

Initial Study

# Concord Center Industrial Project

Prepared for:



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## PROJECT INFORMATION

This document is the Initial Study for the potential environmental effects of the City of Woodlake's (City) Concord Center Industrial Project (Project). The City of Woodlake will act as the Lead Agency for this project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Copies of all materials referenced in this report are available for review in the project file during regular business hours at 350 N. Valencia Avenue, Woodlake, CA 93286.

### Project title

Concord Center Development Project

### Lead agency name and address

City of Woodlake  
350 N. Valencia Avenue  
Woodlake, CA 93286

### Contact person and phone number

Jason Waters, Community Services Director  
City of Woodlake  
(559) 564-8055

### Project location

The City of Woodlake is located in Tulare County in the southern part of the San Joaquin Valley. The proposed Project is located on the southwest corner of Road 204 and Avenue 344 (State Route 216) on APN 060-170-071 and -098. Woodlake is bisected by SR 216 and SR 245 and the City is situated five miles north of SR 198.

Figure 1 - Location





Figure 2 – Site Aerial



## Project sponsor's name/address

Moe Essa  
Woodlake Concord Center, Inc.  
2300 W. Shaw Ave #140  
Fresno, CA 93711

## General plan designation

Industrial

## Zoning

Light Industrial (ML)

## Project Description

The Project Applicant intends to construct and operate a 17.8-acre industrial center that will house various industrial uses allowable by the zone district, including cannabis cultivation and distribution which is allowable with a Conditional Use Permit.

## Project Components

- A Tentative Parcel Map to allow for the division of the existing parcels into 13 parcels, ranging in size of between 42,000 and 62,000 square feet each.
- Constructing and operating one building on each lot, ranging from 10,000 to 22000 square feet each, for a total of up to 210,000 square feet of industrial space.
- Constructing internal access roads, parking spaces and associated landscaping, as detailed on Figure 3 – Site Plan.
- Connecting the Project to the existing City water, wastewater, and stormdrain systems.
- Installation of perimeter security, including lighting and an alarm system, in accordance with Chapter 5.48 of the Woodlake Municipal Code.

Construction will occur in one phase and is anticipated to take up to two years to complete.

## Project Operations

The project at full build-out will house thirteen individual industrial businesses either allowable within the Light Industrial (ML) Zone District or cannabis businesses allowable with the approval of a Conditional Use Permit.



The facility's electrical needs will continue to be serviced by existing Southern California Edison connections that have been assessed as sufficient for full operation of allowable uses industrial uses, including indoor/mixed light cannabis cultivation.

Once a business is established, water needs, including cultivation water needs for cannabis will be serviced by an existing on-site well or by connecting to City water, while water for sanitary facilities for the entire complex will come from the City. Stormwater will be kept on-site and wastewater, including sewer use, will be serviced by on-site septic systems.

To accommodate this Project, the following entitlements are required:

- Tentative Parcel Map to divide the existing parcel into 13 separate parcels
- Conditional Use Permit to operate under a Cannabis Business License (Cultivation, Manufacturing, and Distribution) for cannabis businesses

### Surrounding Land Uses/Existing Conditions

The proposed Project site is currently being utilized for agricultural purposes, specifically fruit orchards.

Lands surrounding the proposed Project are described as follows:

- North: Unincorporated agricultural land, industrial use within City limits on the corner wedge.
- South: Agricultural land/ rural residential.
- East: Agricultural land/ rural residential.
- West: Industrial.



Figure 3 – Site Plan



## Other Public Agencies Involved

- State of California Native American Heritage Commission
- San Joaquin Valley Air Pollution Control District
- Central Valley Regional Water Quality Control Board

## Tribal Consultation

The City of Woodlake has not received any project-specific requests from any Tribes in the geographic area with which it is traditionally and culturally affiliated with or otherwise to be notified about projects in the City of Woodlake.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

## DETERMINATION

On the basis of this initial evaluation:

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

- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
  
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
  
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
  
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



September 20, 2019

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Jason Waters

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Date

Community Services Director

City of Woodlake



# ENVIRONMENTAL CHECKLIST

## I. AESTHETICS

### Would the project:

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

## ENVIRONMENTAL SETTING

The City of Woodlake is located on the San Joaquin Valley floor at the western foothills of the Sierra Nevada mountain range. On clear days, the peaks are visible from the majority of the City. The site is located in an industrial and agricultural area with large industrial facilities and citrus orchards dominating the landscape. The proposed Project site is bounded to the north by Avenue 344 (SR 216), to the west by Road 204, to the east by agriculture and a rural home, and to the south by agriculture and rural homes. There are no adopted scenic resources or scenic in the area. State Routes (SR) in the proposed Project vicinity include 216, 245 and 198.

## RESPONSES

- a. Have a substantial adverse effect on a scenic vista?
- 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 regulations governing scenic quality?

**Less than Significant Impact.** The City of Woodlake General Plan does not identify any scenic vistas within the proposed Project area; however, the peaks of the Sierra Nevada mountain range are clearly visible on many days of the year. A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area.

The proposed Project is consistent with the existing character and uses of the surrounding area, as other built-up land, including industrial/commercial businesses, are in the neighboring vicinities. As such, Project operations will not degrade the existing visual character of the site. Construction activities may be visible from the adjacent roadside; however, the construction activities will be temporary in nature and will not affect a scenic vista.

There are no state designated scenic highways within the immediate proximity to the Project site. California Department of Transportation Scenic Highway Mapping System identifies SR 198 east of SR 99 as an Eligible State Scenic Highway.<sup>1</sup> This is the closest highway, located approximately 5.2 miles southeast of the Project site; however, the Project site is both physically and visually separated from SR 198 by intervening land uses. In addition, no scenic highways or roadways are listed within the Project area in the City of Woodlake's General Plan or Tulare County's General Plan. Based on the National Register of Historic Places (NRHP) and the City's General Plan, no historic buildings exist on the Project site. The proposed Project would not cause damage to rock outcroppings or historic buildings within a State scenic highway corridor. Any impacts would be considered *less than significant*.

**Mitigation Measures:** None are required.

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<sup>1</sup> California Department of Transportation. California Scenic Highway Mapping System, Tulare County. [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm). Accessed July 2019.

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

**Less Than Significant Impact.** Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments; however, these lights have the potential to produce spillover light and glare and waste energy, and if designed incorrectly, could be considered unattractive. Light that falls beyond the intended area is referred to as “light trespass.” Types of light trespass include spillover light and glare. Minimizing all these forms of obtrusive light is an important environmental consideration. A less obtrusive and well-designed energy efficient fixture would face downward, emit the correct intensity of light for the use, and incorporate energy timers.

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare. Glare can be reduced by design features that block direct line of sight to the light source and that direct light downward, with little or no light emitted at high (near horizontal) angles, since this light would travel long distances. Cutoff-type light fixtures minimize glare because they emit relatively low-intensity light at these angles.

Currently the sources of light in the Project area are from the surrounding industrial and agricultural uses and the vehicles traveling along Avenue 344 and Road 204. The Project would include nighttime lighting for building and security, as required by Chapter 5.48 of the Woodlake Municipal Code. Accordance with the Municipal Code will also ensure that outdoor lighting does not produce obtrusive glare onto the public right-of-way or adjoining properties. Lighting fixtures for security would be designed with “cutoff” type fixtures or shielded light fixtures, or a combination of fixture types to cast light downward, thereby providing lighting at the ground level for safety while reducing glare to adjacent properties. Accordingly, the Project would not create substantial new sources of light or glare. Potential impacts are *less than significant*.

**Mitigation Measures:** None are required.

## II. AGRICULTURE AND FOREST RESOURCES

### Would the project:

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



## ENVIRONMENTAL SETTING

While the proposed Project site is currently being utilized for agricultural purposes, it is officially designated by the City of Woodlake<sup>2</sup> as ML (Light Industrial). The Project site is considered *Prime Farmland* and *Farmland of Statewide Importance*<sup>3</sup>; however the land is not under the Williamson Act.

## RESPONSES

- 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 in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 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?

**No Impact.** The Project site is *Prime Farmland* and *Farmland of Statewide Importance* according to the California Important Farmland Finder, however it is located in an area considered Light Industrial by the City of Woodlake. As such, potential conversion of farmlands on this site have been found to be significant and unavoidable in the Woodlake General Plan, 2008-2028 EIR (Sch#2008101159) and a Statement of Overriding Consideration has been adopted by the City. The Project site is not under the Williamson Act contract. Therefore, no land conversion from Farmland would occur for the Project. The Project is not zoned for forestland and does not propose any zone changes related to forest or timberland. There is *no impact*.

**Mitigation Measures:** None are required.

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<sup>2</sup> City of Woodlake General Plan, Zoning Map. <http://www.cityofwoodlake.com/wp-content/uploads/2017/11/City-of-Woodlake-Zoning-Map.pdf>. Accessed July 2019.

<sup>3</sup> Department of Conservation, California Important Farmland Finder. <https://maps.conservation.ca.gov/DLRP/CIFE/>. Accessed July 2019.

### III. AIR QUALITY

**Would the project:**

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

### ENVIRONMENTAL SETTING

The climate of the City of Woodlake and the San Joaquin Valley is characterized by long, hot summers and stagnant, foggy winters. Precipitation is low and temperature inversions are common. These characteristics are conducive to the formation and retention of air pollutants and are in part influenced by the surrounding mountains which intercept precipitation and act as a barrier to the passage of cold air and air pollutants.

The proposed Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Air quality plans or attainment plans are used to bring the applicable air basin into attainment with all state and federal ambient air quality standards designed to protect the health and safety of residents

within that air basin. Areas are classified under the Federal Clean Air Act as either “attainment”, “non-attainment”, or “extreme non-attainment” areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State and Federal extreme non-attainment area for O<sub>3</sub>, a State and Federal non-attainment area for PM<sub>2.5</sub>, a State non-attainment area for PM<sub>10</sub>, and Federal and State attainment area for CO, SO<sub>2</sub>, NO<sub>2</sub>, and Pb.

Standards and attainment status for listed pollutants in the Air District can be found in Table 1. Note that both state and federal standards are presented.

**Table 1  
Standards and Attainment Status for Listed Pollutants in the Air District**

	<b>Federal Standard</b>	<b>California Standard</b>
Ozone	0.075 ppm (8-hr avg)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.30 ppm (annual avg) 0.18 ppm (1-hr avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1hr avg)
Lead	1.5 µg/m <sup>3</sup> (calendar quarter) 0.15 µg/m <sup>3</sup> (rolling 3-month avg)	1.5 µg/m <sup>3</sup> (30-day avg)
Particulate Matter (PM <sub>10</sub> )	150 µg/m <sup>3</sup> (24-hr avg)	20 µg/m <sup>3</sup> (annual avg) 50 µg/m <sup>3</sup> (24-hr avg)
Particulate Matter (PM <sub>2.5</sub> )	15 µg/m <sup>3</sup> (annual avg)	35 µg/m <sup>3</sup> (24-hr avg) 12 µg/m <sup>3</sup> (annual avg)

*µg/m<sup>3</sup> = micrograms per cubic meter*

Additional State regulations include:

CARB Portable Equipment Registration Program – This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off- road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NO<sub>X</sub>) and toxic particulate matter from diesel engines. CARB is currently

developing a control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act – Established in 2006, Assembly Bill 32 (AB 32) requires that California’s GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which will be phased in beginning in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions levels.

## RESPONSES

- 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 substantial pollutant concentrations?

