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.75	0.57	2.83	0.01	0.02	0.17	0.19	0.02	0.03	0.05	14.7	923	937	1.55	0.05	4.37	994

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.98	2.41	17.4	0.04	0.04	1.10	1.14	0.04	0.20	0.24	—	3,687	3,687	0.14	0.19	14.7	3,763
Area	2.79	0.03	3.48	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	—	14.3	14.3	< 0.005	< 0.005	—	14.4
Energy	0.04	0.79	0.66	< 0.005	0.06	—	0.06	0.06	—	0.06	—	2,417	2,417	0.22	0.02	—	2,428
Water	—	—	—	—	—	—	—	—	—	—	35.5	107	142	3.65	0.09	—	259
Waste	—	—	—	—	—	—	—	—	—	—	53.5	0.00	53.5	5.34	0.00	—	187
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8
Total	4.82	3.23	21.6	0.04	0.11	1.10	1.20	0.11	0.20	0.30	88.9	6,225	6,314	9.35	0.30	35.5	6,672
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.76	2.61	14.0	0.03	0.04	1.10	1.14	0.04	0.20	0.24	—	3,413	3,413	0.14	0.20	0.38	3,477
Area	2.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.04	0.79	0.66	< 0.005	0.06	—	0.06	0.06	—	0.06	—	2,417	2,417	0.22	0.02	—	2,428
Water	—	—	—	—	—	—	—	—	—	—	35.5	107	142	3.65	0.09	—	259
Waste	—	—	—	—	—	—	—	—	—	—	53.5	0.00	53.5	5.34	0.00	—	187
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8
Total	4.02	3.40	14.7	0.04	0.10	1.10	1.20	0.10	0.20	0.30	88.9	5,937	6,026	9.35	0.31	21.2	6,372
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	1.56	2.32	13.1	0.03	0.04	0.96	0.99	0.03	0.17	0.21	—	3,042	3,042	0.13	0.18	5.56	3,104
Area	2.50	0.01	1.72	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.06	7.06	< 0.005	< 0.005	—	7.08
Energy	0.04	0.79	0.66	< 0.005	0.06	—	0.06	0.06	—	0.06	—	2,417	2,417	0.22	0.02	—	2,428
Water	—	—	—	—	—	—	—	—	—	—	35.5	107	142	3.65	0.09	—	259
Waste	—	—	—	—	—	—	—	—	—	—	53.5	0.00	53.5	5.34	0.00	—	187
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8
Total	4.10	3.12	15.5	0.03	0.10	0.96	1.06	0.10	0.17	0.27	88.9	5,573	5,662	9.34	0.28	26.4	6,006
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.28	0.42	2.40	0.01	0.01	0.17	0.18	0.01	0.03	0.04	—	504	504	0.02	0.03	0.92	514
Area	0.46	< 0.005	0.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.17	1.17	< 0.005	< 0.005	—	1.17
Energy	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	400	400	0.04	< 0.005	—	402
Water	—	—	—	—	—	—	—	—	—	—	5.87	17.7	23.5	0.60	0.01	—	42.9
Waste	—	—	—	—	—	—	—	—	—	—	8.85	0.00	8.85	0.88	0.00	—	31.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.45	3.45
Total	0.75	0.57	2.83	0.01	0.02	0.17	0.19	0.02	0.03	0.05	14.7	923	937	1.55	0.05	4.37	994

3. Construction Emissions Details

3.1. Demolition (2023) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.74	17.0	16.9	0.02	0.76	—	0.76	0.70	—	0.70	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.93	0.93	< 0.005	0.04	—	0.04	0.04	—	0.04	—	137	137	0.01	< 0.005	—	137
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.17	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.6	22.6	< 0.005	< 0.005	—	22.7
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	1.20	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	174	174	0.01	0.01	0.77	176
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.13	7.13	< 0.005	< 0.005	0.01	7.49
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.71	8.71	< 0.005	< 0.005	0.02	8.83

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	< 0.005	0.41
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.44	1.44	< 0.005	< 0.005	< 0.005	1.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.07

3.3. Site Preparation (2023) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.54	15.1	13.7	0.02	0.72	—	0.72	0.66	—	0.66	—	2,063	2,063	0.08	0.02	—	2,070
Dust From Material Movement	—	—	—	—	—	2.44	2.44	—	1.17	1.17	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3

Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	—	1.88
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.72	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	104	104	< 0.005	< 0.005	0.46	106
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.52	0.52	< 0.005	< 0.005	< 0.005	0.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.09	0.09	< 0.005	< 0.005	< 0.005	0.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2023) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.78	17.5	16.3	0.02	0.83	—	0.83	0.77	—	0.77	—	2,453	2,453	0.10	0.02	—	2,462
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.19	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.9	26.9	< 0.005	< 0.005	—	27.0
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.45	4.45	< 0.005	< 0.005	—	4.47

Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.96	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	139	139	0.01	< 0.005	0.62	141
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.39	1.39	< 0.005	< 0.005	< 0.005	1.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.23	0.23	< 0.005	< 0.005	< 0.005	0.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2023) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.19	9.81	10.2	0.02	0.41	—	0.41	0.38	—	0.38	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.19	9.81	10.2	0.02	0.41	—	0.41	0.38	—	0.38	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	2.07	2.15	< 0.005	0.09	—	0.09	0.08	—	0.08	—	381	381	0.02	< 0.005	—	382
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.38	0.39	< 0.005	0.02	—	0.02	0.01	—	0.01	—	63.0	63.0	< 0.005	< 0.005	—	63.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.18	3.22	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	467	467	0.02	0.02	2.07	474
Vendor	0.02	0.52	0.22	< 0.005	0.01	0.12	0.12	0.01	0.03	0.04	—	447	447	< 0.005	0.06	1.19	468
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.21	2.25	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	415	415	0.02	0.02	0.05	420
Vendor	0.02	0.55	0.23	< 0.005	0.01	0.12	0.12	0.01	0.03	0.04	—	448	448	< 0.005	0.06	0.03	467
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.53	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	90.3	90.3	< 0.005	< 0.005	0.19	91.6
Vendor	< 0.005	0.12	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	94.6	94.6	< 0.005	0.01	0.11	98.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	14.9	14.9	< 0.005	< 0.005	0.03	15.2
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.7	15.7	< 0.005	< 0.005	0.02	16.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	9.44	10.1	0.02	0.37	—	0.37	0.34	—	0.34	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.13	9.44	10.1	0.02	0.37	—	0.37	0.34	—	0.34	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	3.20	3.42	0.01	0.13	—	0.13	0.12	—	0.12	—	610	610	0.02	< 0.005	—	612
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.58	0.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	101	101	< 0.005	< 0.005	—	101
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.17	2.97	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	457	457	0.02	0.02	1.92	465
Vendor	0.02	0.49	0.20	< 0.005	0.01	0.12	0.12	0.01	0.03	0.04	—	440	440	< 0.005	0.06	1.19	459
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.20	2.06	0.00	0.00	0.41	0.41	0.00	0.10	0.10	—	406	406	0.02	0.02	0.05	412
Vendor	0.01	0.52	0.21	< 0.005	0.01	0.12	0.12	0.01	0.03	0.04	—	440	440	< 0.005	0.06	0.03	459
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.07	0.78	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	142	142	0.01	0.01	0.28	144
Vendor	0.01	0.18	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	149	149	< 0.005	0.02	0.17	155

