CITY OF RIO VISTA

Draft

Initial Study Mitigated Negative Declaration

Oasis Farm Cannabis Facility Project

February 2022

Kimley»Horn

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Oasis Farm Cannabis Facility Project

Public Draft:

Initial Study – Mitigated Negative Declaration

City of Rio Vista
One Main Street
Rio Vista, CA 94571

February 2022

Prepared by:

Kimley»Horn

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1.0 INTRODUCTION & PURPOSE

1.1 Purpose and Scope of the Initial Study

This Initial Study/Mitigated Negative Declaration (IS/MND) was prepared pursuant to the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000, et seq and written in accordance with the requirements of contained therein. This document was written for the Oasis Farm Cannabis Cultivation Project (proposed project) for the purpose of determining whether the proposed project may have a significant effect on the environment. A copy of this IS and supporting documentation is provided on the City website at https://www.riovistacity.com/ceqa-reports/ and a hard copy on file at the City of Rio Vista, Community Development Department, One Main Street, Rio Vista, CA 94571

1.2 Lead Agency

The lead agency is the public agency with primary responsibility over a proposed project and for project approval. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b) (1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on the criteria above, the City of Rio Vista (City) is the lead agency for the proposed project.

1.3 Cannabis Related Projects and Licensing/CEQA Review

The California Department of Cannabis Control (DCC) has jurisdiction over the issuance of various licenses needed to legally cultivate, propagate, test, distribute, sell, manufacture and process commercial cannabis in California. Depending on the nature of a cannabis related activity, location, the specific project elements, and potential for environmental impacts to occur from project implementation and/or operation, DCC could take on the role of the Lead Agency.

Previous to the creation of the DCC, regulations for the cultivation, processing, manufacturing, distribution etc. of cannabis was regulated by the California Department of Food and Agriculture (CDFA), California Bureau of Cannabis Control (BCC), and California Department of Public Health (CDPH). DCC now regulates these efforts through California Code of Regulations (CCR) Title 4 Division 19. All applicable regulations were weighed against the land use entitlements and proposed construction and operational activities that would occur under the project as proposed for the industrial scale building designed for commercial cannabis cultivation production as disclosed in this IS.

Project impacts to all resource areas required to be reviewed under CEQA were found to have "No Impact", a "Less than Significant Impact", or be "Less than Significant with Mitigation." Acting as the lead agency for this project, the City has circulated this document for public review including to the applicable regulatory agencies that may review and provide comment. In addition, and as applicable, the project applicant would show compliance with all requirements set forth by the listed agencies prior to project initiation and throughout the operational period of the proposed project. The City will consider all comments to ensure the project complies with all applicable state guidelines from the approval process to the operational phases. Subsequent to all required review, the City may approve the proposed project in accordance with City planning procedures and guidelines.

1.4 Environmental Analysis

This document has been prepared using the CEQA IS Checklist (Appendix G of the State CEQA Guidelines). The conclusions herein are based on CEQA standards, professional judgement, field review, technical study, and available public documents. This IS contains and constitutes substantial evidence supporting the conclusion that preparation of an EIR is not required prior to approval of the proposed project by the City and provides the required documentation under CEQA.

1.5 Initial Study Public Review Process

CEQA Statutes and Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.), sets forth the rules, regulations, and procedures for the implementation of CEQA. The requirements and steps of preparation and adoption of a Negative Declaration (ND) or Mitigated Negative Declaration (MND) are discussed in § 15070 through 15075 of the State CEQA Guidelines. Based on the evaluation in this IS, it was determined that the proposed project would result in No Impact, a Less than Significant Impact, or the impact would be mitigated to Less than Significant.

A Notice of Intent to Adopt the MND based on State CEQA Guidelines § 15072, was prepared and submitted to the State Clearinghouse for filing and circulation. The document was made available for a 30-day public review period from February 1, 2022 to March 3, 2022. During this time the public, interested parties, stakeholders, and any state or local agency could provide comment on the document. The IS/MND may be viewed at the City of Rio Vista website at the following link: https://www.riovistacity.com/ceqa-reports/, on the State Clearinghouse website, or at the City of Rio Vista, Community Development Department, One Main Street, Rio Vista, CA 94571.

A hearing at the City of Rio Vista City Council for the project is planned for March 15, 2022.

Written comments on the IS/MND should reference the "Oasis's Farms Cannabis Project," and be addressed to the Lead Agency at the following address:

City of Rio Vista Planning Department
Attn: Robert Hickey - City Manager
One Main Street
Rio Vista, CA 95945

or, rhickey@ci.rio-vista.ca.us

The City of Rio Vista (City) as the Lead Agency for this project, will consider comments received and in accordance with (State CEQA Guidelines § 15074(b)), decide whether to adopt the MND prior to taking action to approve the project. If the MND is adopted and the proposed project is approved, the City also will adopt a mitigation monitoring or reporting program (MMRP), which will detail the mitigation measures, timing of mitigation implementation, and will list the responsible parties.

1.6 Initial Study Public Review Process

As required by Public Resources Code Section 21081.6 (a)(1), an MMRP has been prepared for the project in order to monitor the implementation of the mitigation measures that have been adopted for the proposed project. Any long-term monitoring of mitigation measures imposed on the overall development will be implemented through the MMRP.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Location and Setting

Project Location

The Oasis Farm Cannabis Cultivation Project (proposed project) is located on Harvey Felt Court in the City of Rio Vista Business Park within the former City of Rio Vista Municipal Airport, in the City of Rio Vista (City), County of Solano, in the State of California. The project site is approximately 3.9 acres and is located on Assessor Parcel Number (APN) # 178-20-19. *Figure 1: Regional Location Map* shows the project site and the City within the region. *Figure 2: Local Vicinity Map* shows the project site as well as surrounding land uses within the City; *Figure 3: Aerial Location View*, shows the project site in relation to the former Rio Vista Airport, surrounding roadways; *Figure 4 – Aerial Photograph 1993*, and *Figure 5 –Aerial Photograph 2011*, show the past setting of the project site and location of runways, taxi ways, other hardscape and disturbance. *Figure 6 – Project Layout*, provides a diagram of the proposed project within the site.