**Less than Significant Impact. Less Than Significant Impact.** The proposed Project lies within the San Joaquin Valley Air Basin (SJVAB). At the Federal level, the SJVAB is designated as extreme nonattainment for the 8-hour ozone standard, attainment for PM<sub>10</sub> and CO, and nonattainment for PM<sub>2.5</sub>. At the State level, the SJVAB is designated as nonattainment for the 8-hour ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> standards. Although the Federal 1-hour ozone standard was revoked in 2005, areas must still attain this standard, and the SJVAPCD recently requested an EPA finding that the SJVAB has attained the standard based on 2011-2013 data<sup>4</sup>. To meet Federal Clean Air Act (CAA) requirements, the SJVAPCD has multiple air quality attainment plan (AQAP) documents, including:

- Extreme Ozone Attainment Demonstration Plan (EOADP) for attainment of the 1-hour ozone standard (2004);
- 2007 Ozone Plan for attainment of the 8-hour ozone standard;
- 2007 PM<sub>10</sub> Maintenance Plan and Request for Redesignation; and
- 2008 PM<sub>2.5</sub> Plan.

Because of the region’s non-attainment status for ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>, if the project-generated emissions of either of the ozone precursor pollutants (ROG or NO<sub>x</sub>), PM<sub>10</sub>, or PM<sub>2.5</sub> were to exceed the

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<sup>4</sup> San Joaquin Valley Air Pollution Control District. Guide to Assessing and Mitigating Air Quality Impacts. March 19, 2015. Page 28. [http://www.valleyair.org/transportation/GAMAQI\\_3-19-15.pdf](http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf). Accessed July 2019.



SJVAPCD's significance thresholds, then the project uses would be considered to conflict with the attainment plans. In addition, if the project uses were to result in a change in land use and corresponding increases in vehicle miles traveled, they may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

The annual significance thresholds to be used for the Project for construction and operational emissions are as follows<sup>5</sup>:

- 10 tons per year ROG;
- 10 tons per year NO<sub>x</sub>;
- 15 tons per year PM<sub>10</sub>; and
- 15 tons per year PM<sub>2.5</sub>.

The project will result in both construction emissions and operational emissions as described below.

#### *Short-Term (Construction) Emissions*

Site preparation and project construction would involve grading, hauling, and various activities needed to construct the project. During construction, the project could generate pollutants such as hydrocarbons, oxides of nitrogen, carbon monoxide, and suspended PM. A major source of PM would be windblown dust generated during construction activities. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Vehicles leaving the site could deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM<sub>10</sub> emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM<sub>10</sub> emissions would depend on soil moisture, the silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. These emissions would be temporary and limited to the immediate area surrounding the construction site.

#### *Operational Emissions*

Operational emissions would primarily be generated from vehicles traveling to and from the Facility. According to the CalEEMod trip summary information for general light industry, the proposed Project would generate an average of 1,467 trips per day; however, the Project is only expected to generate an additional 60 trips per day. There are no substantial stationary emission generators associated with the project.

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<sup>5</sup> San Joaquin Valley Air Control District – Air Quality Threshold of Significance – Criteria Pollutants. <http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf>. Accessed July 2019.

*Total Project Emissions*

The estimated annual construction and operational emissions are shown below. The California Emissions Estimator (CalEEMod), Version 2016.3.2, was used to estimate construction and operational (vehicle trips) emissions resulting from the proposed Project. The modeling is based on the square footage of the general light industrial building, construction activities, and project trip generation. The conservative trip estimate generated by CalEEMod was utilized; however, actual project trip generation is expected to be significantly lower (see traffic section of this document for project trip generation information). Modeling results are provided in Table 2 and the CalEEMod output files are provided in Appendix A.

**Table 2**  
**Proposed Project Construction and Operation Emissions**

	<b>VOC (ROG)</b> <b>(tons/year)</b>	<b>NO<sub>x</sub></b> <b>(tons/year)</b>	<b>PM<sub>10</sub></b> <b>(tons/year)</b>	<b>PM<sub>2.5</sub></b> <b>(tons/year)</b>
Years 2019/2020/2021 Construction (max annual contribution)	1.49	3.08	0.25	0.19
Project Operation	1.46	5.37	1.67	0.47
Threshold of Significance	10	10	15	15
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

*Source: CalEEMod results (Appendix A). Crawford & Bowen Planning (2019)*

As demonstrated in Table 2, estimated construction and operational emissions would not exceed the SJVAPCD’s significance thresholds for ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. As a result, the Project uses would not conflict with emissions inventories contained in regional air quality attainment plans and would not result in a significant contribution to the region’s air quality non-attainment status<sup>6</sup>.

Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. The SJVAPCD provides screening criteria to determine when to quantify local CO concentrations based on impacts to the level of service (LOS) of roadways in the Project vicinity.

As further discussed in the Transportation/Traffic checklist evaluation, the Project would not generate substantial traffic that would reduce the level of service on local roadways. Therefore, the Project would not significantly contribute to an exceedance that would exceed state or federal CO standards. Additionally, as the estimated construction and operational emissions are below SJVAPCD thresholds, any cumulative considerable increase in criteria pollutants would be less than significant.

Any impacts to air resources would be considered *less than significant*.

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<sup>6</sup> San Joaquin Valley Air Pollution Control District. Guide to Assessing and Mitigating Air Quality Impacts. March 19, 2015. Page 65. [http://www.valleyair.org/transportation/GAMAOL\\_3-19-15.pdf](http://www.valleyair.org/transportation/GAMAOL_3-19-15.pdf). Accessed July 2019.

**Mitigation Measures:** None are required.

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

**Less than Significant Impact.** The proposed Project is located in an industrial and agricultural portion of the City of Woodlake. During construction, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the Project site. The potential for diesel odor impacts is therefore considered less than significant.

In accordance with Chapter 5.48 (N) of the Woodlake Municipal Code, “Cannabis business shall provide a sufficient odor absorbing ventilation and exhaust system so that odor generated inside the facility that is distinctive to its operation is not detected outside the Premises, outside the building housing the Cannabis business, or anywhere on adjacent property of public rights-of-way.” As such, the proposed Project and its future tenants are not expected to produce any offensive odors that would result in frequent odor complaints. Any impacts would be *less than significant*.

**Mitigation Measures:** None are required.

#### IV. BIOLOGICAL RESOURCES

**Would the project:**

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
  
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

ENVIRONMENTAL SETTING

The proposed Project site is located in a portion of the central San Joaquin Valley that has, for decades, experienced intensive agricultural and urban disturbances. Current agricultural endeavors in the region include dairies, groves, and row crops.

Like most of California, the Central San Joaquin Valley experiences a Mediterranean climate. Warm dry summers are followed by cool moist winters. Summer temperatures usually exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely raise much above 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. Annual precipitation within the proposed Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and storm-water readily infiltrates the soils of the surrounding the sites.

Native plant and animal species once abundant in the region have become locally extirpated or have experienced large reductions in their populations due to conversion of upland, riparian, and aquatic habitats to agricultural and urban uses. Remaining native habitats are particularly valuable to native wildlife species including special status species that still persist in the region. According to the Woodlake General Plan, most of the open space in the Woodlake area is dominated by agriculture. Citrus, olives, and grazing land are the dominant crops, which may attract the San Joaquin kit fox and burrowing owls.

The site currently consists of fruit orchards. The Project site’s surrounding lands consist of industrial facilities, active agriculture and rural residences.

No aquatic or wetland features occur on the proposed Project site; therefore, jurisdictional waters are considered absent from the site.



## RESPONSES

- 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?

**Less than Significant Impact with Mitigation Incorporation.** The site is currently developed for fruit orchards. The site is highly disturbed; however the existing orchard trees, along with the few large trees along the perimeter of the Project site may serve as habitat for bird species. Several bird species in the Project area are protected under the Migratory Bird Treaty Act. Migratory birds can typically be seen foraging in fallow fields and grassland habitats and they nest in dense vegetation. The dense tree growth on the site and presence of nearby fields can potentially attract Migratory Birds or other sensitive bird species for nesting or foraging purposes. Construction activities such as excavating, trenching, and grading that disturb a nesting bird on the Project site or immediately adjacent to the construction zone could constitute a significant effect. Implementation of Mitigation Measure BIO-1 will ensure that any impacts remain *less than significant*.

**Mitigation Measures:****BIO-1**

To the extent practicable, construction shall be scheduled to avoid the nesting season, which extends from February through August. If it is not possible to schedule construction between September and January, a pre-construction clearance survey for nesting birds shall be conducted by a qualified biologist to ensure that no active nests will be disturbed during the implementation of the Project. A pre-construction clearance survey shall be conducted no more than 14 days prior to the start of construction activities. During this survey, the qualified biologist shall inspect all potential nest substrates in and immediately adjacent to the impact areas, including within 250 feet in the case of raptor nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the qualified biologist shall determine the extent of a construction-free buffer to be established around the nest. If work cannot proceed without disturbing the nesting birds, work may need to be halted or redirected to other areas until nesting and fledging are completed or the nest has failed for non-construction related reasons.

- 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 federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

**No Impact.** There are no natural waterways, sensitive natural communities, or protected wetlands on the subject site. As such, there is *no impact*.

**Mitigation Measures:** None are required.

- 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?

**No Impact.** There are no natural waterways or natural vegetation on the subject site. There would be *no impact* to native species movement.

**Mitigation Measures:** None are required.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

**No Impact.** The City of Woodlake's General Plan includes policies for the protection of biological resources. The proposed Project would not conflict with any of the adopted policies. There is *no impact*.

**Mitigation Measures:** None are required.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

**No Impact.** The proposed Project site is not within an area set aside for the conservation of habitat or sensitive plant or animal species pursuant to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, there is *no impact*.

**Mitigation Measures:** None are required.

## V. CULTURAL RESOURCES

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### ENVIRONMENTAL SETTING

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric (before the introduction of writing in a particular area) or historic (after the introduction of writing). The majority of such places in this region are associated with either Native American or Euroamerican occupation of the area. The most frequently encountered prehistoric and early historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and sites of rock art. Historic archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

The prehistoric and historic site records and literature search was completed by the California Historical Resources Information System, Southern San Joaquin Valley Information Center (CHRIS/SSJVIC), California State University Bakersfield. Specialized listings for cultural resources consulted by the SSJVIC include the Historic Properties Directory for Tulare County with the most recent updates of the National Register of Historic Places, California Historical Landmarks, and California Points of Historical Interest as well as other evaluations of properties reviewed by the State of California Office of Historic Preservation. Other sources consulted by the SSJVIC include California Inventory of Historic Resources, California Points of Historical Interest, and California Register. In addition, The California History Plan and Five Views: An Ethnic Sites Survey for California,

Historic Properties Directory and available local and regional surveys/inventories/historic maps were consulted.

The records search found no recorded cultural resources (including archaeological sites and architectural properties) located within or adjacent to the proposed Project area. This review included cultural resources listed in the National Register of Historic Places, California Register of Historical Resources, California State Landmarks, and the California Points of Historical Interest. None of the archaeological compliance reports on file at the CHRIS/SSJVIC include the project.

No additional archaeological or historic resources were identified within or near the project site.

## RESPONSES

- a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

**No Impact.** As discussed above, no historic resources were identified within or adjacent to the project site. There is *no impact*.

**Mitigation Measures:** None are required.

- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

- c. Disturb any human remains, including those interred outside of formal cemeteries?

**Less Than Significant Impact With Mitigation.** The project area is highly disturbed, consisting of fruit orchards. There are no known or visible cultural or archaeological resources, paleontological resources, or human remains that exist on the surface of the project area. Therefore, it is determined that the project has low potential to impact any sensitive resources and no further cultural resources work is required unless project plans change to include work not currently identified in the project description.

Although no cultural or archaeological resources, paleontological resources or human remains have been identified in the project area, the possibility exists that such resources or remains may be discovered during Project site preparation, excavation and/or grading activities.