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	23.5	23.5	< 0.005	< 0.005	0.05	23.8
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	24.7	24.7	< 0.005	< 0.005	0.03	25.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2024) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.53	4.90	6.53	0.01	0.23	—	0.23	0.21	—	0.21	—	992	992	0.04	0.01	—	995
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.13	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.2	27.2	< 0.005	< 0.005	—	27.3
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.50	4.50	< 0.005	< 0.005	—	4.51

Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	1.10	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	170	170	0.01	0.01	0.72	173
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.27	4.27	< 0.005	< 0.005	0.01	4.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2024) - Unmitigated

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

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

Off-Road Equipment	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	185	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.66	3.66	< 0.005	< 0.005	—	3.67
Architectural Coatings	5.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.61	0.61	< 0.005	< 0.005	—	0.61
Architectural Coatings	0.93	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.59	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	91.5	91.5	< 0.005	< 0.005	0.38	92.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.29	2.29	< 0.005	< 0.005	< 0.005	2.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.38	0.38	< 0.005	< 0.005	< 0.005	0.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	1.98	2.41	17.4	0.04	0.04	1.10	1.14	0.04	0.20	0.24	—	3,687	3,687	0.14	0.19	14.7	3,763
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.98	2.41	17.4	0.04	0.04	1.10	1.14	0.04	0.20	0.24	—	3,687	3,687	0.14	0.19	14.7	3,763
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	1.76	2.61	14.0	0.03	0.04	1.10	1.14	0.04	0.20	0.24	—	3,413	3,413	0.14	0.20	0.38	3,477
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.76	2.61	14.0	0.03	0.04	1.10	1.14	0.04	0.20	0.24	—	3,413	3,413	0.14	0.20	0.38	3,477
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.28	0.42	2.40	0.01	0.01	0.17	0.18	0.01	0.03	0.04	—	504	504	0.02	0.03	0.92	514
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.28	0.42	2.40	0.01	0.01	0.17	0.18	0.01	0.03	0.04	—	504	504	0.02	0.03	0.92	514

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,475	1,475	0.14	0.02	—	1,483
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1,475	1,475	0.14	0.02	—	1,483
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,475	1,475	0.14	0.02	—	1,483
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	1,475	1,475	0.14	0.02	—	1,483
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	244	244	0.02	< 0.005	—	246
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	244	244	0.02	< 0.005	—	246

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.04	0.79	0.66	< 0.005	0.06	—	0.06	0.06	—	0.06	—	942	942	0.08	< 0.005	—	945
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.04	0.79	0.66	< 0.005	0.06	—	0.06	0.06	—	0.06	—	942	942	0.08	< 0.005	—	945
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.04	0.79	0.66	< 0.005	0.06	—	0.06	0.06	—	0.06	—	942	942	0.08	< 0.005	—	945
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.04	0.79	0.66	< 0.005	0.06	—	0.06	0.06	—	0.06	—	942	942	0.08	< 0.005	—	945
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	156	156	0.01	< 0.005	—	156
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Total	0.01	0.14	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	156	156	0.01	< 0.005	—	156

4.3. Area Emissions by Source

4.3.2. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.57	0.03	3.48	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	—	14.3	14.3	< 0.005	< 0.005	—	14.4
Total	2.79	0.03	3.48	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01	—	14.3	14.3	< 0.005	< 0.005	—	14.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer	0.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.05	< 0.005	0.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.17	1.17	< 0.005	< 0.005	—	1.17
Total	0.46	< 0.005	0.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.17	1.17	< 0.005	< 0.005	—	1.17

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	35.5	106	142	3.65	0.09	—	259
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.24	0.24	< 0.005	< 0.005	—	0.24
Total	—	—	—	—	—	—	—	—	—	—	35.5	107	142	3.65	0.09	—	259
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	35.5	106	142	3.65	0.09	—	259
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.24	0.24	< 0.005	< 0.005	—	0.24
Total	—	—	—	—	—	—	—	—	—	—	35.5	107	142	3.65	0.09	—	259
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	—	—	—	—	—	—	—	—	—	—	5.87	17.6	23.5	0.60	0.01	—	42.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.04	0.04	< 0.005	< 0.005	—	0.04
Total	—	—	—	—	—	—	—	—	—	—	5.87	17.7	23.5	0.60	0.01	—	42.9

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	53.5	0.00	53.5	5.34	0.00	—	187
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	53.5	0.00	53.5	5.34	0.00	—	187
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	53.5	0.00	53.5	5.34	0.00	—	187
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	53.5	0.00	53.5	5.34	0.00	—	187
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	8.85	0.00	8.85	0.88	0.00	—	31.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	8.85	0.00	8.85	0.88	0.00	—	31.0

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.8	20.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.45	3.45
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.45	3.45

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	8/8/2023	9/5/2023	5.00	20.0	—
Site Preparation	Site Preparation	9/6/2023	9/8/2023	5.00	2.00	—
Grading	Grading	9/9/2023	9/14/2023	5.00	4.00	—

Building Construction	Building Construction	9/15/2023	6/21/2024	5.00	200	—
Paving	Paving	6/22/2024	7/6/2024	5.00	10.0	—
Architectural Coating	Architectural Coating	7/7/2024	7/21/2024	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	7.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42

Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	17.3	LDA,LDT1,LDT2
Demolition	Vendor	—	10.6	HHDT,MHDT
Demolition	Hauling	0.10	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	17.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.6	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	17.3	LDA,LDT1,LDT2
Grading	Vendor	—	10.6	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	33.6	17.3	LDA,LDT1,LDT2
Building Construction	Vendor	13.1	10.6	HHDT,MHDT

Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	17.3	LDA,LDT1,LDT2
Paving	Vendor	—	10.6	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	6.72	17.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.6	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	120,000	40,000	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	150	—

Site Preparation	0.00	0.00	1.88	0.00	—
Grading	0.00	0.00	4.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Industrial Park	0.00	0%
Parking Lot	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	532	0.03	< 0.005
2024	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Industrial Park	270	203	99.2	86,057	3,863	2,912	1,422	1,233,179
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	120,000	40,000	—

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Industrial Park	1,543,930	349	0.0330	0.0040	2,939,980
Parking Lot	0.00	349	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	18,500,000	1,153,172
Parking Lot	0.00	59,972

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	99.2	0.00
Parking Lot	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Generator Sets	CNG	Tier 2	2.00	8.00	87.1	4.61

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	33.9	annual days of extreme heat
Extreme Precipitation	0.05	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	1.01	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

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

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

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

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	88.7

AQ-PM	5.38
AQ-DPM	2.30
Drinking Water	68.6
Lead Risk Housing	38.9
Pesticides	0.00
Toxic Releases	42.9
Traffic	0.89
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	0.00
Haz Waste Facilities/Generators	16.6
Impaired Water Bodies	0.00
Solid Waste	63.7
Sensitive Population	—
Asthma	90.4
Cardio-vascular	69.1
Low Birth Weights	93.1
Socioeconomic Factor Indicators	—
Education	49.2
Housing	59.7
Linguistic	29.5
Poverty	77.8
Unemployment	98.4