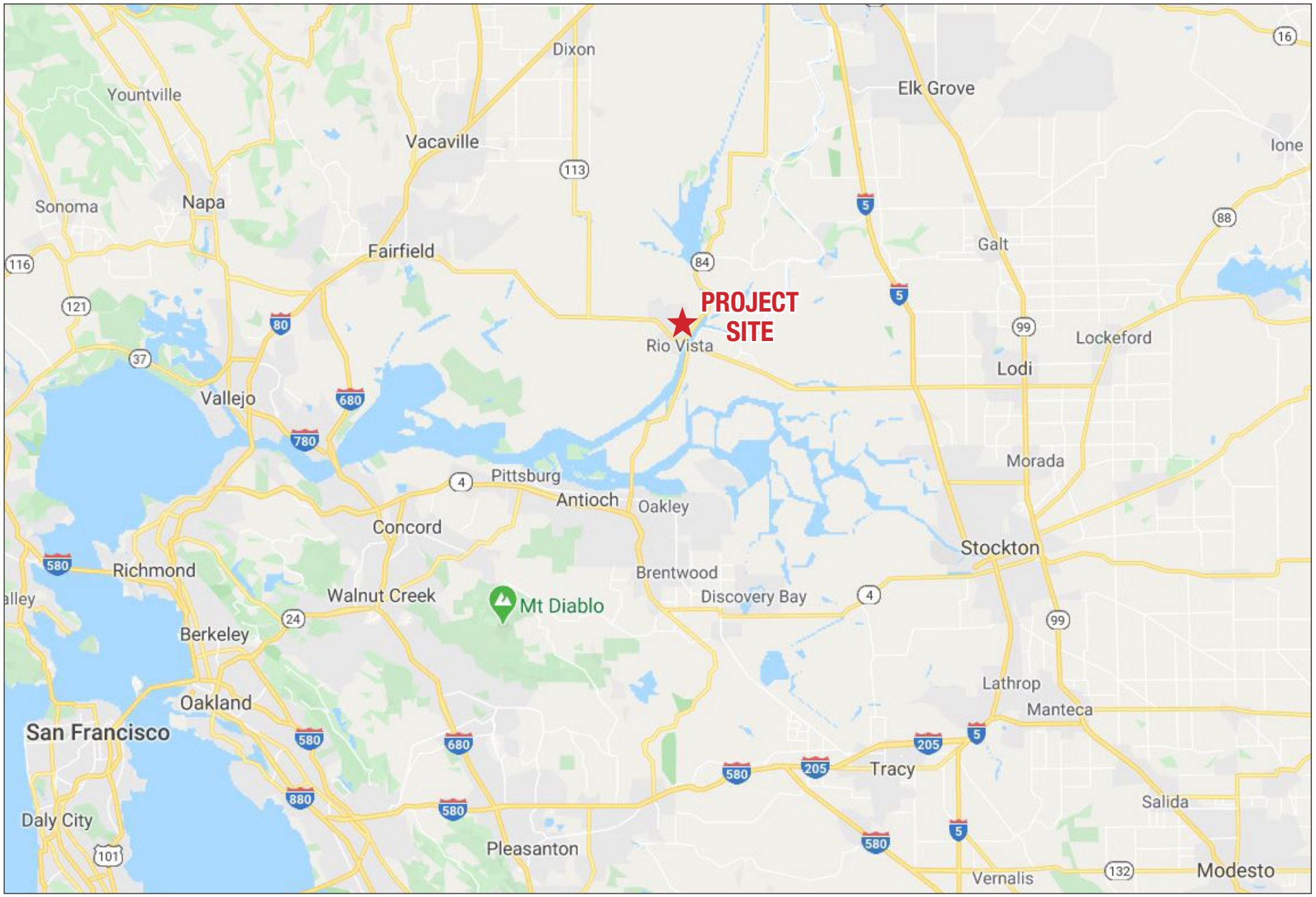
Project Setting

The proposed project would be located on approximately 3.9 acres within the boundaries of the former City of Rio Vista Municipal Airport but most of the former buildings and runways have been removed or demolished. The former Rio Vista airport site, inclusive of the project site, is the focus of City lead efforts for reuse and redevelopment of the area. The project site is zoned as a Business Park and intended for redevelopment with industrial and business uses. The project site is located within a previously undeveloped area adjacent to the southern side of the former runways and does not contain any hardscape or previously used structures.

The project site contains disturbed upland ruderal vegetation (from vehicle movements and access) and has been routinely mowed for weed control. The project site is flat and level and the elevations range from 38 to feet above mean sea level (amsl) on the west to 41 feet amsl in the south and in the southeasterly corner. The project site does not have any significant features, including rock outcroppings, trees, or other natural features and there are no stream channels, waterways, standing water, or wetlands.

Surrounding Land Uses

The area surrounding immediately surrounding the project site contain elements of the former airport including runways, taxiways, other hardscape, and structures. The reuse efforts have resulted in repurposing of previous structures, construction of new buildings, and ongoing efforts (installing new roadways and utilities) to redevelop the area for industrial and business uses. Harvey Felt Court, a newly constructed roadway, abuts the property to the south. Across Harvey Felt Court is an agricultural processing and packaging plant. Immediately to the north and northeast is a single-story industrial building used for cannabis production and adjacent to this site to the east is Norman Richardson Way. Norman Richardson Way intersects with Harvey Felt Court and provides access to these site and adjacent uses. Further north are vacant lots that contain remnants of the runways and further north, approximately 0.12 miles to the north, is a residential development adjoining the former airport property. To the west is a vacant and undeveloped parcel and further west is an undeveloped area used for drainage.