Mitigation Measures CUL – 1 and CUL – 2 will be implemented to ensure that Project will result in *less than significant impacts with mitigation*.

**Mitigation Measures:**

**CUL – 1** Should evidence of prehistoric archeological resources be discovered during construction, the contractor shall halt all work within 25 feet of the find and the resource shall be evaluated by a qualified archaeologist. If evidence of any archaeological, cultural, and/or historical deposits is found, hand excavation and/or mechanical excavation shall proceed to evaluate the deposits for determination of significance as defined by the CEQA guidelines. The archaeologist shall submit reports, to the satisfaction of the City of Fresno, describing the testing program and subsequent results. These reports shall identify any program mitigation that the project proponent shall complete in order to mitigate archaeological impacts (including resource recovery and/or avoidance testing and analysis, removal, reburial, and curation of archaeological resources).

**CUL – 2** In order to ensure that the proposed project does not impact buried human remains during project construction, the project proponent shall be responsible for on-going monitoring of project construction. Prior to the issuance of any grading permit, the project proponent shall provide the City of Fresno with documentation identifying construction personnel that will be responsible for on-site monitoring. If buried human remains are encountered during construction, further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall be halted until the Fresno coroner is contacted and the coroner has made the determinations and notifications required pursuant to Health and Safety Code Section 7050.5. If the coroner determines that Health and Safety Code Section 7050.5(c) require that he give notice to the Native American Heritage Commission, then such notice shall be given within 24 hours, as required by Health and Safety Code Section 7050.5(c). In that event, the NAHC will conduct the notifications required by Public Resources Code Section 5097.98. Until the consultations described below have been completed, the landowner shall further ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices where Native American human remains are located, is not disturbed by further development activity until the landowner has discussed and conferred with the Most Likely Descendants on all reasonable options regarding the descendants' preferences and treatments, as prescribed by Public Resources Code Section 5097.98(b). The NAHC will mediate any disputes regarding treatment of remains in accordance with Public Resources Code Section 5097.94(k). The landowner shall be



entitled to exercise rights established by Public Resources Code Section 5097.98(e) if any of the circumstances established by that provision become applicable.

VI. ENERGY

**Would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

ENVIRONMENTAL SETTING

California’s total energy consumption is second-highest in the nation, but, in 2016, the state’s per capita energy consumption ranked 48<sup>th</sup>, due in part to its mild climate and its energy efficiency programs. In 2017, California ranked second in the nation in conventional hydroelectric generation and first as a producer of electricity from solar, geothermal, and biomass resources while also in 2017, solar PV and solar thermal installations provided about 16% of California’s net electricity generation.<sup>7</sup>

Energy usage is typically quantified using the British thermal unit (BTU). As a point of reference, the approximately amounts of energy contained in common energy sources are as follows:

Energy Source	BTUs <sup>8</sup>
Gasoline	120,429 per gallon
Natural Gas	1,037 per cubic foot
Electricity	3,412 per kilowatt-hour

<sup>7</sup> U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. <https://www.eia.gov/state/?sid=CA#tabs-1>. Accessed July 2019.

<sup>8</sup> U.S. Energy Information Administration. Energy Units and Calculators Explained. [https://www.eia.gov/energyexplained/index.php?page=about\\_energy\\_units](https://www.eia.gov/energyexplained/index.php?page=about_energy_units). Accessed July 2019.

California electrical consumption in 2016 was 7,830.8 trillion BTU<sup>9</sup>, as provided in Table 3, while total electrical consumption by Tulare County in 2017 was 14.530 trillion BTU.<sup>10</sup>

**Table 3 – 2016 California Energy Consumption<sup>11</sup>**

End User	BTU of energy consumed (in trillions)	Percentage of total consumption
<b>Residential</b>	1,384.4	17.7
<b>Commercial</b>	1,477.2	18.9
<b>Industrial</b>	1,854.3	23.7
<b>Transportation</b>	3,114.9	39.8
<b>Total</b>	<b>7,830.8</b>	--

The California Department of Transportation (Caltrans) reports that approximately 25.1 million automobiles, 5.7 million trucks, and 889,024 motorcycles were registered in the state in 2017, resulting in a total estimated 339.8 billion vehicles miles traveled (VMT).<sup>12</sup> Within Tulare County, an estimated 3.7 million vehicle miles were traveled in 2017 for an average of 10,099 miles per day.<sup>13</sup>

Applicable Regulations

California Energy Code (Title 24, Part 6, Building Energy Efficiency Standards)

California Code of Regulations Title 24, Part 6 comprises the California Energy Code, which was adopted to ensure that building construction, system design and installation achieve energy efficiency. The California Energy Code was first established in 1978 by the CEC in response to a legislative mandate to reduce California’s energy consumption, and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. The standards are updated periodically to increase the baseline energy efficiency requirements. The 2013 Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements to enable both demand reductions during critical peak periods and future solar electric and thermal system installations. Although it was not originally intended to reduce greenhouse gas (GHG) emissions, electricity production

<sup>9</sup> U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. <https://www.eia.gov/state/?sid=CA#tabs-1>. Accessed July 2019.

<sup>10</sup> California Energy Commission. Electricity Consumption by County. <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed July 2019.

<sup>11</sup> U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. <https://www.eia.gov/state/?sid=CA#tabs-1>. Accessed July 2019.

<sup>12</sup> Caltrans. 2017. California Transportation Quick Facts. <http://www.dot.ca.gov/drisi/library/qf/qf2017.pdf>. Accessed July 2019

<sup>13</sup> Caltrans. 2017. Tulare County Transportation Quick Facts. <http://www.dot.ca.gov/drisi/library/qfco/tul/tul2017.pdf>. Accessed July 2019.

by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

#### California Green Building Standards Code (Title 24, Part II, CALGreen)

The California Building Standards Commission adopted the California Green Buildings Standards Code (CALGreen in Part 11 of the Title 24 Building Standards Code) for all new construction statewide on July 17, 2008. Originally a volunteer measure, the code became mandatory in 2010 and the most recent update (2019) will go into effect on January 1, 2020. CALGreen sets targets for energy efficiency, water consumption, dual plumbing systems for potable and recyclable water, diversion of construction waste from landfills, and use of environmentally sensitive materials in construction and design, including eco-friendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; water use; weather resistance and moisture management; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; and outdoor air quality. Mandatory measures for residential development pertain to green building; planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; environmental quality; and installer and special inspector qualifications.

#### Clean Energy and Pollution Reduction Act (SB 350)

The Clean Energy and Pollution Reduction Act (SB 350) was passed by California Governor Brown on October 7, 2015, and establishes new clean energy, clean air, and greenhouse gas reduction goals for the year 2030 and beyond. SB 350 establishes a greenhouse gas reduction target of 40 percent below 1990 levels for the State of California, further enhancing the ability for the state to meet the goal of reducing greenhouse gas emissions by 80 percent below 1990 levels by the year 2050.

#### Renewable Portfolio Standard (SB 1078 and SB 107)

Established in 2002 under SB 1078, the state's Renewables Portfolio Standard (RPS) was amended under SB 107 to require accelerated energy reduction goals by requiring that by the year 2010, 20 percent of electricity sales in the state be served by renewable energy resources. In years following its adoption, Executive Order S-14-08 was signed, requiring electricity retail sellers to provide 33 percent of their service loads with renewable energy by the year 2020. In 2011, SB X1-2 was signed, aligning the RPS target with the 33 percent requirement by the year 2020. This new RPS applied to all state electricity retailers, including publicly owned utilities, investor-owned utilities, electrical service providers, and community choice aggregators. All entities included under the RPS were required to adopt the RPS 20 percent by year 2020 reduction goal by the end of 2013, adopt a reduction goal of 25 percent by the end

of 2016, and meet the 33 percent reduction goal by the end of 2020. In addition, the Air Resources Board, under Executive Order S-21-09, was required to adopt regulations consistent with these 33 percent renewable energy targets.

RESPONSES

- a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

**Less Than Significant Impact.** The proposed Project includes construction and operation of an industrial center, including thirteen buildings ranging from 10,000 to 22,00 square feet each. The Project would introduce energy usage on a site that is currently demanding minimal energy. By comparison, at buildout, the Project would consume large amounts of energy in both the short-term during Project construction and in the long-term during Project operation.

During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Title 24 Building Energy Efficiency Standards provide guidance on construction techniques to maximize energy conservation and it is expected that contractors and owners have a strong financial incentive to use recycled materials and products originating from nearby sources in order to reduce materials costs. As such, it is anticipated that materials used in construction and construction vehicle fuel energy would not involve the wasteful, inefficient, or unnecessary consumption of energy.

Operational Project energy consumption would occur for multiple purposes, including but not limited to, building heating and cooling, refrigeration, lighting and electronics. Operational energy would also be consumed during each vehicle trip associated with the proposed use. CalEEMod was utilized to generate the estimated energy demand of the proposed Project, and the results are provided in Table 4 and in Appendix A.

**Table 4 – Annual Project Energy Consumption**

Land Use	Electricity Use in kWh/year	Natural Gas Use in kBTU/year	Annual Energy Consumption (in Million BTU)
<b>Light Industry</b>	495,600	3,528,000	1.691

The proposed Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances,



water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly increases energy savings, and it is generally assumed that compliance with Title 24 ensures projects will not result in the inefficient, wasteful, or unnecessary consumption of energy.

As discussed in Impact XVII – Transportation/Traffic, the proposed Project would generate approximately 1,467 daily vehicle trips. The length of these trips and the individual vehicle fuel efficiencies are not known; therefore, the resulting energy consumption cannot be accurately calculated. Adopted federal vehicle fuel standards have continually improved since their original adoption in 1975 and assists in avoiding the inefficient, wasteful, and unnecessary use of energy by vehicles.

As discussed previously, the proposed Project would be required to implement and be consistent with existing energy design standards at the local and state level. The Project would be subject to energy conservation requirements in the California Energy Code and CALGreen. Adherence to state code requirements would ensure that the Project would not result in wasteful and inefficient use of non-renewable resources due to building operation.

Therefore, any impacts are *less than significant*.

**Mitigation Measures:** None are required.

## VII. GEOLOGY AND SOILS

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

creating substantial direct or indirect risks to life or property?

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

ENVIRONMENTAL SETTING

The City of Woodlake is situated along the western slope of a northwest-trending belt of rocks comprising the Sierra Nevada and within the southern portion of the Cascade Range. The Sierra Nevada geomorphic province is primarily composed of cretaceous granitic plutons and remnants of Paleozoic and Mesozoic metavolcanic and metasedimentary rocks, and Cenozoic volcan and sedimentary rocks.

There are no known active earthquake faults in the City of Woodlake. According to the Woodlake General Plan, the nearest active faults are the San Andreas, 65 miles west; the Owens Valley, 75 miles east; and the White Wolf; 75 miles south.

According to the City’s General Plan, much of the Project area has soils with high clay content that can expand and contract as water conditions change.

RESPONSES

- a-i. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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.
- a-ii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a-iii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a-iv. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

**Less Than Significant Impact.** The proposed project site is not located in an earthquake fault zone as delineated by the 1972 Alquist-Priolo Earthquake Fault Zoning Map Act. The nearest known potentially active fault is the Clovis Fault, located over thirty miles northwest of the site. No active faults have been mapped within the project boundaries, so there is no potential for fault rupture. It is anticipated that the proposed Project site would be subject to some ground acceleration and ground shaking associated with seismic activity during its design life. The Project site would be engineered and constructed in strict accordance with the earthquake resistant design requirements contained in the latest edition of the California Building Code (CBC) for seismic zone III, as well as Title 24 of the California Administrative Code, and therefore would avoid potential seismically induced hazards on planned structures. The impact of seismic hazards on the project would be *less than significant*.