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract

Economic	—
Above Poverty	43.33376107
Employed	3.182343128
Median HI	48.53073271
Education	—
Bachelor's or higher	28.85923264
High school enrollment	100
Preschool enrollment	47.91479533
Transportation	—
Auto Access	36.95624278
Active commuting	27.69151803
Social	—
2-parent households	36.58411395
Voting	53.56088798
Neighborhood	—
Alcohol availability	78.91697677
Park access	22.01976132
Retail density	10.85589632
Supermarket access	23.77774926
Tree canopy	0.256640575
Housing	—
Homeownership	48.58206082
Housing habitability	60.4003593
Low-inc homeowner severe housing cost burden	70.38367766
Low-inc renter severe housing cost burden	38.32926986
Uncrowded housing	58.74502759
Health Outcomes	—

Insured adults	61.8760426
Arthritis	0.0
Asthma ER Admissions	21.9
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	28.5
Cognitively Disabled	38.1
Physically Disabled	13.2
Heart Attack ER Admissions	4.1
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	14.1

Elderly	53.8
English Speaking	98.1
Foreign-born	10.0
Outdoor Workers	47.7
Climate Change Adaptive Capacity	—
Impervious Surface Cover	94.7
Traffic Density	1.9
Traffic Access	0.0
Other Indices	—
Hardship	71.1
Other Decision Support	—
2016 Voting	36.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	47.0
Healthy Places Index Score for Project Location (b)	31.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	The Site Plan provides for 130 parking spaces.
Operations: Off-Road Equipment EF	CARB Certified Generator Use

APPENDIX D

Biological Resource Assessments

(APNs 225-221-02, -03, & 225-092-13)

July 6, 2020 and May 27, 2021

Biological Resource Assessment of
APNs 225-221-02 and 03
California City, California

6 July 2020

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Biological Resource Assessment of APNs 225-221-02 and 03, California City, California

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

Abstract

A zone change and future development has been proposed for APNs 225-221-02 and 03, California City, California. The approximately 5 acre (2 ha) study area was located south of California City Boulevard and 1.65 miles (2.66 km) west of Gantt Road, T32S, R36E**,** the N1/2 of the N1/2 of the NE1/4 of the NW1/4 of Section 25, M.D.B.M. A line transect survey was conducted on 30 June 2020 to inventory biological resources. The proposed project area was characteristic of a disturbed creosote bush (*Larrea tridentata*) scrub plant community. A total of twenty-seven plant species and fifteen 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. Mohave ground squirrels are not expected due to lack of required forage plant species. No Mohave ground squirrel (*Xerospermophilus mohavensis*) habitat is present within the study site. 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. No other state or federally listed species are expected to occur within the proposed project area. No ephemeral washes or other water features were observed within the study site.

Recommended Protection Measures:

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 (*Corvas corax*) and other desert tortoise predators to the area.

Significance: Development of this small site will not result in a significant adverse impact to biological resources.

Development has been proposed for APNs 225-221-02 and 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*), burrowing owl (*Athene cunicularia*), prairie falcon (*Falco mexicanus*), desert cymopterus (*Cymopterus deserticola*), Barstow woolly sunflower (*Eriophyllum mohanense*), and alkali mariposa lily (*Calochortus striatus*).

Study Area

The approximately 5 acre (2 ha) study area was located south of California City Boulevard and 1.65 miles (2.66 km) west of Gantt Road, T32S, R36E**,** the N1/2 of the N1/2 of the NE1/4 of the NW1/4 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.

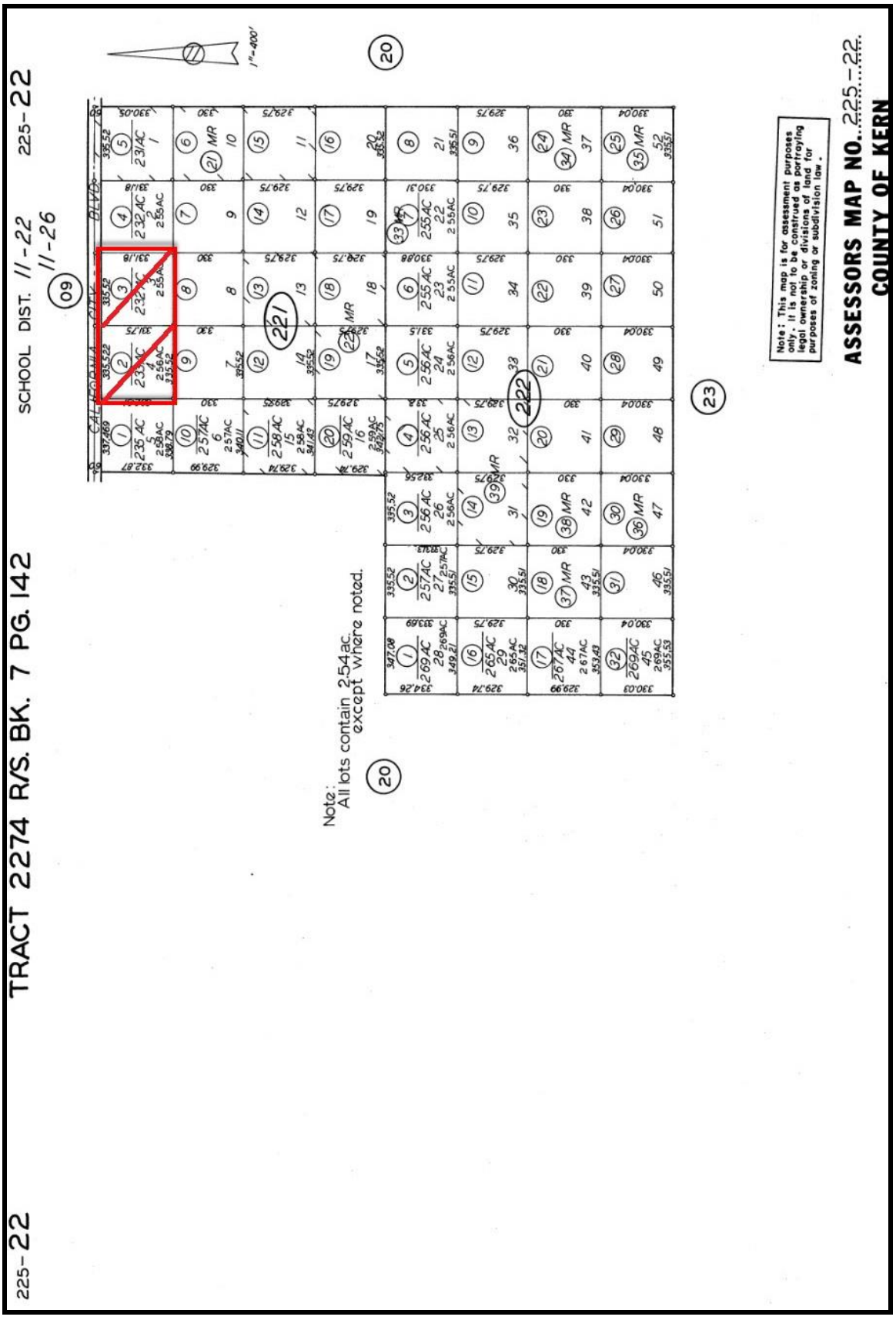


Figure 1. Approximate location of proposed project area as depicted on APN map.