Source: Google Maps, 2021

Figure 1: Regional Location Map

Oasis Farms

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Not to scale

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Source: Google Earth, 2021

Figure 2: Local Vicinty Map

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Source: Google Earth, 2021

Figure 3: Aerial Location View

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Source: Google Earth, 2021

Figure 5: Aerial Photograph - 1993

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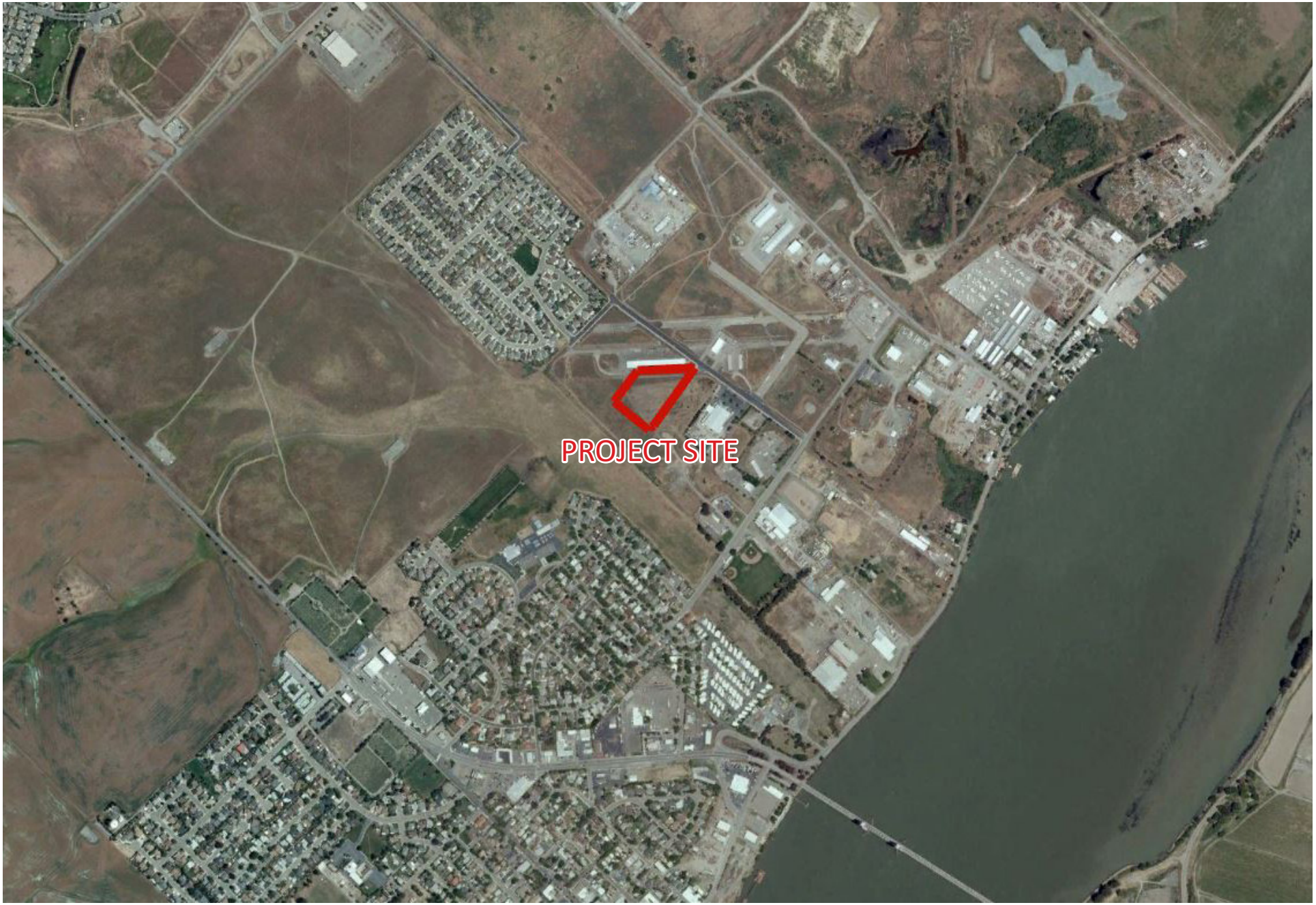

Source: Google Earth, 2021

Figure 5: Aerial Photograph - 2011

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Figure 6: Project Layout

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All immediately surrounding parcels are heavily disturbed from previous operations of the airport and ongoing reuse efforts, hardscape, and disturbed areas. Other areas within the balance of the airport reuse area also consists of vacant disturbed land, and areas that have already been. The proposed project is consistent with the surrounding uses and is consistent with the development plans and the industrial land use designation.

Requested Approvals

The proposed project is expected to require the following approvals:

- Conditional Use Permit
- Tentative Parcel Map
- Site and Architectural Approval for proposed structures
- Building Permit
- Adoption of a Development/Operating Agreement
- Cannabis Cultivation Licenses

The project applicant (Oasis Farms) is requesting approval of a cannabis project pursuant to Chapter 17.70 of the City of Rio Vista Zoning Ordinance relating to Cannabis regulations. Approval of the proposed project would allow for development of two, two story wood frame buildings with stucco exterior surfaces used for cannabis cultivation. All future licenses would be applied for through the Department of Cannabis Control (DCC) and would conform to all processes already in place related to the environmental review and permitting process.

Project Description

The proposed project includes the construction of two, two story buildings located on an approximate 3.9-acre site. Each building would have the same dimension [179 feet (') by 194'] for 34,726 sf footprints. Each with a total floor area of 69,452 sf. The structures would be approximately 41.17 feet to the standard parapets and a maximum height of approximately 49.5 to the top of the parapet projections. Parapets would conceal roof mounted HVAC equipment, etc. The buildings would be constructed onsite relying on wood frame construction and stucco exterior surfaces and are proposed to be used for indoor cannabis cultivation. The buildings would be separated by an approximately 30-foot-wide breezeway with plantings and landscaping, *Figure 7- Conceptual Elevations*, shows proposed building elevations, and *Figure 8 – Project Floor Plans*, shows the interior distribution of space.

Parking would be provided on the north and northwesterly sides of the buildings. Access to the parking lots would be provided via two gated driveways accessed via Harvey Felt Court, one on the north and one on the south side of the lot. Building 1 would be served by 74 parking spaces and Building 2 would be served by 80 parking spaces, for a total of 154 spaces. The parking lots would be secured by an automatic gate and would provide eight spaces that would be Americans with Disabilities Act (ADA) compliant. Landscaping consistent of drought tolerant species would be provided along the entire frontage with Harvey Felt Court and within the parking lots in planting islands. A 24-foot-wide driveway would be provided at each of the gated entrances on the sides of the structure and both would provide emergency fire access.

Table 1 – Building and Site Uses, below, shows the characteristics of each building and uses within the project site, and *Table 2- Interior Cultivation and Floor Plan Areas*, provides a listing of the interior spaces

and square footage of the interior that would be used for cannabis cultivation and related activities. Additional interior uses would include a reception area, office, bathrooms, security room, sanitation area, loading area, and employee break room. It should be noted that each floor of the buildings has an almost identical layout. The first floor would have two separate 900 sf rooms as well as two 225 sf rooms for storage. The corresponding spaces on the second floor directly over these areas be used for two break rooms, each 900 sf and two office spaces, each 225 sf. The project has been designed in this way to lend to efficiency and ensure consistency in the cultivation methodology and overall function of the project.

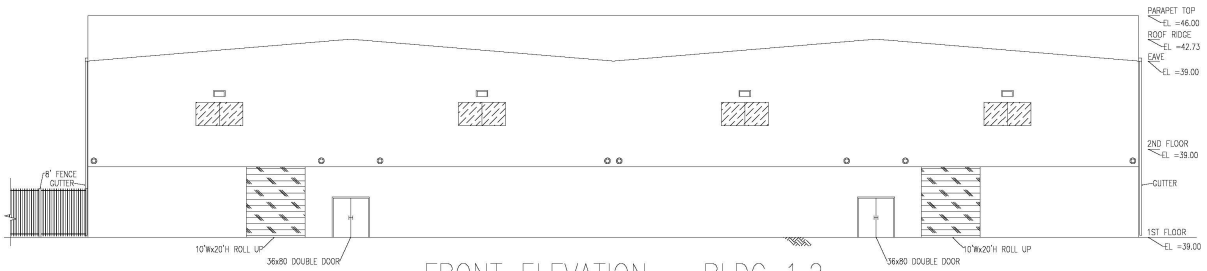
Table 1- Building and Site Uses

	Building 1	Building 2
Site Uses		
Lot square foot (sf)	79,110	92,235
Building Footprint (sf)	34,726	34,726
Total Building (sf)	69,452	69,452
Building Utilization Percent	43.9%	37.65%
Parking Spaces*	154	
Bioswales(sf)	3,632	3,640
Bioswales Percent	4.59%	3.95%
Landscaping (sf)	11,229	15,806
Landscaping Utilization %	14.19%	17.14%
Impervious Area (sf)	67,806	76,179
Paved area (sf)	33,080	41,453