**Mitigation Measures:** None are required.

b. Result in substantial soil erosion or the loss of topsoil?

**Less than Significant Impact.** The proposed Project will construct and operate an industrial facility with associated improvements. The Project site has a generally flat topography, is in an established urban area and does not include any Project features that would result in soil erosion or loss of topsoil. Therefore, the impact is *less than significant*.

**Mitigation Measures:** None are required.

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?

**Less than Significant Impact.** As described in Responses (a.iii) and (a.iv) above, the proposed Project would not require a substantial grade change or change in topography. Any impacts would be *less than significant*.

**Mitigation Measures:** None are required.

d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?

**Less than Significant Impact.** See Responses (c) and (a-ii). The impact is *less than significant*.

**Mitigation Measures:** None are required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

**Less than Significant Impact.** The proposed Project includes the installation of a septic system on each parcel with the intent that the parcels will eventually tie into the City wastewater system. The septic systems will be designed to the specifications necessitated by the on-site soils, in compliance with the building code. Any impacts will be *less than significant*.

**Mitigation Measures:** None are required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

**Less Than Significant Impact.** As identified in the previous cultural studies perform for the project site, there are no known paleontological resources on or near the site. (See Section V. for more details). Mitigation measures have been added that will protect unknown (buried) resources during construction, including paleontological resources. There are no unique geological features on site or in the area. Therefore, there is a *less than significant impact*.

**Mitigation Measures:** None are required.



## VIII. GREENHOUSE GAS EMISSIONS

### Would the project:

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

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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### ENVIRONMENTAL SETTING

Various gases in the earth’s atmosphere play an important role in moderating the earth’s surface temperature. Solar radiation enters earth’s atmosphere from space and a portion of the radiation is absorbed by the earth’s surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation but are effective in absorbing infrared radiation. Consequently, radiation that would otherwise escape back into space is retained, resulting in a warming of the earth’s atmosphere. This phenomenon is known as the greenhouse effect. Scientific research to date indicates that some of the observed climate change is a result of increased GHG emissions associated with human activity. Among the GHGs contributing to the greenhouse effect are water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone, Nitrous Oxide (NO<sub>x</sub>), and chlorofluorocarbons. Human-caused emissions of these GHGs in excess of natural ambient concentrations are considered responsible for enhancing the greenhouse effect. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Global climate change is, indeed, a global issue. GHGs are global pollutants, unlike criteria pollutants and TACs (which are pollutants of regional and/or local concern). Global climate change, if it occurs, could potentially affect water resources in California. Rising temperatures could be anticipated to result in sea-level rise (as polar ice caps melt) and possibly change the timing and amount of precipitation, which could alter water quality. According to some, climate change could result in more extreme weather patterns; both heavier precipitation that could lead to flooding, as well as more extended drought periods. There is uncertainty regarding the timing, magnitude, and nature of the potential changes to water resources as a result of climate change; however, several trends are evident.

Snowpack and snowmelt may also be affected by climate change. Much of California’s precipitation falls as snow in the Sierra Nevada and southern Cascades, and snowpack represents approximately 35 percent of the state’s useable annual water supply. The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended. As air temperatures increase due to climate change, the water stored in California’s snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt.

RESPONSES

- 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?

**Less Than Significant Impact.** The U.S. Environmental Protection Agency published a rule for the mandatory reporting of greenhouse gases from sources that in general emit 25,000 metric tons or more of carbon dioxide (CO<sub>2</sub>) per year. As shown in the CalEEMod results (Appendix A), the project will produce the following CO<sub>2</sub>:

Construction (2019)	204.62 MT/yr
Construction (2020)	542.34 MT/yr
Construction (2021)	42.49 MT/yr
Operation (2020)	2,684 MT/yr

To be conservative, the CO<sub>2</sub> emissions generated in 2020 (542.34 MT/yr) were amortized over 30 years and added to the annual operational emissions, which results in 2,702.08 MT/yr of CO<sub>2</sub> emissions. This represents approximately eleven percent of the reporting threshold. As such, any impacts resulting from conflicting a GHG plan, policy, or regulation, or significantly impacting the environment as a result of project development is considered *less than significant*.

**Mitigation Measures:** None are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

**Would the project:**

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

IX. HAZARDS AND HAZARDOUS MATERIALS

**Would the project:**

		Less than Significant		
Potentially Significant Impact	With Mitigation Incorporation	Less than Significant Impact	No Impact	

response plan or emergency evacuation plan?

- g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ENVIRONMENTAL SETTING

The area immediately surrounding the proposed Project consists of industrial and agricultural uses. The parcel is currently utilized for fruit orchards.

RESPONSES

- 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 and accident conditions involving the release of hazardous materials into the environment?

**Less than Significant Impact.** This impact is associated with hazards caused by the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Proposed Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit program through the submission and implementation of a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the project site. Therefore, no significant impacts would occur during construction activities.

The operational phase of the proposed Project would occur after construction is completed and employees move in to occupy the expanded space on a day-to-day basis. The proposed Project includes land uses that are considered compatible with the surrounding uses. None of these land uses routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception of common commercial grade hazardous materials such as household and commercial cleaners, paint, etc. The proposed Project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, nor would a significant hazard to the public or to the environment through the reasonably foreseeable upset and accidental conditions involving the likely release of hazardous materials into the environment occur. Therefore, the proposed Project will not create a significant hazard to the public or the environment and any impacts would be *less than significant*.

**Mitigation Measures:** None are required.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

**No Impact.** No schools are located within 0.25 mile of the Project site. This condition precludes the possibility of activities associated with the proposed Project exposing schools within a 0.25-mile radius of the project site to hazardous materials. *No impact* would occur.

**Mitigation Measures:** None are required.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

**No Impact.** The proposed Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Geotracker and DTSC Envirostor databases – accessed in July 2019).<sup>14</sup> There are no hazardous materials sites that impact the Project. As such, *no impacts* would occur that would create a significant hazard to the public or the environment.

**Mitigation Measures:** None are required.

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<sup>14</sup> California Department of Toxic Substances Control. Envirostor Database.  
<http://www.envirostor.dtsc.ca.gov/public/map/?myaddress=woodlake+ca>. Accessed July 2019.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

**Less than Significant Impact.** There are no private airstrips in the Project vicinity. The Woodlake Municipal Airport is located one mile south of the site. However, the proposed site is located outside the Airport Land Use Plan's Safety Zone 6 (Traffic Pattern Zone).<sup>15</sup> As such, the proposed Project would not result in a safety hazard for people residing or working in the Project area. Any impacts are *less than significant*.

**Mitigation Measures:** None are required.

- f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

**No Impact.** The Project will not interfere with any adopted emergency response or evacuation plan. There is *no impact*.

**Mitigation Measures:** None are required.

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

**No Impact.** There are no wildlands on or near the Project site. There is *no impact*.

**Mitigation Measures:** None are required.

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<sup>15</sup> Tulare County Comprehensive Airport Land Use Plan. December 2012. <https://tularecounty.ca.gov/rma/index.cfm/rma-documents/planning-documents/tulare-county-comprehensive-airport-land-use-plan/>. Accessed July 2019.

## X. HYDROLOGY AND WATER QUALITY

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off- site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



## X. HYDROLOGY AND WATER QUALITY

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### ENVIRONMENTAL SETTING

The City of Woodlake obtains its water supply from a vast aquifer underlying the San Joaquin Valley. The City provides water service to all developed areas within the City and the unincorporated county service area called Wells Tract, which contains approximately 50 residential dwellings.

Water is supplied to the City by five wells that are located in the southern portion of the City; adjacent to the St. Johns River. The yield of city wells ranges from 350 to 1,500 gallons per minute.

### RESPONSES

- a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

**Less Than Significant Impact.** The Project has the potential to impact water quality standards and/or waste discharge requirements during construction (temporary impacts) and operation. Impacts are discussed below.

#### *Construction*

Although the proposed project site is relatively small in scale, grading, excavation and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

Three general sources of potential short-term construction-related stormwater pollution associated with the proposed project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, “good housekeeping” procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids on the construction site are also common sources of stormwater pollution and soil contamination. In addition, grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control offsite migration of pollutants. These Best Management Practices (BMPs) would be required in the Stormwater Pollution Prevention Plan (SWPPP) to be prepared prior to commencement of Project construction. When properly designed and implemented, these “good-housekeeping” practices are expected to reduce short-term construction-related impacts to less than significant.

In accordance with the National Pollution Discharge Elimination System (NPDES) Stormwater Program, the Project will be required to comply with existing regulatory requirements to prepare a SWPPP designed to control erosion and the loss of topsoil to the extent practicable using BMPs that the Regional Water Quality Control Board (RWQCB) has deemed effective in controlling erosion, sedimentation, runoff during construction activities. The specific controls are subject to the review and approval by the RWQCB and are an existing regulatory requirement.

#### *Operation*

The Central Valley Regional Water Quality Control Board adopted a General Waste Discharge Requirements Order for Discharges of Waste Associated with Medical Cannabis Cultivation Activities (Order No. R5-2015-0113). The proposed Project’s tenants will be in compliance with the rules and requirements set forth in the Discharge Requirements.

Therefore, any impacts are *less than significant*.

**Mitigation Measures:** None are required.

- b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

**Less than Significant Impact.** Project demands for groundwater resources in connection with the proposed Project would not substantially deplete groundwater supplies and/or otherwise interfere with groundwater recharge efforts being implemented by the City of Woodlake. The proposed Project is not anticipated to result in additional demands for groundwater resources beyond those considered in the adopted City of Woodlake General Plan. The proposed Project would continue to use a combination of City water for sanitary facilities and an existing on-site water well for cultivation. Any impacts would be *less than significant*.

**Mitigation Measures:** None are required.

- 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 of polluted runoff; or
  - iv. impede or redirect flood flows?

The proposed Project includes changes to the existing stormwater drainage pattern of the area through the installation of new buildings, parking areas, landscaping, and sidewalks. Stormwater will continue to be directed to the on-site stormwater basin. The proposed Project will be required to comply with existing regulatory requirements to prepare a SWPPP which will limit on or offsite erosion or siltation. The Project would not otherwise degrade water quality. The project will have a *less than significant impact*.

**Mitigation Measures:** None required.

- d. In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?
- e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

**Less than Significant Impact.** The Project is located outside the Flood Inundation Area, defined by the City of Woodlake Special Flood Hazard Area Map. These maps are provided by the Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan<sup>16</sup> (MJLHMP) a compiled by Tulare County, FEMA, USGS, USDA and US Census.

The City of Woodlake is located inside the Terminus Dam inundation area. If the Terminus Dam failed while at full capacity, its floodwaters would arrive in Woodlake within approximately six hours. The Project is located just outside the Dam Inundation Area, defined by the City of Woodlake Dam Inundation Area Map. Dam failure has been adequately planned for through the Tulare County MJLHMP, which the proposed Project is required to be in compliance with. The project will not conflict with any water quality control plans or sustainable groundwater management plan. Therefore, any impacts are *less than significant*.

**Mitigation Measures:** None are required.

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<sup>16</sup> Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan. March, 2018.  
[http://www.dinuba.org/images/2018/Tulare\\_County\\_MJLHMP-COMP-2018.pdf](http://www.dinuba.org/images/2018/Tulare_County_MJLHMP-COMP-2018.pdf). Accessed July 2019.