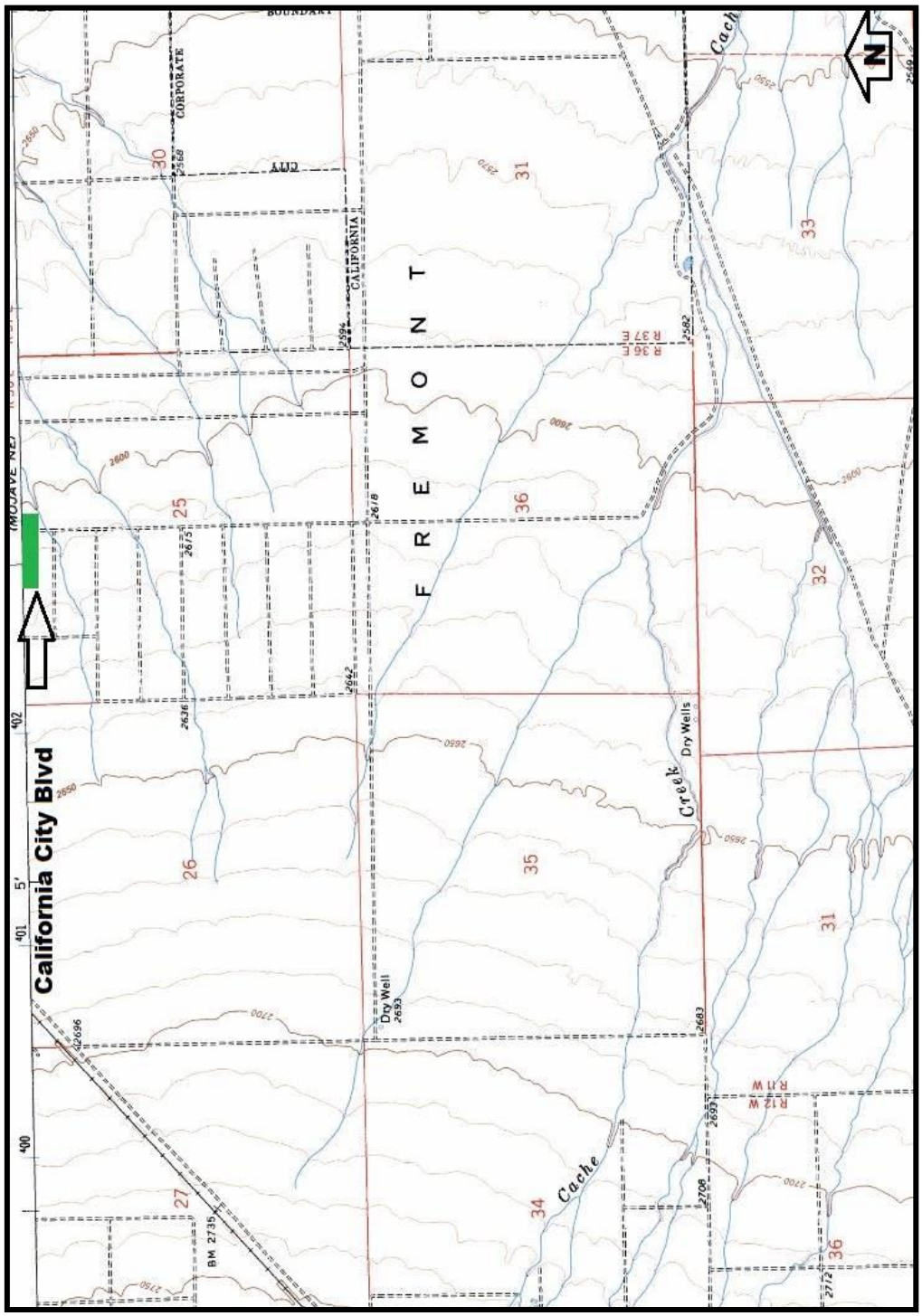


Figure 2. Approximate location of study area as depicted on excerpt from USGS Quadrangle, Sanborn, Calif., 7.5’ 1994.



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

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 an east-west orientation. Consistent with survey protocol, line transects were approximately 660 feet (213 m) long and spaced about 30 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. A burrowing owl habitat assessment of the project site and adjacent areas was conducted consistent with protocol guidance (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, 2018c, 2019a, 2019b), 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 30 June 2020. Weather conditions consisted of warm temperatures (estimated 80 degrees F), 0% cloud cover, and a slight breeze. Sandy loam surface soil texture was observed throughout the study area. Topography of the study area was approximately 2,610 feet (842 m) above sea level. The USGS topographic map did not indicate the presence of blue line streams within the study area. No ephemeral washes or other water features were observed during the field survey.

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-seven plant species were observed during the line transect survey (Table 1). The dominant shrub species throughout the study area was creosote bush. Red-stemmed filaree (*Erodium cicutarium*) 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 fifteen 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 squirrel habitat was observed within the study site.



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

Table 1. List of plant species that were observed during the line transect survey of APNs 225-221-02 and 03, California City, California.

Common Name	Scientific Name
Creosote bush	*Larrea tridentata*
Burrobush	*Ambrosia dumosa*
Felt thorn	*Tetradymia stenolepis*
Cheesebush	*Hymenoclea salsola*
Goldenhead	*Acamptopappus sphaerocephalus*
Cooper goldenbush	*Haplopappus cooperi*
Hairy podded pepperweed	*Lepidium lasiocarpum lasiocarpum*
Goldfields	*Lasthenia californica*
Fiddleneck	*Amsinckia tessellata*
Loco weed	*Astragalus* sp.
Turkey mullein	*Eremocarpus setigerus*
Comet blazing star	*Mentzelia albicaulis*
Small flowered poppy	*Eschscholtzia minutiflora*
Fivetooth spineflower	*Chorizanthe watsonii*
Slender keel fruit	*Tropidocarpum gracile*
Comb-bur	*Pectocarya recurvata*
Blue mantle	*Eriastrum diffusum*
Angle-stem buckwheat	*Eriogonum angulosum*
Desert needlegrass	*Stipa comata*
Rattlesnake weed	*Euphorbia albomarginata*
Red stemmed filaree	*Erodium cicutarium*
Mustard sp.	Brassicaceae
Tumble mustard	*Sisymbrium altisissiimum*
Annual burweed	*Franseria acanthicarpa*
Schismus	*Schismus* sp.
Cheatgrass	*Bromus tectorum*
Red brome	*Bromus rubens*

Table 2. List of wildlife species, or their sign, that were observed during the line transect survey of APNs 225-221-02 and 03, California City, California.

Common Name	Scientific Name
Rodents	Order: Rodentia
Kangaroo rat	*Dipodomys* sp.
Black-tailed jackrabbit	*Lepus californicus*
Sheep	*Ovis* sp.
Western whiptail	*Cnemidophorus tigris*
Bees	Order: Hymenoptera
Cabbage white butterfly	*Pieris rapae*
Butterfly, small, orange	Order: Lepidoptera
Grasshopper	Order: Orthoptera
Wasp	Order: Hymenoptera
Tarantula wasp	*Pepsis formosa*
Harvester ants	Order: Hymenoptera
Ants, small, black	Order: Hymenoptera
Termites	Order: Isoptera
Spider sp.	Order: Araneida

A small amount of recent sheep (*Ovis* sp.) grazing sign was observed within the study area. A revegetating dirt road which turns into a two-track trail was present parallel to California City Boulevard within 50 feet (16 m) of the study site's northern boundary.