Table 2 – Interior Cultivation and Floor Plan Areas[1]

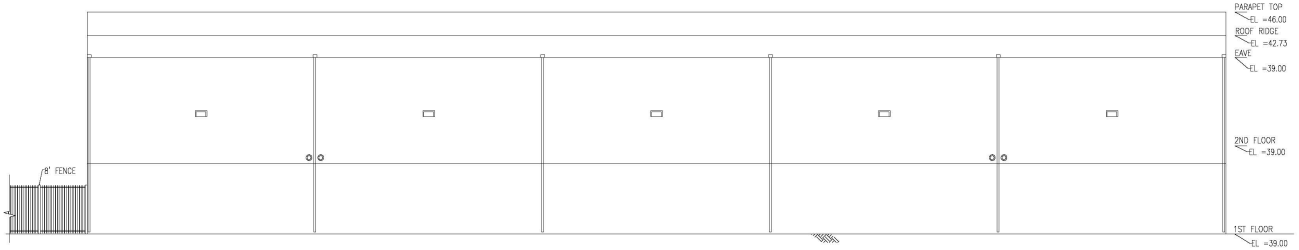
Interior Uses	Number of Rooms per Floor	Square Feet per Room	Square Feet per Floor	Total Square Footage
All Floors				
Veg/Clone Rooms	2	1,066.5	2,133	8,532
Flower Room	20	1,066.5	21,330	85,320
Dry/Curing Room	4	523.4	2,093.6	8,374.4
Product Storage	2	355.5	711	2,844
Restrooms	4	75	300	1,200
First Floor Only[2]				
Irrigation Raw Materials	2	900	1,800	3,600
Storage	2	225	450	900
Second Floor Only[2]				
Break Room	2	900	1,800	3,600
Office	2	225	450	900
		Sub-total	**31,067.6**	**124,270.4**
Other Areas				
hallways, stairwells, supports, etc.	--	--	--	14,633.6
		Total	**34,726**	**138,904**

* NOTE: This table does not include individual areas used for stairs, hallways, walls, supports, etc.
[1]: All floors would have the same floor plan but minor differences in uses.
[2] The rooms for irrigation/raw materials, storage, and break room, and office would occupy the same rooms but on the first and second floors, respectively.



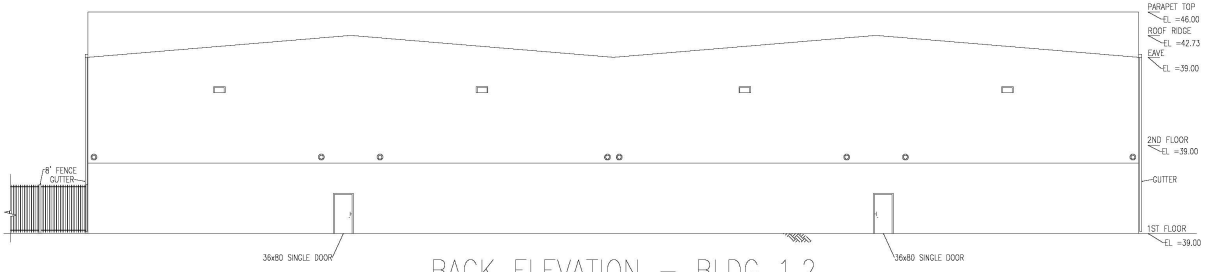
FRONT ELEVATION – BLDG 1,2

SCALE: 1"=10'



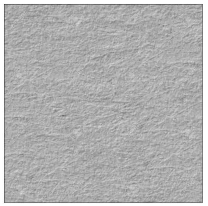
SIDE ELEVATION – BLDG 1,2

SCALE: 1"=10'



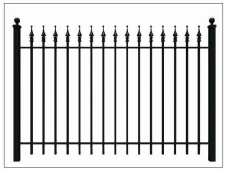
BACK ELEVATION – BLDG 1,2

SCALE: 1"=10'



LIGHT GREY STUCCO

DARK GREEN STUCCO



8' HIGH IRON FENCE

REVISION
REV 0

REGISTERED PROFESSIONAL ENGINEER
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C 76836
12/31/2022
CIVIL
STATE OF CALIFORNIA

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jeff.haw@primeabacus.com

OASIS FARMS
SITE IMPROVEMENT FOR INDOOR CANNABIS CULTIVATION

BUILDING 1,2 ELEVATION PLAN

Date: 11/10/2021
Scale: AS NOTED
Drawn: JH
Job:
Sheet:

A-3

Figure 7: Conceptual Elevations

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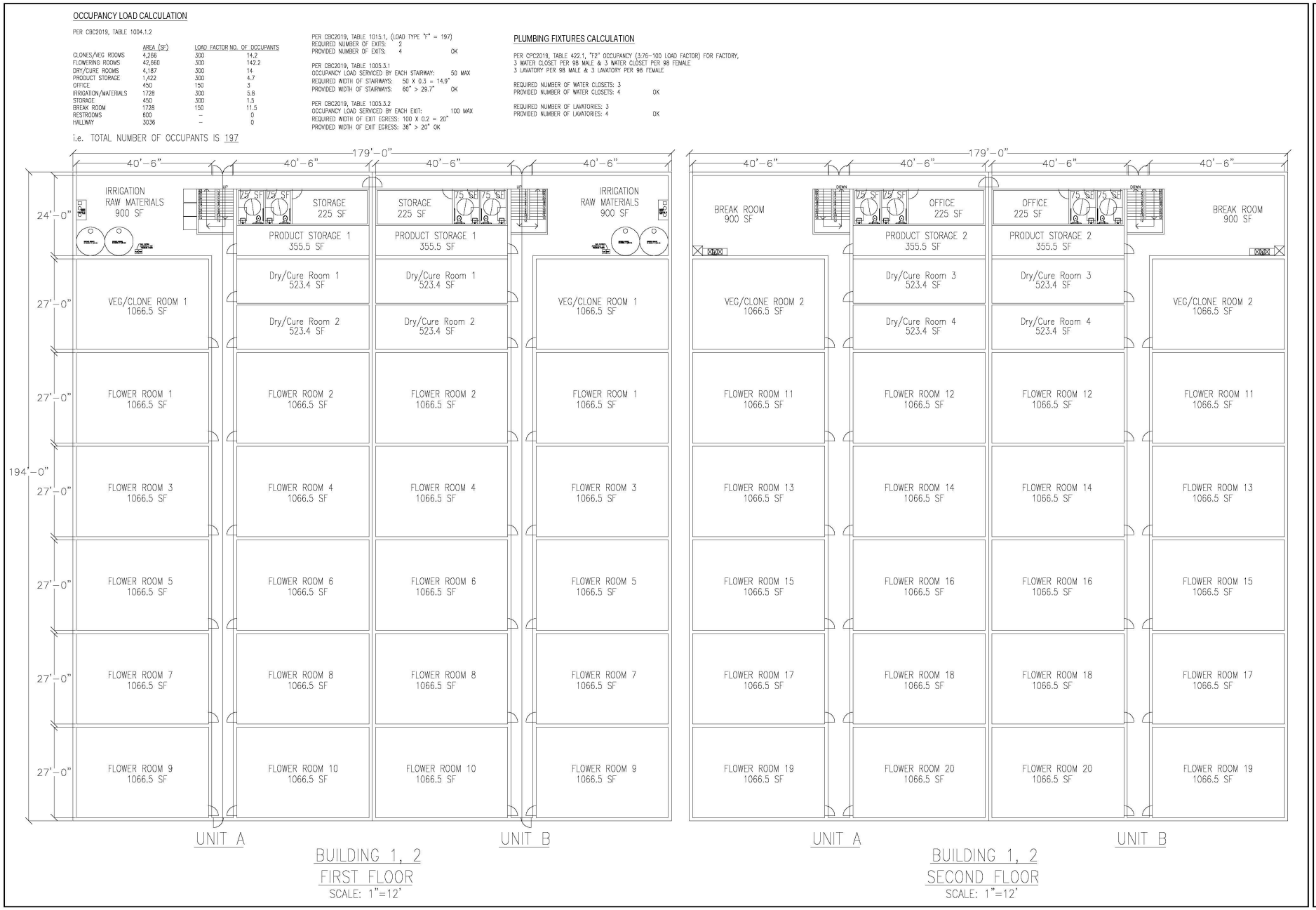

Figure 8: Project Floor Plans

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All proposed cannabis related activities would occur within the proposed structure and no additional construction, extension of services, or disturbance within the project site would occur. Existing utilities including storm water, electrical, water, and gas lines are in place within Harvey Felt Court. The project would connect to the existing utilities lines and extended into the site. All utility work and extensions would occur in previously disturbed areas and locations designed for such purposes. No utilities would be extended to any off-site areas.

Operations and Methodology

Cultivation

Cultivation of cannabis is defined by the DCC in Chapter 1, Article 1, § 15000 Definitions, as any activity involving the planting, growing, harvesting, drying, curing, grading, or trimming of cannabis. The applicant proposes to cultivate cannabis within both buildings and on each floor. As shown in *Table 2* above, each floor would include two rooms for vegetation and cloning (2,133 sf per floor/ 8,532 sf total), 20 flowering rooms (21,330 sf per floor/85,320 sf total), and four room for drying and curing (2,093.6 sf per floor/8,374.4 sf total). Plants would begin the growth process in the vegetation and cloning rooms for the initial growth process then would be transferred to the flowering rooms to enable continued growth to maturity and until they were ready for harvesting. After harvesting, the plants would be transferred to one of the four drying and curing rooms (2,093.6 sf per floor/8,374.4 sf total). Upon completion of this process, the plants would be weighed, packed, stored (as needed), until they were loaded for transportation and shipped to a licensed processing facility or licensed sales location. The storage rooms would account for (711 sf per floor/2,844 sf total) of the structures.

Cultivation would use a hydroponic water system, and use growth medium such as clay pebbles, rockwool, coco base, perlite, or hybrid soil hydroponic. Use of this system encourages root development directly into the would enable the addition of soil amendments in liquid form and more efficient delivery to plants and remove the demand for importation of soils and soil disposal. All fertilizers and nutrients would be clearly labelled and stored in secure areas and/or closets. Use of this type of system allows plants mature quicker, provided nutrients are properly managed and minimizes the potential for soil-borne diseases and pest-related issues, reducing the need for pesticides.

Building Design and Use

The proposed building would be two stories and a height to the standard parapets of 41.17 feet and a maximum height of approximately 49.5 to the top of the parapet projections. The parapet would surround the entire roof to help conceal roof mounted HVAC and other needed equipment. The exterior of the first floor would have painted dark green stucco and that second story would have light grey stucco. The paint and texture of the building would reduce the potential for glare. The front of the building facing the main parking lot (northwest) would have two 10’ by 20’ roll up doors, and two 36” by 80” double doors for shipping and employee access. Windows would be provided on the second floor of this side of the structures. The sides of the building would not have any access points, and the back of the structures, facing Harvey Felt Court would have two single access doors, each being 36” by 80” in size.

The proposed project would be consistent with the design and schemes of other buildings within the business park and the color scheme and texturized coated are intended to break of the massing of the structures. The main entrances to the structures would be located adjacent to the parking lots and would

be ADA compliant. All proposed services and project elements would be provided for within existing lot and building and would not require any additional construction or expansion of other facilities.

Site Access

Access to the site would be provided via a 25' wide driveways at the southwest corner of the site at Harvey Felt Court. This main driveway would provide access to the parking lot at the northwest corner of the site and would connect to the parking lot on the westerly sides of the buildings and main entrance via 24' drive. The driveway would continue on the southerly sides of the site and outlet back to Harvey Felt Court The entire site would be secured by 8' security fencing and the driveways would be secured with automatic security gates. The main access to the buildings would be from the main parking lot that would provide 8 ADA compliant parking would be signed and marked and ramps. As discussed above, the interior circulation elements provide adequate fire lanes and turning radius to accommodate emergency vehicles.

Heating Ventilation and Air Conditioning

To maintain indoor air quality and odor control during cultivation activities, a professionally designed heating, ventilation, and air conditioning (HVAC) system would be installed. The HVAC system would be used to help control odor without compromising the humidity and temperature controls needed to ensure plant health and productivity. Odors would be controlled by an active carbon systems, but depending on the final design, configuration and project demands, the system may also include using ozone or ionizers. Activated carbon is increasingly common to control cannabis odors, is extremely porous, has a large surface area, and reacts chemically with the organic compounds that result in cannabis odor. The unwanted odor causing materials are removed as they are absorbed by the carbon filters and non-odorous air is allowed to pass through an be exhausted from the facility. Provided the carbon filters are changed, they are an effective way to control odors generated by cannabis facilities. In addition, the activated carbon the proposed project has been designed for contained growing in sealed rooms with in and out exhaust fans that would enable air purging and emergency ventilation as needed and to help ensure worker safety.