## XI. LAND USE AND PLANNING

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### ENVIRONMENTAL SETTING

The proposed Project site is western portion of the City of Woodlake. The Project vicinity is heavily disturbed with industrial and agricultural uses. The site is currently being utilized for fruit orchards, see Figure 3 – Aerial Map. The site is zoned Light Industrial and the General Plan Land Use Designation is Industrial.

### RESPONSES

a. Physically divide an established community?

**No Impact.** The construction and operation of the Project would not cause any land use changes in the surrounding vicinity nor would it divide an established community, as the industrial use would not change. *No impacts* would occur as a result of this Project.

**Mitigation Measures:** None are required.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

**No Impact.** The proposed Project includes construction and operation of an industrial facility. The facility would be composed of 13 individual buildings, some of which may house cannabis cultivation,

manufacturing and distribution businesses. This is an allowable use within the existing zone district, with the approval of a Conditional Use Permit for the Cannabis Cultivation, Manufacturing and Distribution License. The proposed Project will be in accordance with Chapter 5.48 of the Woodlake Municipal Code which allows cannabis businesses and establishes permitting procedures and regulations. There is *no impact*.

**Mitigation Measures:** None are required.

## XII. MINERAL RESOURCES

### Would the project:

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

### ENVIRONMENTAL SETTING

There are no known mineral resources within the planning area and no known mining of mineral resources occurs in the City of Woodlake. The closest significant mineral resources consist of sand and gravel deposits along the St. Johns River southeast of Woodlake, near the Sierra Nevada foothills.<sup>17</sup>

### RESPONSES

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

**No Impact.** There are no known mineral resources in the proposed Project area and the site is not included in a State classified mineral resource zones. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

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<sup>17</sup> City of Woodlake General Plan. Open Space, Parks, Recreation and Conservation Element. Page 7.



XIII. NOISE

**Would the project:**

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

ENVIRONMENTAL SETTING

The Project site is located within the City of Woodlake in an industrial and agricultural area, see Figure 2 – Site Aerial.

RESPONSES

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

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

**Less than Significant Impact.**

*Short-term (Construction) Noise Impacts*

Proposed Project construction related activities will involve temporary noise sources and are anticipated to begin in 2019 and last approximately two years. Typical construction related equipment include graders, trenchers, small tractors and excavators. During the proposed Project construction, noise from construction related activities will contribute to the noise environment in the immediate vicinity. Activities involved in construction will generate maximum noise levels, as indicated in Table 5, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise controls.

**Table 5  
Typical Construction Noise Levels**

Type of Equipment	dBA at 50 ft	
	Without Feasible Noise Control	With Feasible Noise Control
<b>Dozer or Tractor</b>	80	75
<b>Excavator</b>	88	80
<b>Scraper</b>	88	80
<b>Front End Loader</b>	79	75
<b>Backhoe</b>	85	75
<b>Grader</b>	85	75
<b>Truck</b>	91	75

The distinction between short-term construction noise impacts and long-term operational noise impacts is a typical one in both CEQA documents and local noise ordinances, which generally recognize the reality that short-term noise from construction is inevitable and cannot be mitigated beyond a certain level. Thus, local agencies frequently tolerate short-term noise at levels that they would not accept for permanent noise sources. A more severe approach would be impractical and might preclude the kind of construction activities that are to be expected from time to time in urban environments. Most residents of urban areas recognize this reality and expect to hear construction activities on occasion.

In addition, construction activities would not occur between the hours of 10:00 PM and 7:00 AM, Monday through Saturday, in accordance with Fresno Municipal Code Section 10-109, which limits work hours “to between the hours of 7 AM and 10 PM on any day except Sunday.” Further restrictions on construction noise may be placed on the project as determined through the Conditional Use permit process.

*Long-term (Operational) Noise Impacts*

The primary source of on-going noise from the proposed Project will be from vehicles traveling to and from the site; however, the relatively low number of new trips associated with the project is not likely to increase the ambient noise levels by a significant amount. In accordance with the Woodlake Municipal Code, commercial cannabis operations shall be subject to the City's noise and nuisance ordinances. Additionally, deliveries to the commercial cannabis business may only take place during regular business hours. As such, any impacts would be *less than significant*.

**Mitigation Measures:** None are required.

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

**No Impact.** The Project is located within an airport land use plan but is located well outside the CNEL contours. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

XIV. POPULATION AND HOUSING

**Would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The City of Woodlake’s 2000 population was 6,651 up from the 1990 census figure of 5,678. The State Department of Finance, which provides population projections for cities and counties in California, estimated Woodlake’s population to be 7,524 on January 1, 2008.<sup>18</sup>

The proposed Project is located in an area dominated by agricultural and industrial uses. The nearest residences are within 0.25 miles to the east, southwest, and southeast.

RESPONSES

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

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<sup>18</sup> City of Woodlake General Plan Draft Environmental Impact Report. Page 21.

**No Impact.** There are no new homes associated with the proposed Project and there are no residential structures currently on-site. The proposed Project would be an industrial operation that would provide new jobs in the Woodlake area, which could be readily filled by the existing employment base, given the City's existing unemployment rates. The proposed Project will not affect any regional population, housing, or employment projections anticipated by City policy documents. There is *no impact*.

**Mitigation Measures:** None are required.

XV. PUBLIC SERVICES

**Would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The proposed Project site is located in an area that is already served by public service systems. The City of Woodlake Fire Department provides the city and the surrounding area with fire protection services. The Fire Department is less than one mile east of the proposed Project site. The Woodlake Police Department is also located one mile east of the proposed Project site. The Woodlake Unified School District and Tulare County Office of Education serves the Project area and the City provides several types of parks and other public facilities.

RESPONSES

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

**Less than Significant Impact.** The proposed Project site will continue to be served by the City of Woodlake Fire Department, which is less than one mile east of the proposed Project site. No additional fire personnel or equipment is anticipated, as the site is already served by the Fire Station. The impact is *less than significant*.

Police Protection?

**Less than Significant Impact.** The proposed Project will continue to be served by the City of Woodlake police department. No additional police personnel or equipment is anticipated. The impact is *less than significant*.

Schools?

**No Impact.** The direct increase in demand for schools is normally associated with new residential projects that bring new families with school-aged children to a region. The proposed Project does not contain any residential uses. The proposed Project, therefore, would not result in an influx of new students in the Project area and is not expected to result in an increased demand upon District resources and would not require the construction of new facilities. There is *no impact*.

Parks?

**No Impact.** The Project would not result in an increase in demand for parks and recreation facilities because it would not result in an increase in population. Accordingly, the proposed Project would have *no impacts* on parks.

Other public facilities?

**No Impact.** The proposed Project is within the land use and growth projections identified in the City's General Plan and other infrastructure studies. The Project, therefore, would not result in increased demand for, or impacts on, other public facilities such as library services. Accordingly, *no impact* would occur.

**Mitigation Measures:** None are required.



XVI. RECREATION

**Would the project:**

		Less than Significant		Less than Significant	No Impact
	Potentially Significant Impact	With Mitigation Incorporation			

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
 

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------
  
- 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?
 

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

ENVIRONMENTAL SETTING

The City of Woodlake currently has two developed park sites and one privately owned park site, located in Olivewood Estates. Willow Court Park, containing 3.91 acres, contains a baseball field, playground equipment and a low elevation area designated for storm water detention. Miller-Brown Park, containing 6.74 acres, houses playground equipment, picnic arbors, a skate park feature, and a basketball court. A small watercourse traverses the area. In addition to the city's parks, the athletic fields on the campuses of Woodlake's two school districts provide recreational opportunities after school hours.

RESPONSES

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
  
- 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?

**No Impact.** The proposed Project does not include the construction of residential uses and would not directly or indirectly induce population growth. Therefore, the proposed Project would not cause physical deterioration of existing recreational facilities from increased usage or result in the need for new or expanded recreational facilities. The Project would have *no impact* to existing parks.

**Mitigation Measures:** None are required.

XVII. TRANSPORTATION/  
TRAFFIC

**Would the project:**

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

ENVIRONMENTAL SETTING

The proposed Project is located on the southwest corner of Road 204 and Avenue 344 (State Route 216) on APN 060-170-071 and -098. The site is approximately 17.8 acres and includes construction of 13 buildings with associated improvements as an industrial facility.

RESPONSES

- 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?

**Less than Significant Impact.** The Project Applicant intends to subdivide two existing parcels into 13 different parcels, each with an industrial building and separate address. Each building would range from 15,000 to 22,000 square feet. It is currently unknown what types of businesses would inhabit the 15 different buildings, however typical industrial purposes (including cannabis cultivation, manufacturing, and distribution) are expected. According to the ITE Trip Generation Report, 8<sup>th</sup> edition, the proposed Project will generate approximately 1,467 calculated daily trips with 179 pm peak trips. Due to the estimated trip generation numbers, the proposed Project may conflict with a program plan, conflict with CEQA Guidelines section 15064.3 or increase hazards to the local roadways; therefore, this impact is *potentially significant*. This topic will be addressed in the Project's forthcoming EIR.

**Mitigation Measures:** None are required.

XVIII. TRIBAL CULTURAL RESOURCES

**Would the project:**

	Less than Significant		
Potentially Significant Impact	With Mitigation Incorporation	Less than Significant Impact	No Impact

a. 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:

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

                        
 
                         
 
                         

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

## RESPONSES

- 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:
- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
  - ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

**Less than Significant Impact.** A Tribal Cultural Resource (TCR) is defined under Public Resources Code section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of size and scope, sacred place, and object with cultural value to a California Native American tribe that are either included and that is listed or eligible for inclusion in the California Register of Historic Resources or in a local register of historical resources, or if the City of Woodlake, acting as the Lead Agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR. As discussed above, under Section V, Cultural Resources, criteria (b) and (d), no known archeological resources, ethnographic sites or Native American remains are located on the proposed Project site. As discussed under criterion (b) implementation of Mitigation Measure CULT-1 would reduce impacts to unknown archaeological deposits, including TCRs, to a less than significant level. As discussed under criterion (d), compliance with California Health and Safety Code Section 7050.5 would reduce the likelihood of disturbing or discovering human remains, including those of Native Americans.

The Native American Heritage Commission (NAHC) has performed a Sacred Lands File search for sites located on or near the Project site, with negative results. The NAHC also provided a consultation list of tribal governments with traditional lands or cultural places located within the project area. An opportunity has been provided to Native American tribes listed by the Native American Heritage Commission during the CEQA process as required by AB 52. No responses were received by the City in response to the consultation request within the mandatory response timeframes; therefore, this Initial Study has been completed consistent and compliant with AB 52. Any impacts to TCR would be considered *less than significant*.

**Mitigation Measures:** No additional measures are required.

XIX. UTILITIES AND SERVICE SYSTEMS

**Would the project:**

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

ENVIRONMENTAL SETTING

The Visalia Landfill plant is approximately 15 miles southwest of the proposed Project site, while the Woodlake Wastewater Treatment Plant is located approximately one-half mile southeast of the site.



## RESPONSES

- a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
- 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?

**Less than Significant Impact.** The proposed Project includes the construction and operation of an industrial facility and associated improvements. The proposed Project would be served by on-site septic for sewage disposal, on-site water well for potential cultivation, on site stormwater retention, and by Mid-Valley Disposal for solid waste disposal. The City's water system and solid waste disposal programs have capacity for, or are planned to maintain capacity for, community growth in accordance with the adopted General Plan. Any impacts would be *less than significant*.