Discussion

It is likely that most annual species were 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, 2018c, 2019a, 2019b). Results 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 330 feet (160 m) south of California City Boulevard. The entire study site is located within an expected zone of depressed tortoise presence. Based on the location of this project site, the field survey of this study site, and surveys of nearby areas over several years, desert tortoises are not present within the study area. No protection measures are recommended for desert tortoises.

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. Migratory birds would not be expected to nest in the vegetation within the study area. No protection measures are recommended for nesting 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 but located more than 3 miles outside of the recognized Mohave ground squirrel population areas (CDFW 2019) and over 5

Table 3. List of wildlife species that may occur within the study area, APNs 225-221-02 and 03, California City, California.

Common Name	Scientific Name
Deer mouse	*Peromyscus maniculatus*
Merriam kangaroo rat	*Dipodomys merriami*
Desert cottontail	*Sylvilagus auduboni*
Coyote	*Canis latrans*
Domestic dog	*Canis familiaris*
Turkey vulture	*Cathartes aura*
Mourning dove	*Zenaida macroura*
Common raven	*Corvus corax*
Horned lark	*Eremophila alpestris*
Northern mockingbird	*Mimus polyglottos*
Sage sparrow	*Amphispiza belli*
House finch	*Carpodacus mexicanus*
Swallow sp.	Family: Hirundinidae
White crowned sparrow	*Zonotrichia leucophrys*
Gopher snake	*Pituophis melanoleucus*
Mojave rattlesnake	*Crotalus scutulatus*
Side blotched lizard	*Uta stansburiana*
Moth	Order: Lepidoptera
Darkling beetle	*Coelocnemis californicus*
Dragonfly	Order: Odonata

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 as Antelope ground squirrels (*Ammospermophilus leucurus*) are known to do (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).

Six shrub species were present within the project area but 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. 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 within the western portion of California City. 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 (*Ambrosia dumosa*) and a few thorn bushes) and creosote scrub. 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). 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.

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:

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 (*Corvas corax*) and other desert tortoise predators to the area.

Significance: Development of this small site will not result in a significant adverse impact to biological resources.

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Biological Resource Assessment of
APN 225-092-13
California City, California

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Biological Resource Assessment of APN 225-092-13, California City, California

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Abstract

Development has been proposed for APN 225-092-13, California City, California. The approximately 15 acre (6 ha) study area was located north of California City Boulevard and east of the Pacific railroad tracks, T32S, R36E**,** a portion of the W1/2 of the E1/2 of the E1/2 of the SW1/4 of Section 24, M.D.B.M. A line transect survey was conducted on 22 May 2021 to inventory biological resources. The proposed project area was characteristic of a disturbed creosote bush (*Larrea tridentata*) scrub plant community. A total of nineteen plant species and eleven 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. Suitable habitat for Mohave ground squirrels was not present within the study site. Mohave ground squirrels are not expected due to lack of required forage and cover plant species. No American badgers (*Taxidea taxus*) or their sign were observed within the study site. No desert kit foxes (*Vulpes macrotis*) or their sign were observed within the study site. No burrowing owls (*Athene cunicularia*) or their sign were observed within the study site. No potential cover sites for burrowing owls were observed within the study site. Desert kit fox dens and scat with burrowing owl sign was observed approximately 90 feet (27 m) north of the study site. Care must be taken not to impact the area north of the study site. 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. Silver cholla (*Opuntia echinocarpa*) present within the study site provide nesting habitat for smaller migratory birds. Two inactive bird nests were observed within silver cholla during the field survey. 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. A small swale was observed within the study site.

Recommended Protection Measures:

If possible, removal of the billboard sign and silver cholla 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 and/or silver cholla will be removed during or close to the nesting season, a qualified biologist will survey the area 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.

A preconstruction survey for desert kit fox and burrowing owl must be completed prior to ground disturbing activities to ensure these species have not moved into the study site. If they are found to be present within the study site mitigation measures would be required. No impacts north of the northern boundary of the study site should occur. To ensure these resources are protected a 50 foot (16 m) buffer should be set up from the off-site dens to ensure no ground disturbing activities impact them.

An area that has any of the following characteristics which will be impacted by development: distinct bed, bank, channel, signs of scouring, evidence of water flow, may require a Streambed Alteration Agreement from the CDFW prior to development activities. This project may require consultation with California Department of Fish and Wildlife to determine whether a Streambed Alteration Agreement is needed.

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

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 (*Corvas 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 that sensitive species will still be protected if conditions change prior to future construction.

Development has been proposed for APN 225-092-13, 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*), Le Conte's thrasher (*Toxostoma lecontei)*, 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 15 acre (6 ha) study area was located north of California City Boulevard and 1.25 miles (2 km) east of the Pacific railroad tracks, T32S, R36E**,** a portion of the W1/2 of the E1/2 of the E1/2 of the SW1/4 of Section 24, M.D.B.M. (Figures 2 and 3). California City Boulevard formed the southern boundary of the study area. Disturbed creosote bush (*Larrea tridentata*) scrub habitat occurred south of California City Boulevard and adjacent to the western, northern, and eastern boundaries of the study area. A dirt road occurred along and within 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 1,980 feet (603.5 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 and 10x50 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,