Waste

Two separate trash enclosures would be located within the parking lot and would be fully enclosed and lockable. All cannabis waste, while stored inside the facility, or if outside in the enclosures, would be secured and locked. All waste properly disposed of at a licensed facility and in accordance with DCC regulations.

Landscaping and Pedestrian Access

The proposed project would be landscaped in accordance with City of Rio Vista Municipal Code (RVMC) would contain Building 1 would be contain approximately 11,229 sf which would be approximately 14.19% of the area, and within parcel 2, which would contain Building 2 would contain 15,806 sf which would be approximately 17.14% of the area. Landscaping would consist of a variety of plants, both ornamental and drought tolerant. Planting in the bioswales would consist of California goldenrod (*Solidago California*) deer grass (*dmunkelbergia rigens*), California box elder (*Acer negundo califonicum*), and Berkely sedge (*carex tumulicola)*. Plantings within the landscaped areas would consist of Coast live oak (*Quercus agrifola*), serpentine manzanita (*arctotaphylos obispoensis*), yarrow (*achillea millefolium californica*), California

sagebrush (*artemisia californica*), and goldenrod. Landscape would be drought tolerant, and a water efficient irrigation system would be used. Nonvegetative cover would consist of landscape rocks.

Security and Lighting

The proposed buildings would be surrounded by an 8-foot metal fence and the driveways would be secured by two metal security gates. The proposed project would include a series of security cameras that would be recorded and stored in secure areas inside the building. The proposed project would include security lighting using exterior lights that would be locates on outside of the buildings illuminating the boundary of the property, within the interior breezeway, and mounted on light standards in the medians of the parking lots. Wall mounted lights consist of energy efficient 120-watt LED lights, and the parking lots mounted lights will be 200-watt LEDs. Light standards in the parking lot will be approximately 20 feet in height and wall mounted lights will typically be 20 feet above ground level and spaced as needed on the exterior walls. All exterior lighting would be shielded and directed to minimize spill light and focus the light within the property. Some of the lighting will be on motion sensors and some of the lighting will be always if needed to provide ambient lighting or for security purposes. The overall security plan will require review and approval by the Sheriff's Department. The project lighting plan, that shows the anticipated light cast is shown in *Figure 9 – Project Lighting Plan.*

Hours of Operation

The proposed project will operate in two shifts requiring 32 employees per shift. This would equal 64 employees per day per building. The projects operational hours would be between 5:00AM to 9:00PM (5:00AM to 2:00PM shift and 2:00PM to 9:00PM shift). It is anticipated that workers would come from the local labor pool from the City of Rio Vista and surrounding areas.

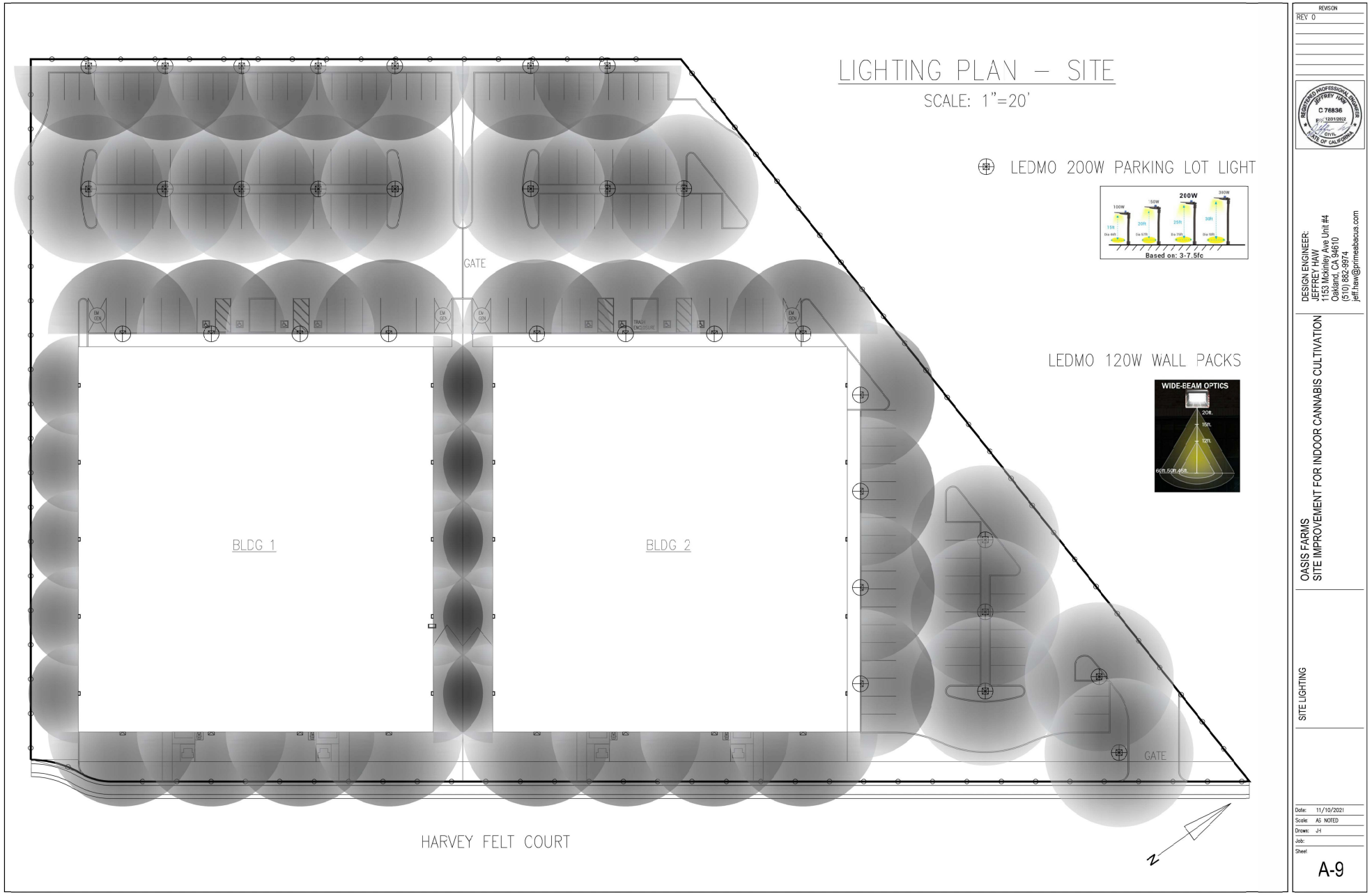

Figure 9: Lighting Plan

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Construction

The project site is flat and consists of upland ruderal vegetation that is mowed for weed control as part of site management activities. As discussed above, the site is within the boundaries of the former Rio Vista Municipal Airport which contained structures, machinery, paved areas, and equipment. Many of these previously placed structures and materials have been removed as part of the subsequent reuse and redevelopment efforts. The project site does not contain any remnant structures or paving. It is located adjacent to the southern alignment of the previous runway but existing hardscape is absent.