**Mitigation Measures:** None are required.

XX. WILDFIRE

**If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

Human activities such as smoking, debris burning, and equipment operation are the major causes of wildland fires. Within Tulare County, over 1,029,130 acres (33% of the total area) are classified as “Very High” fire threat and approximately 454,680 acres (15% of the total area) are classified as “High” fire threat. The portion of the county that transitions from the valley floor into the foothills and mountains is characterized by high to very high threat of wildland fires.<sup>19</sup> While the City of Woodlake is nestled at the base of the foothills, the majority of the City is developed into urban uses or in active agriculture, severely

<sup>19</sup> Tulare County General Plan Background Report. February 2010. Page 8-21.

reducing the risk of wildland fire. According to the Tulare County Background Report Figure 8-2, the majority of the City has no threat of wildfire. The proposed Project site is relatively flat in an area actively utilized with primarily industrial and agricultural uses.

#### RESPONSES

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

**Less Than Significant Impact.** The proposed Project is located in an area developed with industrial and agricultural uses, which precludes the risk of wildfire. The area is flat in nature which would limit the risk of downslope flooding and landslides, and limit any wildfire spread.

To receive building permits, the proposed Project would be required to be in compliance with the adopted emergency response plan. As such, any wildfire risk to the project structures or people would be *less than significant*.

**Mitigation Measures:** None are required.

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

**Would the project:**

	Less than Significant		
Potentially Significant Impact	With Mitigation Incorporation	Less than Significant Impact	No Impact

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

**RESPONSES**

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict

the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

**Less than Significant Impact With Mitigation.** The analyses of environmental issues contained in this Initial Study indicate that the proposed Project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study. Mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to *less than significant*.

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

**Less than Significant Impact.** CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. The proposed Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increase need for housing, increase in traffic, air pollutants, etc.). The impact is *less than significant*.

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

**Less than Significant Impact With Mitigation.** The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to *less than significant*.

## LIST OF PREPARERS

### **Crawford & Bowen Planning, Inc.**

- Emily Bowen, LEED AP, Principal Environmental Planner
- Travis Crawford, AICP, Principal Environmental Planner

### Persons and Agencies Consulted

#### **City of Woodlake**

- Jason Waters, Community Services Director
- Rebecca Griswold, Planner I

#### **California Historic Resources Information System**

- Celeste Thomson, Coordinator

#### **Native American Heritage Commission**

Sharaya Souza, Staff Services Analyst

Appendix B

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# Cultural Results

Woodlake Concorde Center Industrial Project - San Joaquin Valley Unified APCD Air District, Annual

**Woodlake Concorde Center Industrial Project**  
**San Joaquin Valley Unified APCD Air District, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	210.00	1000sqft	19.00	210,000.00	0

**1.2 Other Project Characteristics**

Urbanization Rural      Wind Speed (m/s) 2.7      Precipitation Freq (Days) 45  
 Climate Zone 7      Operational Year 2021

**Utility Company**

CO2 Intensity (lb/MW hr) 0      CH4 Intensity (lb/MW hr) 0      N2O Intensity (lb/MW hr) 0

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - lot size is approximately 19 acres

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	4.82	19.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

**2.0 Emissions Summary**



Woodlake Concorde Center Industrial Project - San Joaquin Valley Unified APCD Air District, Annual

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1777	1.7936	1.1905	2.2800e-003	0.2466	0.0856	0.3322	0.1106	0.0794	0.1900	0.0000	204.6218	204.6218	0.0519	0.0000	205.9185
2020	0.3622	3.0820	2.7927	6.1100e-003	0.1700	0.1500	0.3200	0.0458	0.1411	0.1869	0.0000	542.3420	542.3420	0.0870	0.0000	544.5160
2021	1.4865	0.2312	0.2598	4.8000e-004	9.2900e-003	0.0117	0.0209	2.4900e-003	0.0109	0.0134	0.0000	42.4912	42.4912	9.3500e-003	0.0000	42.7249
<b>Maximum</b>	<b>1.4865</b>	<b>3.0820</b>	<b>2.7927</b>	<b>6.1100e-003</b>	<b>0.2466</b>	<b>0.1500</b>	<b>0.3322</b>	<b>0.1106</b>	<b>0.1411</b>	<b>0.1900</b>	<b>0.0000</b>	<b>542.3420</b>	<b>542.3420</b>	<b>0.0870</b>	<b>0.0000</b>	<b>544.5160</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1777	1.7936	1.1905	2.2800e-003	0.2466	0.0856	0.3322	0.1106	0.0794	0.1900	0.0000	204.6216	204.6216	0.0519	0.0000	205.9183
2020	0.3622	3.0820	2.7927	6.1100e-003	0.1700	0.1500	0.3200	0.0458	0.1411	0.1869	0.0000	542.3416	542.3416	0.0870	0.0000	544.5157
2021	1.4865	0.2312	0.2598	4.8000e-004	9.2900e-003	0.0117	0.0209	2.4900e-003	0.0109	0.0134	0.0000	42.4912	42.4912	9.3500e-003	0.0000	42.7249
<b>Maximum</b>	<b>1.4865</b>	<b>3.0820</b>	<b>2.7927</b>	<b>6.1100e-003</b>	<b>0.2466</b>	<b>0.1500</b>	<b>0.3322</b>	<b>0.1106</b>	<b>0.1411</b>	<b>0.1900</b>	<b>0.0000</b>	<b>542.3416</b>	<b>542.3416</b>	<b>0.0870</b>	<b>0.0000</b>	<b>544.5157</b>

## Woodlake Concorde Center Industrial Project - San Joaquin Valley Unified APCD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	8-28-2019	11-27-2019	1.6208	1.6208
2	11-28-2019	2-27-2020	0.8984	0.8984
3	2-28-2020	5-27-2020	0.8453	0.8453
4	5-28-2020	8-27-2020	0.8628	0.8628
5	8-28-2020	11-27-2020	0.8650	0.8650
6	11-28-2020	2-27-2021	1.5169	1.5169
7	2-28-2021	5-27-2021	0.5283	0.5283
		Highest	1.6208	1.6208

Woodlake Concorde Center Industrial Project - San Joaquin Valley Unified APCD Air District, Annual

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9663	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7500e-003	3.7500e-003	1.0000e-005	0.0000	4.0000e-003
Energy	0.0190	0.1729	0.1453	1.0400e-003		0.0131	0.0131		0.0131	0.0131	0.0000	188.2675	188.2675	3.6100e-003	3.4500e-003	189.3863
Mobile	0.4736	5.1926	5.4237	0.0262	1.6289	0.0242	1.6532	0.4382	0.0229	0.4611	0.0000	2,427.6693	2,427.6693	0.1388	0.0000	2,431.1384
Waste						0.0000	0.0000		0.0000	0.0000	52.8589	0.0000	52.8589	3.1239	0.0000	130.9556
Water						0.0000	0.0000		0.0000	0.0000	15.4066	0.0000	15.4066	1.5824	0.0374	66.1014
<b>Total</b>	<b>1.4590</b>	<b>5.3656</b>	<b>5.5709</b>	<b>0.0272</b>	<b>1.6289</b>	<b>0.0374</b>	<b>1.6663</b>	<b>0.4382</b>	<b>0.0361</b>	<b>0.4742</b>	<b>68.2655</b>	<b>2,615.9406</b>	<b>2,684.2061</b>	<b>4.8487</b>	<b>0.0408</b>	<b>2,817.5856</b>

Woodlake Concorde Center Industrial Project - San Joaquin Valley Unified APCD Air District, Annual

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9663	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7500e-003	3.7500e-003	1.0000e-005	0.0000	4.0000e-003
Energy	0.0190	0.1729	0.1453	1.0400e-003		0.0131	0.0131		0.0131	0.0131	0.0000	188.2675	188.2675	3.6100e-003	3.4500e-003	189.3863
Mobile	0.4736	5.1926	5.4237	0.0262	1.6289	0.0242	1.6532	0.4382	0.0229	0.4611	0.0000	2,427.6693	2,427.6693	0.1388	0.0000	2,431.1384
Waste						0.0000	0.0000		0.0000	0.0000	52.8589	0.0000	52.8589	3.1239	0.0000	130.9556
Water						0.0000	0.0000		0.0000	0.0000	15.4066	0.0000	15.4066	1.5824	0.0374	66.1014
<b>Total</b>	<b>1.4590</b>	<b>5.3656</b>	<b>5.5709</b>	<b>0.0272</b>	<b>1.6289</b>	<b>0.0374</b>	<b>1.6663</b>	<b>0.4382</b>	<b>0.0361</b>	<b>0.4742</b>	<b>68.2655</b>	<b>2,615.9406</b>	<b>2,684.2061</b>	<b>4.8487</b>	<b>0.0408</b>	<b>2,817.5856</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

## Woodlake Concorde Center Industrial Project - San Joaquin Valley Unified APCD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	8/28/2019	9/24/2019	5	20	
2	Site Preparation	Site Preparation	9/25/2019	10/8/2019	5	10	
3	Grading	Grading	10/9/2019	11/19/2019	5	30	
4	Building Construction	Building Construction	11/20/2019	1/12/2021	5	300	
5	Paving	Paving	1/13/2021	2/9/2021	5	20	
6	Architectural Coating	Architectural Coating	2/10/2021	3/9/2021	5	20	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 315,000; Non-Residential Outdoor: 105,000; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	88.00	34.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672
<b>Total</b>	<b>0.0351</b>	<b>0.3578</b>	<b>0.2206</b>	<b>3.9000e-004</b>		<b>0.0180</b>	<b>0.0180</b>		<b>0.0167</b>	<b>0.0167</b>	<b>0.0000</b>	<b>34.6263</b>	<b>34.6263</b>	<b>9.6300e-003</b>	<b>0.0000</b>	<b>34.8672</b>

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**3.2 Demolition - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.3000e-004	7.1300e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8800e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.7110	1.7110	5.0000e-005	0.0000	1.7123
<b>Total</b>	<b>9.7000e-004</b>	<b>7.3000e-004</b>	<b>7.1300e-003</b>	<b>2.0000e-005</b>	<b>1.8600e-003</b>	<b>1.0000e-005</b>	<b>1.8800e-003</b>	<b>5.0000e-004</b>	<b>1.0000e-005</b>	<b>5.1000e-004</b>	<b>0.0000</b>	<b>1.7110</b>	<b>1.7110</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.7123</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671
<b>Total</b>	<b>0.0351</b>	<b>0.3578</b>	<b>0.2206</b>	<b>3.9000e-004</b>		<b>0.0180</b>	<b>0.0180</b>		<b>0.0167</b>	<b>0.0167</b>	<b>0.0000</b>	<b>34.6263</b>	<b>34.6263</b>	<b>9.6300e-003</b>	<b>0.0000</b>	<b>34.8671</b>



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**3.2 Demolition - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.3000e-004	7.1300e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8800e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.7110	1.7110	5.0000e-005	0.0000	1.7123
<b>Total</b>	<b>9.7000e-004</b>	<b>7.3000e-004</b>	<b>7.1300e-003</b>	<b>2.0000e-005</b>	<b>1.8600e-003</b>	<b>1.0000e-005</b>	<b>1.8800e-003</b>	<b>5.0000e-004</b>	<b>1.0000e-005</b>	<b>5.1000e-004</b>	<b>0.0000</b>	<b>1.7110</b>	<b>1.7110</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.7123</b>

**3.3 Site Preparation - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
<b>Total</b>	<b>0.0217</b>	<b>0.2279</b>	<b>0.1103</b>	<b>1.9000e-004</b>	<b>0.0903</b>	<b>0.0120</b>	<b>0.1023</b>	<b>0.0497</b>	<b>0.0110</b>	<b>0.0607</b>	<b>0.0000</b>	<b>17.0843</b>	<b>17.0843</b>	<b>5.4100e-003</b>	<b>0.0000</b>	<b>17.2195</b>