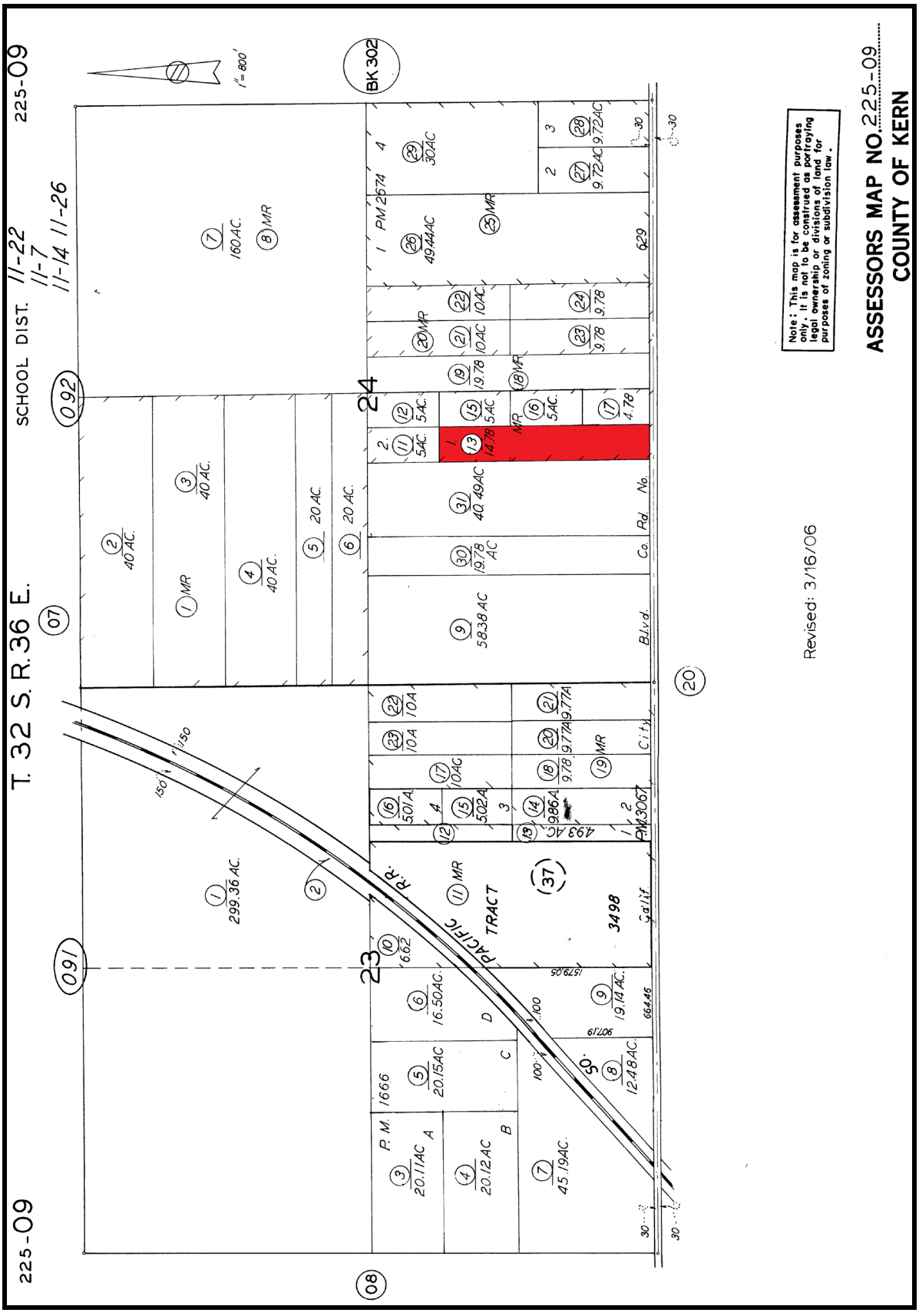


Figure 1. Approximate location of proposed project area as depicted on APN map.

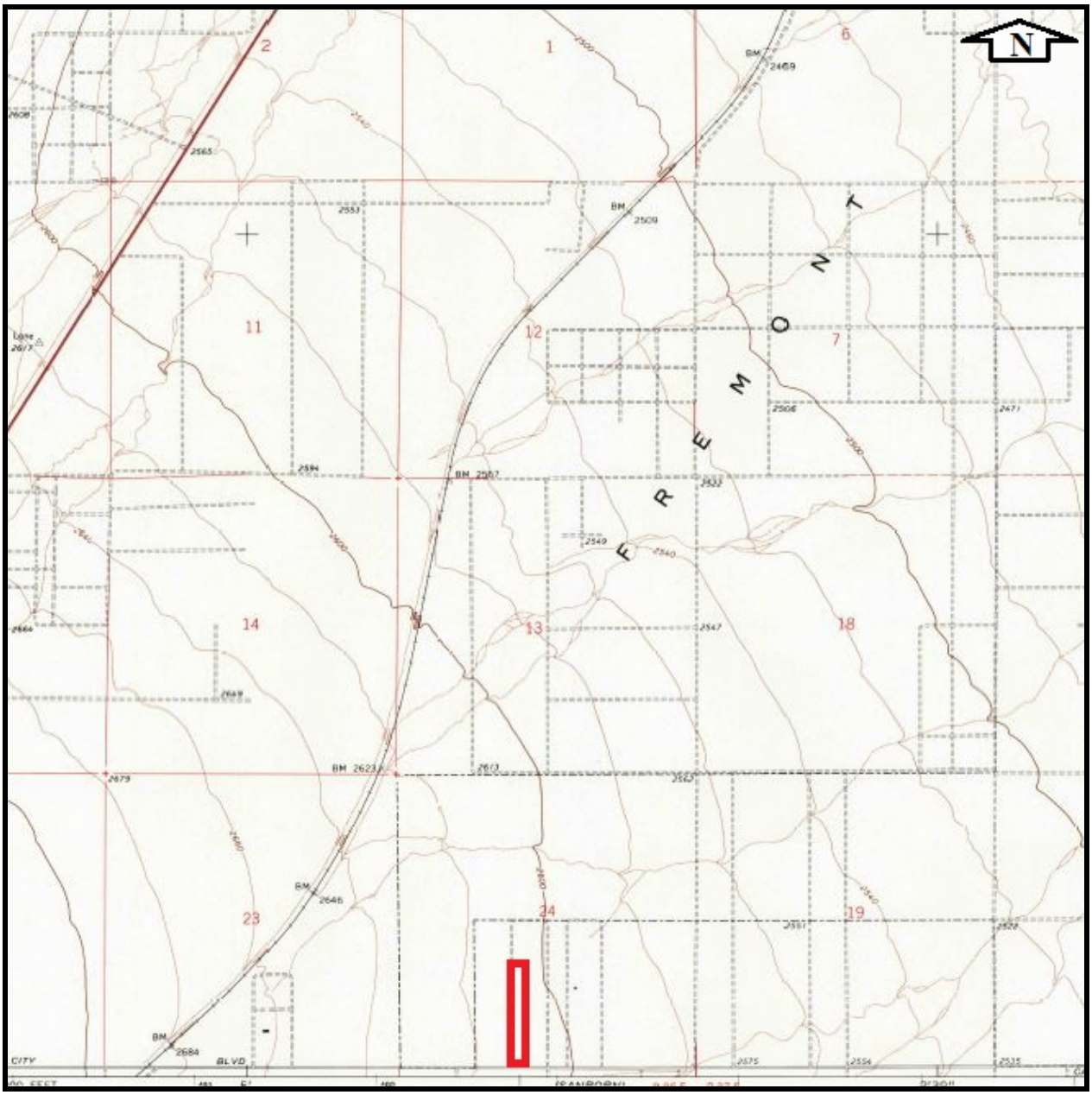


Figure 2. Approximate location of study area as depicted on excerpt from USGS Quadrangle, Mojave NE, Calif., 7.5' 1973.