Minimal grading would be required to excavate soils so new foundations and paving could be installed. Grading operations would include mixing and watering of the soil to enable re-compaction. Needed equipment would include bulldozers, back-hoes, loaders, etc. Soils would be mixed as needed, wetted, and recompacted using compaction wheels (sheep's foot) needed to create building pads enabling installation of the foundation. Grading is not anticipated to reach a depth greater than two to three feet. Some excavation for installation of utilities within the project site and areas already proposed for disturbance may be required. Grading for the project is anticipated to balance on site.

Construction activities would involve the use of heavy equipment for ground preparation, trenching, staking and flagging, installation and extension of on-site utility systems, and typical industrial building techniques needed to erect the building and improve the interior. Construction will require the use of bulldozers, scrapers, and excavators to grade and level the site to the final grade. Construction of proposed project is anticipated to begin in the middle of 2022 last approximately six months and be completed late in 2022 or early 2023.

Utilities

The proposed project would connect to existing utilities including, water, electricity, natural gas, wastewater, and storm water drainage facilities already constructed within Harvey Felt Road, or those planned as part of the continuing redevelopment efforts of the former airport site. Accordingly, Harvey Felt Court was recently improved, is paved with asphalt, has a sidewalk adjacent to the site, curb and gutter, and all needed utilities have been installed. Extension of utility lines from these improved areas into the project site would occur. All utility extensions within the project site would be in areas that are proposed to be disturbed as part of the project. The proposed project does not include or propose the construction of any off-site utilities, nor would it require or be located in an area that would enable the extension of utilities to any other adjoining area. The location of all tie in sites would occur within the adjacent right-of-way and are considered part of on-going redevelopment efforts.

The drainage for the proposed project would include bioswales within each lot area. The bioswales would increase water infiltration and are considered a part of a low impact development (LID) drainage plan. The bioswales also would minimize runoff to the storm drainage system and help prevent pollutants from the parking lots and from the structures from entering downstream receiving waters. Bioswales would be located on both lots, adjacent to both buildings and within the breezeway between the buildings. Bioswales in lot 1 would total 3,632 sf and 3,640 sf in Lot 2. This is 4.59% and 3.95% of each lot, respectively. In sum the bioswales would occupy 7,272 sf of the site.

Water and Wastewater

The proposed project would be served by the City of Rio Vista for potable water which is derived from seven groundwater wells and treated at one of three treatment stations. All cannabis related wastewater would be contained on-site and transported to a wastewater treatment plant (WWTP) that is permitted to receive cannabis water. All other none-cannabis wastewater, from sinks and restroom facilities, would be piped to the City managed Beach WWTP located at 1000 Beach Drive, approximately 1.5 miles south of the project site. As discussed above, the project would tie into existing water and wastewater lines that have been installed by the City as part of past improvements within the Business Park.

Energy

Pacific Gas & Electric Company (PG&E) would supply electricity and natural gas to the proposed project. As discussed above, the project would tie into existing electrical lines that have been installed by the City as part of past improvements within the redevelopment area.

Solid Waste

Solid waste would be disposed of by the Mt. Diablo Resource and Recovery (MDRR). Waste service is anticipated to occur up to two times per week. Non-recyclable waste would be transported to the Keller Canyon Landfill. Green waste would be transported to the Recology Recycling and compost facility in Vacaville.

City of Rio Vista General Plan

The project property occupies 3.9 acres within the City of Rio Vista. For this reason, the City General Plan and Zoning Code are the most relevant local planning documents related to project review. According to the City of Rio Vista General Plan (RVGP), the project site has a General Plan land use designated as Industrial/Employment Limited (I-E-L). According to the RVGP, this designation is intended to generate employment and can include intensive industrial, service, research & development, and manufacturing from previously prepared materials (assembly or value-added industry). This designation provides for a mix of neighborhood- or business- serving retail; office, personal, and business services; limited auto and truck services; and warehouse and storage but these are not intended to be the use. Minimum employment standards also must be met for all uses.

The RVGP also required projects in areas with this designation provide structures with architectural interest, landscaping, are accessible to large vehicles, provided pedestrian facilities to increase pedestrian mobility and accessibility, and are one or two-story buildings. Lastly, the base floor area ratio (FAR) range is 20 (minimum)—50%(maximum); up to 1.0 on site, and a minimum of 1 employee per 1,500 sq. ft. of building; 1/1,000 sq. ft. average (10/acre) for the district, and there must be a low potential for off-site impacts or such impacts able to be fully mitigated (external noise, odors, toxics, and flammables)

City of Rio Vista Municipal Code

The project site is within the Business Park (B-P) zone as shown in the RVMC. The RVMC seeks a coordinated approach to development in the Business Park Area. The Code prohibits outdoor cannabis cultivation and requires proposed indoor cannabis cultivation to obtain a CUP and building permit(s) and would include approval of a tentative parcel map (TPM). The RVMC also limits cannabis cultivation in proximity to residences, school, etc. Other requirements of the Code include development of security

plan(s), odor control and ventilation plans, access restrictions, limitation on lightings, and other measures to ensure safe operation of the facilities.

Under the (B-P) designation and zoning, cannabis cultivation and related facilities are permitted uses subject to City approval of a CUP. Chapter 17.70 – Cannabis and Hemp regulations provides the purpose and intent and regulation for cannabis businesses and prohibits some cannabis activities in order to ensure the health, safety, and welfare of the residents of the City of Rio Vista. The regulations help ensure compliance with the Compassionate Use Act, the Medical Marijuana Program Act, the Control, Regulate, and Tax Adult Use of Marijuana Act, and the Medicinal and Adult-Use Cannabis Regulation and Safety Act and are not intended to and do not interfere with a patient's right to use medical cannabis as authorized by state cannabis laws.

Cannabis businesses within the City must comply with all provisions of this chapter and the RVMC to obtain a permit and development agreement. Cannabis businesses must also comply with state cannabis laws and all other applicable local and state laws.

Impact Analysis Methodology

The contents of the Initial Study (IS) are provided in Section 3.0 below and evaluate the potential impacts of the proposed project that could occur if the project is approved and occurs within the existing 3.9-acre site. The project considers the potential impacts from the disturbance that would result from development of the proposed building, parking areas, vehicle trips generated by employees and deliveries and shipments, increased utility demands, etc. As proposed, the project would include cultivation only. The project would not include processing, manufacturing, or sales. The IS evaluates the project's potential to result in disturbance to the site and proposes mitigation as needed to reduce impacts. The project also will include standard permitting conditions the City will propose as part of the project approval process.