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**3.3 Site Preparation - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.4000e-004	4.2800e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.0000e-004	0.0000	1.0266	1.0266	3.0000e-005	0.0000	1.0274
<b>Total</b>	<b>5.8000e-004</b>	<b>4.4000e-004</b>	<b>4.2800e-003</b>	<b>1.0000e-005</b>	<b>1.1200e-003</b>	<b>1.0000e-005</b>	<b>1.1300e-003</b>	<b>3.0000e-004</b>	<b>1.0000e-005</b>	<b>3.0000e-004</b>	<b>0.0000</b>	<b>1.0266</b>	<b>1.0266</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.0274</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.2279	0.1103	1.9000e-004		0.0120	0.0120		0.0110	0.0110	0.0000	17.0843	17.0843	5.4100e-003	0.0000	17.2195
<b>Total</b>	<b>0.0217</b>	<b>0.2279</b>	<b>0.1103</b>	<b>1.9000e-004</b>	<b>0.0903</b>	<b>0.0120</b>	<b>0.1023</b>	<b>0.0497</b>	<b>0.0110</b>	<b>0.0607</b>	<b>0.0000</b>	<b>17.0843</b>	<b>17.0843</b>	<b>5.4100e-003</b>	<b>0.0000</b>	<b>17.2195</b>

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**3.3 Site Preparation - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.4000e-004	4.2800e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.0000e-004	0.0000	1.0266	1.0266	3.0000e-005	0.0000	1.0274
<b>Total</b>	<b>5.8000e-004</b>	<b>4.4000e-004</b>	<b>4.2800e-003</b>	<b>1.0000e-005</b>	<b>1.1200e-003</b>	<b>1.0000e-005</b>	<b>1.1300e-003</b>	<b>3.0000e-004</b>	<b>1.0000e-005</b>	<b>3.0000e-004</b>	<b>0.0000</b>	<b>1.0266</b>	<b>1.0266</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.0274</b>

**3.4 Grading - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0711	0.8178	0.5007	9.3000e-004		0.0357	0.0357		0.0329	0.0329	0.0000	83.5520	83.5520	0.0264	0.0000	84.2129
<b>Total</b>	<b>0.0711</b>	<b>0.8178</b>	<b>0.5007</b>	<b>9.3000e-004</b>	<b>0.1301</b>	<b>0.0357</b>	<b>0.1658</b>	<b>0.0540</b>	<b>0.0329</b>	<b>0.0868</b>	<b>0.0000</b>	<b>83.5520</b>	<b>83.5520</b>	<b>0.0264</b>	<b>0.0000</b>	<b>84.2129</b>

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**3.4 Grading - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9400e-003	1.4500e-003	0.0143	4.0000e-005	3.7300e-003	3.0000e-005	3.7600e-003	9.9000e-004	2.0000e-005	1.0200e-003	0.0000	3.4220	3.4220	1.1000e-004	0.0000	3.4246
<b>Total</b>	<b>1.9400e-003</b>	<b>1.4500e-003</b>	<b>0.0143</b>	<b>4.0000e-005</b>	<b>3.7300e-003</b>	<b>3.0000e-005</b>	<b>3.7600e-003</b>	<b>9.9000e-004</b>	<b>2.0000e-005</b>	<b>1.0200e-003</b>	<b>0.0000</b>	<b>3.4220</b>	<b>3.4220</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>3.4246</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0711	0.8178	0.5007	9.3000e-004		0.0357	0.0357		0.0329	0.0329	0.0000	83.5519	83.5519	0.0264	0.0000	84.2128
<b>Total</b>	<b>0.0711</b>	<b>0.8178</b>	<b>0.5007</b>	<b>9.3000e-004</b>	<b>0.1301</b>	<b>0.0357</b>	<b>0.1658</b>	<b>0.0540</b>	<b>0.0329</b>	<b>0.0868</b>	<b>0.0000</b>	<b>83.5519</b>	<b>83.5519</b>	<b>0.0264</b>	<b>0.0000</b>	<b>84.2128</b>

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**3.4 Grading - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9400e-003	1.4500e-003	0.0143	4.0000e-005	3.7300e-003	3.0000e-005	3.7600e-003	9.9000e-004	2.0000e-005	1.0200e-003	0.0000	3.4220	3.4220	1.1000e-004	0.0000	3.4246
<b>Total</b>	<b>1.9400e-003</b>	<b>1.4500e-003</b>	<b>0.0143</b>	<b>4.0000e-005</b>	<b>3.7300e-003</b>	<b>3.0000e-005</b>	<b>3.7600e-003</b>	<b>9.9000e-004</b>	<b>2.0000e-005</b>	<b>1.0200e-003</b>	<b>0.0000</b>	<b>3.4220</b>	<b>3.4220</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>3.4246</b>

**3.5 Building Construction - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0354	0.3162	0.2575	4.0000e-004		0.0194	0.0194		0.0182	0.0182	0.0000	35.2656	35.2656	8.5900e-003	0.0000	35.4804
<b>Total</b>	<b>0.0354</b>	<b>0.3162</b>	<b>0.2575</b>	<b>4.0000e-004</b>		<b>0.0194</b>	<b>0.0194</b>		<b>0.0182</b>	<b>0.0182</b>	<b>0.0000</b>	<b>35.2656</b>	<b>35.2656</b>	<b>8.5900e-003</b>	<b>0.0000</b>	<b>35.4804</b>

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**3.5 Building Construction - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3400e-003	0.0650	0.0130	1.4000e-004	3.0600e-003	4.7000e-004	3.5300e-003	8.8000e-004	4.5000e-004	1.3300e-003	0.0000	12.8774	12.8774	1.1500e-003	0.0000	12.9061
Worker	8.5400e-003	6.3900e-003	0.0628	1.7000e-004	0.0164	1.2000e-004	0.0165	4.3600e-003	1.1000e-004	4.4700e-003	0.0000	15.0566	15.0566	4.6000e-004	0.0000	15.0682
<b>Total</b>	<b>0.0109</b>	<b>0.0714</b>	<b>0.0758</b>	<b>3.1000e-004</b>	<b>0.0195</b>	<b>5.9000e-004</b>	<b>0.0201</b>	<b>5.2400e-003</b>	<b>5.6000e-004</b>	<b>5.8000e-003</b>	<b>0.0000</b>	<b>27.9340</b>	<b>27.9340</b>	<b>1.6100e-003</b>	<b>0.0000</b>	<b>27.9743</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0354	0.3162	0.2575	4.0000e-004		0.0194	0.0194		0.0182	0.0182	0.0000	35.2656	35.2656	8.5900e-003	0.0000	35.4804
<b>Total</b>	<b>0.0354</b>	<b>0.3162</b>	<b>0.2575</b>	<b>4.0000e-004</b>		<b>0.0194</b>	<b>0.0194</b>		<b>0.0182</b>	<b>0.0182</b>	<b>0.0000</b>	<b>35.2656</b>	<b>35.2656</b>	<b>8.5900e-003</b>	<b>0.0000</b>	<b>35.4804</b>

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**3.5 Building Construction - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3400e-003	0.0650	0.0130	1.4000e-004	3.0600e-003	4.7000e-004	3.5300e-003	8.8000e-004	4.5000e-004	1.3300e-003	0.0000	12.8774	12.8774	1.1500e-003	0.0000	12.9061
Worker	8.5400e-003	6.3900e-003	0.0628	1.7000e-004	0.0164	1.2000e-004	0.0165	4.3600e-003	1.1000e-004	4.4700e-003	0.0000	15.0566	15.0566	4.6000e-004	0.0000	15.0682
<b>Total</b>	<b>0.0109</b>	<b>0.0714</b>	<b>0.0758</b>	<b>3.1000e-004</b>	<b>0.0195</b>	<b>5.9000e-004</b>	<b>0.0201</b>	<b>5.2400e-003</b>	<b>5.6000e-004</b>	<b>5.8000e-003</b>	<b>0.0000</b>	<b>27.9340</b>	<b>27.9340</b>	<b>1.6100e-003</b>	<b>0.0000</b>	<b>27.9743</b>

**3.5 Building Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2777	2.5134	2.2072	3.5300e-003		0.1463	0.1463		0.1376	0.1376	0.0000	303.4091	303.4091	0.0740	0.0000	305.2596
<b>Total</b>	<b>0.2777</b>	<b>2.5134</b>	<b>2.2072</b>	<b>3.5300e-003</b>		<b>0.1463</b>	<b>0.1463</b>		<b>0.1376</b>	<b>0.1376</b>	<b>0.0000</b>	<b>303.4091</b>	<b>303.4091</b>	<b>0.0740</b>	<b>0.0000</b>	<b>305.2596</b>

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**3.5 Building Construction - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0166	0.5195	0.0982	1.1700e-003	0.0267	2.7200e-003	0.0294	7.7200e-003	2.6000e-003	0.0103	0.0000	111.5121	111.5121	9.4200e-003	0.0000	111.7477
Worker	0.0679	0.0490	0.4873	1.4100e-003	0.1433	9.8000e-004	0.1443	0.0381	9.0000e-004	0.0390	0.0000	127.4208	127.4208	3.5200e-003	0.0000	127.5087
<b>Total</b>	<b>0.0845</b>	<b>0.5686</b>	<b>0.5855</b>	<b>2.5800e-003</b>	<b>0.1700</b>	<b>3.7000e-003</b>	<b>0.1737</b>	<b>0.0458</b>	<b>3.5000e-003</b>	<b>0.0493</b>	<b>0.0000</b>	<b>238.9329</b>	<b>238.9329</b>	<b>0.0129</b>	<b>0.0000</b>	<b>239.2564</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2777	2.5134	2.2072	3.5300e-003		0.1463	0.1463		0.1376	0.1376	0.0000	303.4087	303.4087	0.0740	0.0000	305.2592
<b>Total</b>	<b>0.2777</b>	<b>2.5134</b>	<b>2.2072</b>	<b>3.5300e-003</b>		<b>0.1463</b>	<b>0.1463</b>		<b>0.1376</b>	<b>0.1376</b>	<b>0.0000</b>	<b>303.4087</b>	<b>303.4087</b>	<b>0.0740</b>	<b>0.0000</b>	<b>305.2592</b>



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**3.5 Building Construction - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0166	0.5195	0.0982	1.1700e-003	0.0267	2.7200e-003	0.0294	7.7200e-003	2.6000e-003	0.0103	0.0000	111.5121	111.5121	9.4200e-003	0.0000	111.7477
Worker	0.0679	0.0490	0.4873	1.4100e-003	0.1433	9.8000e-004	0.1443	0.0381	9.0000e-004	0.0390	0.0000	127.4208	127.4208	3.5200e-003	0.0000	127.5087
<b>Total</b>	<b>0.0845</b>	<b>0.5686</b>	<b>0.5855</b>	<b>2.5800e-003</b>	<b>0.1700</b>	<b>3.7000e-003</b>	<b>0.1737</b>	<b>0.0458</b>	<b>3.5000e-003</b>	<b>0.0493</b>	<b>0.0000</b>	<b>238.9329</b>	<b>238.9329</b>	<b>0.0129</b>	<b>0.0000</b>	<b>239.2564</b>

**3.5 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.6000e-003	0.0697	0.0663	1.1000e-004		3.8300e-003	3.8300e-003		3.6100e-003	3.6100e-003	0.0000	9.2655	9.2655	2.2400e-003	0.0000	9.3214
<b>Total</b>	<b>7.6000e-003</b>	<b>0.0697</b>	<b>0.0663</b>	<b>1.1000e-004</b>		<b>3.8300e-003</b>	<b>3.8300e-003</b>		<b>3.6100e-003</b>	<b>3.6100e-003</b>	<b>0.0000</b>	<b>9.2655</b>	<b>9.2655</b>	<b>2.2400e-003</b>	<b>0.0000</b>	<b>9.3214</b>