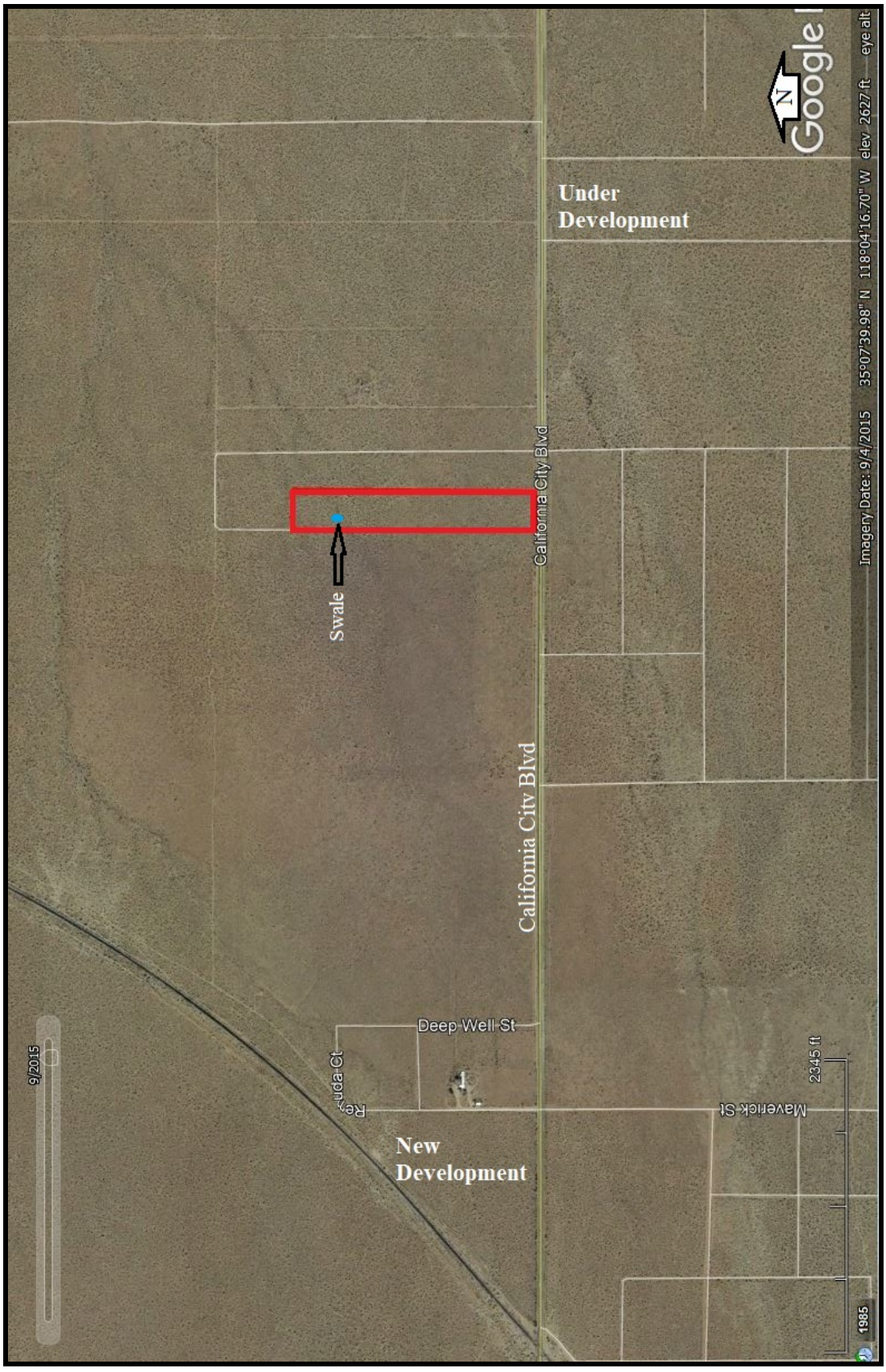


Figure 3. Aerial photograph showing surrounding land use, 2015, Google Earth.

Halfpenny 1986, Lowrey 2006, Murie 1974). Aerial photographs, California Natural Diversity Database (CNDD 2018a, 2018b), previous surveys in the area (Hagan 2014, 2017a-c, 2018a-b, 2019a-b), and the USGS topographic map were reviewed. Photographs of the study site were taken (Figure 4).

Results

A total of 10 line transects were walked on 22 May 2021. Weather conditions consisted of warm temperatures (estimated 70 degrees F), 30% cloud cover, and moderate to high winds. Sandy loam surface soil texture was observed throughout the study area. Aerial photography indicated a wash may be present within the study site. A small swale-like feature was observed at the location indicated on the aerial photo within the study site (Figure 3). Topography of the study area ranged from approximately 2,605 to 2,621 feet (794 to 799 m) above sea level.

The proposed project area was characteristic of a moderately disturbed creosote bush scrub plant community (Barbour and Major 1988, Barbour et.al. 2007). A total of nineteen plant species were observed during the line transect survey (Table 1). The dominant shrub species throughout the study area was creosote bush. Red-stemmed filaree (*Erodium cicutarium*) 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 eleven 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 Mohave ground squirrels (*Xerospermophilus mohavensis*) were observed or audibly detected during the field survey. Suitable habitat for Mohave ground squirrels was not present within the study site. No American badgers or their sign were observed within the study site. No desert kit foxes or their dens were observed within the study site. Desert kit fox dens were observed approximately 90 feet (16 m) north of the study site. No burrowing owls or their sign were observed within the study site. No potential cover sites for burrowing owls were observed within the study site. Burrowing owl sign was observed associated with the off-site desert kit fox dens. No Le Conte's thrasher were observed within the study site and would not be expected within or adjacent to the study site due to lack of suitably dense habitat.

Old and recent sheep (*Ovis* sp.) grazing sign was observed within the study area. A small amount of litter/debris was observed within the study area. Off-highway vehicle (OHV) tracks were present within the study site. A dirt road oriented north-south, was present within the study site. A dump site was observed adjacent to the west boundary of the study site. A billboard was present within the southern portion of the study site.

Discussion

It is probable that most annual species were visible during the time the field survey was performed. Although the survey was accomplished during spring little sign of annual plant species germination was visible. Suitable habitat for alkali mariposa lily, desert cymopterus, or Barstow wooly sunflower was not present within the study site. No sensitive plant species are expected to exist within the study site. Although not observed, several wildlife species would be expected to occur within the proposed project area (Table 3).