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**3.5 Building Construction - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1000e-004	0.0144	2.6200e-003	4.0000e-005	8.2000e-004	4.0000e-005	8.5000e-004	2.4000e-004	4.0000e-005	2.7000e-004	0.0000	3.3731	3.3731	2.8000e-004	0.0000	3.3800
Worker	1.9100e-003	1.3300e-003	0.0135	4.0000e-005	4.3800e-003	3.0000e-005	4.4000e-003	1.1600e-003	3.0000e-005	1.1900e-003	0.0000	3.7553	3.7553	1.0000e-004	0.0000	3.7577
<b>Total</b>	<b>2.3200e-003</b>	<b>0.0158</b>	<b>0.0161</b>	<b>8.0000e-005</b>	<b>5.2000e-003</b>	<b>7.0000e-005</b>	<b>5.2500e-003</b>	<b>1.4000e-003</b>	<b>7.0000e-005</b>	<b>1.4600e-003</b>	<b>0.0000</b>	<b>7.1284</b>	<b>7.1284</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>7.1377</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.6000e-003	0.0697	0.0663	1.1000e-004		3.8300e-003	3.8300e-003		3.6100e-003	3.6100e-003	0.0000	9.2655	9.2655	2.2400e-003	0.0000	9.3214
<b>Total</b>	<b>7.6000e-003</b>	<b>0.0697</b>	<b>0.0663</b>	<b>1.1000e-004</b>		<b>3.8300e-003</b>	<b>3.8300e-003</b>		<b>3.6100e-003</b>	<b>3.6100e-003</b>	<b>0.0000</b>	<b>9.2655</b>	<b>9.2655</b>	<b>2.2400e-003</b>	<b>0.0000</b>	<b>9.3214</b>

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**3.5 Building Construction - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1000e-004	0.0144	2.6200e-003	4.0000e-005	8.2000e-004	4.0000e-005	8.5000e-004	2.4000e-004	4.0000e-005	2.7000e-004	0.0000	3.3731	3.3731	2.8000e-004	0.0000	3.3800
Worker	1.9100e-003	1.3300e-003	0.0135	4.0000e-005	4.3800e-003	3.0000e-005	4.4000e-003	1.1600e-003	3.0000e-005	1.1900e-003	0.0000	3.7553	3.7553	1.0000e-004	0.0000	3.7577
<b>Total</b>	<b>2.3200e-003</b>	<b>0.0158</b>	<b>0.0161</b>	<b>8.0000e-005</b>	<b>5.2000e-003</b>	<b>7.0000e-005</b>	<b>5.2500e-003</b>	<b>1.4000e-003</b>	<b>7.0000e-005</b>	<b>1.4600e-003</b>	<b>0.0000</b>	<b>7.1284</b>	<b>7.1284</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>7.1377</b>

**3.6 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0126</b>	<b>0.1292</b>	<b>0.1465</b>	<b>2.3000e-004</b>		<b>6.7800e-003</b>	<b>6.7800e-003</b>		<b>6.2400e-003</b>	<b>6.2400e-003</b>	<b>0.0000</b>	<b>20.0235</b>	<b>20.0235</b>	<b>6.4800e-003</b>	<b>0.0000</b>	<b>20.1854</b>

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**3.6 Paving - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	5.7000e-004	5.7600e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8800e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.6003	1.6003	4.0000e-005	0.0000	1.6013
<b>Total</b>	<b>8.1000e-004</b>	<b>5.7000e-004</b>	<b>5.7600e-003</b>	<b>2.0000e-005</b>	<b>1.8600e-003</b>	<b>1.0000e-005</b>	<b>1.8800e-003</b>	<b>5.0000e-004</b>	<b>1.0000e-005</b>	<b>5.1000e-004</b>	<b>0.0000</b>	<b>1.6003</b>	<b>1.6003</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.6013</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0126</b>	<b>0.1292</b>	<b>0.1465</b>	<b>2.3000e-004</b>		<b>6.7800e-003</b>	<b>6.7800e-003</b>		<b>6.2400e-003</b>	<b>6.2400e-003</b>	<b>0.0000</b>	<b>20.0235</b>	<b>20.0235</b>	<b>6.4800e-003</b>	<b>0.0000</b>	<b>20.1854</b>

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**3.6 Paving - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	5.7000e-004	5.7600e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8800e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.6003	1.6003	4.0000e-005	0.0000	1.6013
<b>Total</b>	<b>8.1000e-004</b>	<b>5.7000e-004</b>	<b>5.7600e-003</b>	<b>2.0000e-005</b>	<b>1.8600e-003</b>	<b>1.0000e-005</b>	<b>1.8800e-003</b>	<b>5.0000e-004</b>	<b>1.0000e-005</b>	<b>5.1000e-004</b>	<b>0.0000</b>	<b>1.6003</b>	<b>1.6003</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.6013</b>

**3.7 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.4600					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1900e-003	0.0153	0.0182	3.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	2.5533	2.5533	1.8000e-004	0.0000	2.5576
<b>Total</b>	<b>1.4622</b>	<b>0.0153</b>	<b>0.0182</b>	<b>3.0000e-005</b>		<b>9.4000e-004</b>	<b>9.4000e-004</b>		<b>9.4000e-004</b>	<b>9.4000e-004</b>	<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>2.5576</b>

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**3.7 Architectural Coating - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.8000e-004	6.8000e-004	6.9100e-003	2.0000e-005	2.2400e-003	1.0000e-005	2.2500e-003	5.9000e-004	1.0000e-005	6.1000e-004	0.0000	1.9203	1.9203	5.0000e-005	0.0000	1.9216
<b>Total</b>	<b>9.8000e-004</b>	<b>6.8000e-004</b>	<b>6.9100e-003</b>	<b>2.0000e-005</b>	<b>2.2400e-003</b>	<b>1.0000e-005</b>	<b>2.2500e-003</b>	<b>5.9000e-004</b>	<b>1.0000e-005</b>	<b>6.1000e-004</b>	<b>0.0000</b>	<b>1.9203</b>	<b>1.9203</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.9216</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.4600					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1900e-003	0.0153	0.0182	3.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	2.5533	2.5533	1.8000e-004	0.0000	2.5576
<b>Total</b>	<b>1.4622</b>	<b>0.0153</b>	<b>0.0182</b>	<b>3.0000e-005</b>		<b>9.4000e-004</b>	<b>9.4000e-004</b>		<b>9.4000e-004</b>	<b>9.4000e-004</b>	<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>2.5576</b>

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**3.7 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.8000e-004	6.8000e-004	6.9100e-003	2.0000e-005	2.2400e-003	1.0000e-005	2.2500e-003	5.9000e-004	1.0000e-005	6.1000e-004	0.0000	1.9203	1.9203	5.0000e-005	0.0000	1.9216
<b>Total</b>	<b>9.8000e-004</b>	<b>6.8000e-004</b>	<b>6.9100e-003</b>	<b>2.0000e-005</b>	<b>2.2400e-003</b>	<b>1.0000e-005</b>	<b>2.2500e-003</b>	<b>5.9000e-004</b>	<b>1.0000e-005</b>	<b>6.1000e-004</b>	<b>0.0000</b>	<b>1.9203</b>	<b>1.9203</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.9216</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4736	5.1926	5.4237	0.0262	1.6289	0.0242	1.6532	0.4382	0.0229	0.4611	0.0000	2,427.669 3	2,427.669 3	0.1388	0.0000	2,431.138 4
Unmitigated	0.4736	5.1926	5.4237	0.0262	1.6289	0.0242	1.6532	0.4382	0.0229	0.4611	0.0000	2,427.669 3	2,427.669 3	0.1388	0.0000	2,431.138 4

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,463.70	277.20	142.80	4,271,062	4,271,062
Total	1,463.70	277.20	142.80	4,271,062	4,271,062

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.506092	0.032602	0.169295	0.124521	0.019914	0.005374	0.021664	0.110051	0.001797	0.001623	0.005307	0.000969	0.000792

5.0 Energy Detail

Historical Energy Use: N



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**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0190	0.1729	0.1453	1.0400e-003		0.0131	0.0131		0.0131	0.0131	0.0000	188.2675	188.2675	3.6100e-003	3.4500e-003	189.3863
NaturalGas Unmitigated	0.0190	0.1729	0.1453	1.0400e-003		0.0131	0.0131		0.0131	0.0131	0.0000	188.2675	188.2675	3.6100e-003	3.4500e-003	189.3863

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	3.528e+006	0.0190	0.1729	0.1453	1.0400e-003		0.0131	0.0131		0.0131	0.0131	0.0000	188.2675	188.2675	3.6100e-003	3.4500e-003	189.3863
<b>Total</b>		<b>0.0190</b>	<b>0.1729</b>	<b>0.1453</b>	<b>1.0400e-003</b>		<b>0.0131</b>	<b>0.0131</b>		<b>0.0131</b>	<b>0.0131</b>	<b>0.0000</b>	<b>188.2675</b>	<b>188.2675</b>	<b>3.6100e-003</b>	<b>3.4500e-003</b>	<b>189.3863</b>

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**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	3.528e+006	0.0190	0.1729	0.1453	1.0400e-003		0.0131	0.0131		0.0131	0.0131	0.0000	188.2675	188.2675	3.6100e-003	3.4500e-003	189.3863
<b>Total</b>		<b>0.0190</b>	<b>0.1729</b>	<b>0.1453</b>	<b>1.0400e-003</b>		<b>0.0131</b>	<b>0.0131</b>		<b>0.0131</b>	<b>0.0131</b>	<b>0.0000</b>	<b>188.2675</b>	<b>188.2675</b>	<b>3.6100e-003</b>	<b>3.4500e-003</b>	<b>189.3863</b>

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	495600	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

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**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	495600	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9663	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7500e-003	3.7500e-003	1.0000e-005	0.0000	4.0000e-003
Unmitigated	0.9663	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7500e-003	3.7500e-003	1.0000e-005	0.0000	4.0000e-003

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**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1460					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8202					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7500e-003	3.7500e-003	1.0000e-005	0.0000	4.0000e-003
<b>Total</b>	<b>0.9663</b>	<b>2.0000e-005</b>	<b>1.9400e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>3.7500e-003</b>	<b>3.7500e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>4.0000e-003</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1460					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8202					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7500e-003	3.7500e-003	1.0000e-005	0.0000	4.0000e-003
<b>Total</b>	<b>0.9663</b>	<b>2.0000e-005</b>	<b>1.9400e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>3.7500e-003</b>	<b>3.7500e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>4.0000e-003</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	15.4066	1.5824	0.0374	66.1014
Unmitigated	15.4066	1.5824	0.0374	66.1014

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	48.5625 / 0	15.4066	1.5824	0.0374	66.1014
<b>Total</b>		<b>15.4066</b>	<b>1.5824</b>	<b>0.0374</b>	<b>66.1014</b>

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**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	48.5625 / 0	15.4066	1.5824	0.0374	66.1014
<b>Total</b>		<b>15.4066</b>	<b>1.5824</b>	<b>0.0374</b>	<b>66.1014</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	52.8589	3.1239	0.0000	130.9556
Unmitigated	52.8589	3.1239	0.0000	130.9556

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**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	260.4	52.8589	3.1239	0.0000	130.9556
<b>Total</b>		<b>52.8589</b>	<b>3.1239</b>	<b>0.0000</b>	<b>130.9556</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	260.4	52.8589	3.1239	0.0000	130.9556
<b>Total</b>		<b>52.8589</b>	<b>3.1239</b>	<b>0.0000</b>	<b>130.9556</b>

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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