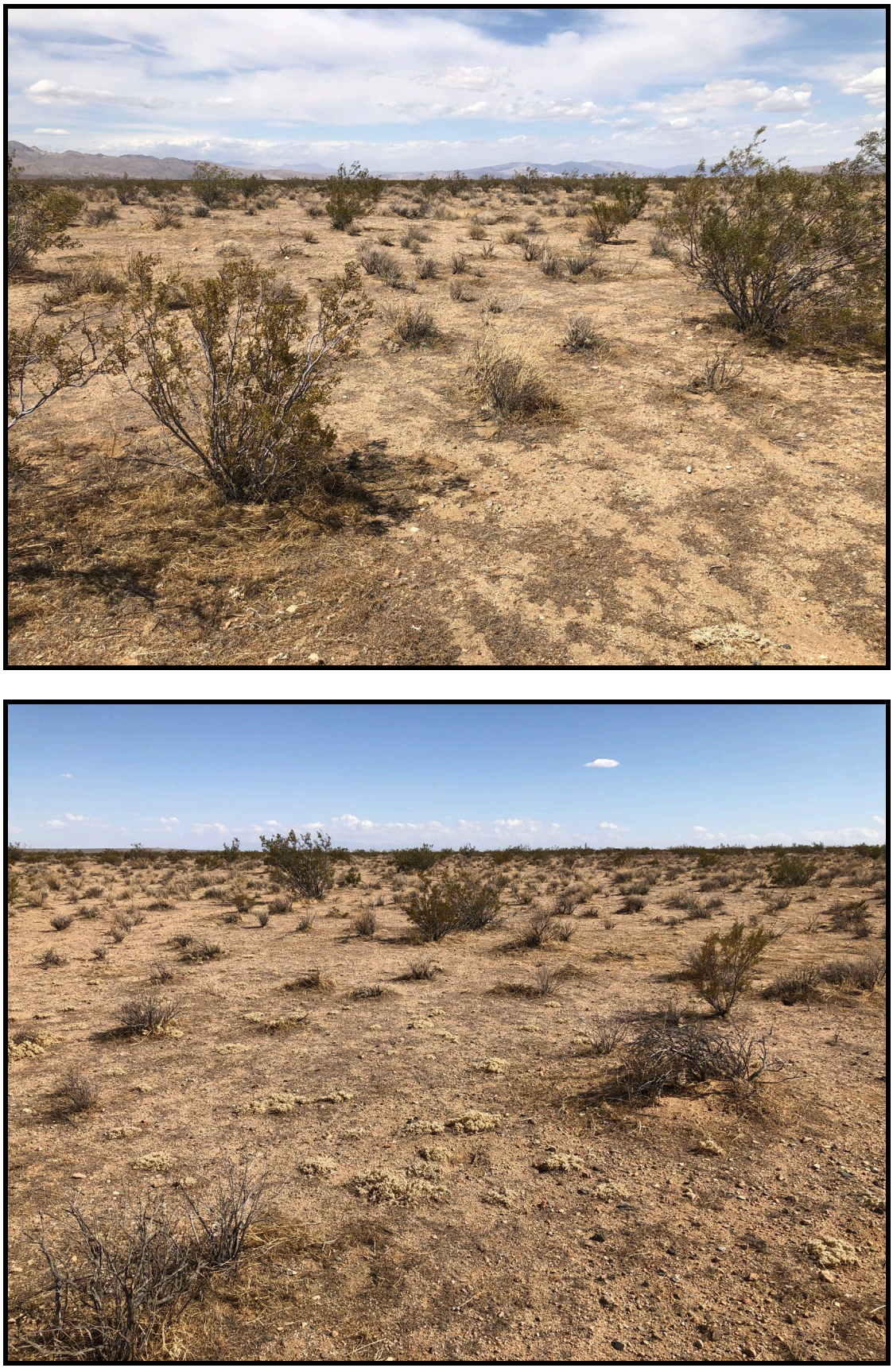


Figure 4. Photographs depicting the general habitat within the study site.

Table 1. List of plant species that were observed during the line transect survey of APN 225-092-13, California City, California.

Common Name	Scientific Name
Creosote bush	*Larrea tridentata*
Burrobush	*Ambrosia dumosa*
Cheesebush	*Hymenoclea salsola*
Lacy phacelia	*Phacelia tanacetifolia*
Silver cholla	*Opuntia echinocarpa*
Cooper goldenbush	*Haplopappus cooperi*
Goldenhead	*Acamptopappus sphaerocephalus*
Thistle sage	*Salvia carduacea*
Fiddleneck	*Amsinckia tessellata*
Turkey mullein	*Eremocarpus setigerus*
Blue mantle	*Eriastrum diffusum*
Rattlesnake weed	*Euphorbia albomarginata*
Red stemmed filaree	*Erodium cicutarium*
Russian thistle	*Salsola iberica*
California mustard	*Caulanthus lasiophyllus*
Tumble mustard	*Sisymbrium altisissiimum*
Schismus	*Schismus* sp.
Cheatgrass	*Bromus tectorum*
Red brome	*Bromus rubens*

Table 2. List of wildlife species, or their sign, that were observed during the line transect survey of APN 225-092-13, California City, California.

Common Name	Scientific Name
Rodents	Order: Rodentia
Desert cottontail	*Sylvilagus auduboni*
Black-tailed jackrabbit	*Lepus californicus*
Coyote	*Canis latrans*
Domestic goat	*Capra hircus*
Sheep	*Ovis* sp.
Mourning dove	*Zenaida macroura*
Sparrow sp.	Family: Emberizidae
Dragonfly	Order: Odonata
Wolf spider	Order: Araneida
Harvester ants	Order: Hymenoptera

Table 3. List of wildlife species that may occur within the study area, APN 225-092-13, California City, California.

Common Name	Scientific Name
Deer mouse	*Peromyscus maniculatus*
Desert kit fox	*Vulpes macrotis*
Turkey vulture	*Cathartes aura*
Common raven	*Corvus corax*
Horned lark	*Eremophila alpestris*
Northern mockingbird	*Mimus polyglottos*
Sage sparrow	*Amphispiza belli*
House finch	*Carpodacus mexicanus*
White crowned sparrow	*Zonotrichia leucophrys*
Gopher snake	*Pituophis melanoleucus*
Western whiptail	*Cnemidophorus tigris*
Side blotched lizard	*Uta stansburiana*
Grasshopper	Order: Orthoptera
Spider sp.	Order: Araneida
Cabbage white butterfly	*Pieris rapae*
Moth	Order: Lepidoptera
Wasp, small, black	Order: Hymenoptera
Darkling beetle	*Coelocnemis californicus*

Human impacts to the area are expected to continue. Habitat in the general area will continue to become degraded and fragmented. Sheep grazing has become a common occurrence within this area. Sheep grazing changes the structure and composition of the soils, removes native annual plant species, and increases non-native plant species. 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 endangered and federally threatened listed 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 (Hagan 2014, 2017a-c, 2018a-b, 2019a-b). Results 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 northern boundary of the study site is approximately 1,980 feet (603.5 m) north 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.

Desert kit foxes are protected from take by 14 CCR Section 460. Although no desert kit fox dens were observed within the study site desert kit fox dens were observed within 90 feet (16 m) north of the study site. There is potential for desert kit foxes to take up residence within the study site. In addition, there would be potential for ground disturbing activities to impact the dens north of the study site.

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. However, evidence of burrowing owl use was observed associated with the desert kit fox dens located north of the study site.

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 and silver cholla (*Opuntia echinocarpa*) 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. The farthest documented movement of MGS is 3.9 miles (6.2 km) (Harris and Leitner 2005). No

movement corridors are expected to exist between the closest core MGS population and the project site. 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 MGS 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. 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). 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. 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 within 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. This wholesale grazing activity has left behind denuded areas. 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.

Only a small swale was observed within the study site. No streams or washes of significant size or characteristics 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). 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.

The swale within the study site was subtle, oriented east-west, and approximately 2 feet across (0.6 m) across. The vegetation characteristics in the wash was the same as the surrounding desert. This feature does not appear to provide unique or significant value to the natural resources within the area.

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 2020, 2021, 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 and silver cholla 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 and/or silver cholla will be removed during or close to the nesting season, a qualified biologist will survey the area 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.

A preconstruction survey for desert kit fox and burrowing owl must be completed prior to ground disturbing activities to ensure these species have not moved into the study site. If these species immigrate into the study site. If they are found to be present within the study site mitigation measures would be required. No impacts north of the northern boundary of the study site should occur. To ensure these resources are protected a 50 foot (16 m) buffer should be set up from the off-site dens to ensure no ground disturbing activities impact them.

An area that has any of the following characteristics which will be impacted by development: distinct bed, bank, channel, signs of scouring, evidence of water flow, may require a Streambed Alteration Agreement from the CDFW prior to development activities. This project may require consultation with California Department of Fish and Wildlife to determine whether a Streambed Alteration Agreement is needed.

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

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 (*Corvas 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 that sensitive species will still be protected if conditions change prior to future construction.

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