It should be noted that the potential effects on Air Quality, Energy, Greenhouse Gas Emissions, Energy, and Transportation are based on modeling and/or technical reports as appropriate. Accordingly, the modeling needed to evaluate potential project emissions from construction, operations, and vehicle trips are evaluated and are discussed in the respective sections of the IS. As discussed further below, but highlighted here, after analysis in the IS, it was determined that subject to proposed mitigation measures impacts to all resource areas would be below the CEQA thresholds of significance.

2.2 Summary of Findings

Based on implementation of the project as proposed, described above, shown in figures, and in application materials, the IS identified potentially significant effects on the environment. The proposed project, however, includes mitigation measures (see mitigation measures below), which avoid or reduce the effects to less than significant. Based on the information at hand, there is no substantial evidence that the project may have a significant effect on the environment. The following reasons support these findings:

1. The proposal is a logical component of the existing land use pattern of this area.
2. Identified adverse impacts are proposed to be mitigated by construction best practices, pre-construction surveys, and incorporation of standard conditions imposed by the City.
3. The proposed project is consistent with the adopted goals, policies and land uses of the

City of Rio Vista General Plan and Municipal Code.

4. The proposed project is consistent with the reuse and redevelopment plan for the former City of Rio Vista Municipal Airport and the City's Cannabis Ordinance.

5. With the application of the following mitigation measures, the proposed project will not have any significant impacts on the environment:

Mitigation Measures

Air Quality

MM AQ-1: Construction Dust Mitigation. The applicant shall implement the following best practices during construction:

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Haul trucks shall maintain at least 2 feet of free board.
- Cover all trucks hauling dirt, sand or loose materials.
- Apply non-toxic binders (e.g. latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area.
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.
- Plant vegetative ground cover in disturbed areas soon as possible.
- Cover inactive storage piles.
- Sweep access road if visible soil material is carried out from the construction site.
- Treat accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips or mulch.
- Treat accesses to a distance of 100 feet from the paved road with a 6-inch layer of gravel.

MM AQ-2: Prohibition of Open Burning of Cannabis Material. The applicant and individual license holders shall be prohibited from open burning of cannabis materials as part of project operations.

Cultural Resources

MM CUL- 1: During ground disturbing activities, if any archeological, paleontological or tribal resources (e.g., evidence of past human habitation or fossils) are found, the project applicant and/or its contractor shall cease all work within 50 feet of the discovery and notify the City of Rio Vista Community Development Department, Planning Division immediately. The project applicant and/or its contractor shall retain a qualified archaeologist, paleontologist and Native American representative to evaluate the finds and recommend appropriate resource protection plan for the inadvertently discovered resource(s). The City and the applicant shall consider the recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures. (Health and Safety Code Section 7050.5).

MM CUL- 2: If human remains either informally interred or associated with a burial (i.e. grave goods) are discovered during construction, the project applicant and/or its contractor shall cease all work within 50 feet of the find and notify the City of Rio Vista Community Development Department, Planning Division and the County Coroner. Notifications shall occur immediately and in according with California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission and shall follow the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) regarding treatment and disposition of recovered cultural items. The Commission will designate a Most Likely Descendant (MLD) who will be authorized to provide recommendations for management of the Native American human remains and any associated materials or objects (Public Resourced Code Section 5097.98 and Health and Safety Code Section 7050.5).

Geology and Soils

MM GEO-1: If any paleontological resources are encountered during ground-disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist is able to evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the local or regional Natural History Museum or other appropriate facility regarding any discoveries of paleontological resources.

If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations and fossil recovery may be required to mitigate adverse impacts from project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance will not be required. If the resources are significant, they shall be avoided or recovered such that potential damaging effects are mitigated. Construction in that area shall not resume until approval of the qualified paleontologist and City are given. If the fossil is recovered the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the Lead Agency.

Hydrology and Water Quality

MM HYD-1: Construction Water Quality Plan. Prior to issuance of any grading permit, the applicant shall submit to the satisfaction of the City Community Development Department, a Storm Water Pollution Prevention Plan (SWPPP) that satisfies the requirements of the National Pollutant Discharge Elimination System (NPDES) and State General Permit for construction. The SWPPP shall incorporate Best Management Practices (BMPs) to control runoff and sedimentation in accordance with all CVRWQCB as well as City requirements. Recommended BMPs for the construction phase may include the following:

- Stockpiling and disposing of demolition debris, concrete, and soil properly;
- Protecting existing storm drain inlets and stabilizing disturbed areas;
- Implementing erosion controls;
- Properly managing construction materials; and
- Managing waste, aggressively controlling litter, and implementing sediment controls.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 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.

February 1, 2022

Signature Date

Signature Date

3.0 INITIAL STUDY CHECKLIST

1. Project Title:	Oasis Farms Cannabis Cultivation Project
2. Lead Agency:	City of Rio Vista One Main Street Rio Visa, CA 94571
3. Contact Person:	Robert Hickey – City Manager, City of Rio Vista
4. Date Prepared:	February 1, 2022
5. Study Prepared by:	Kimley-Horn 555 Capital Mall, Suite 300 Sacramento, CA 95814
6. Project Location:	Harvey Felt Court (APN 178-20-19) Rio Vista, CA 94571
7. Project Sponsor:	Oasis Farms
8. General Plan:	Industrial/Employment Limited (I-E-L)
9. Zoning	Business Park (B-P)
10. Project Description:	The project site occupies approximate 3.9 acres and is located on the former site of the Rio Vista Municipal Airport. The area including the project site is planned for reuse and redevelopment in accordance with the Rio Vista General Plan (I-E-L) designation and conforming with the B-P zone as defined in the City Municipal Code. The project includes construction of two new two-story buildings, a maximum of height of approximately 49.5 feet at the top of parapet projections. Each building footprint would be approximately 69,452. Each building would have 42,660 square feet (sf) of canopy/cultivation with a total cultivation area of 85,320 sf. The proposed buildings would be coated in two colors of stucco and would have a similar architectural design to other areas within the business park. The two structures would be within a single area completely fenced with 8-foot metal fence and secured by two gates at the entrance driveways. Parking would include a total of 154 including 8 Americans with Disabilities Act (ADA) compliant spaces. Landscaping would consist of drought tolerant species would be provided along Harvey Felt Court providing visual separation between the roadway and building. An emergency would be provided via the interior 24-foot-wide driveways. Each floor would include two rooms for vegetation and cloning (1,666.5 sf each and project total of 8,532 sf), 20 flowering rooms (21,330 sf per floor and project total of 85,320 sf), four drying and curing room (2,093.6 sf per floor and a project total of 8,374.4 sf total). The irrigation rooms would only be on the first floor and account for a project total of 3,600 sf. Other uses include break rooms, restrooms, office, hallways, etc. Plants would begin the growth process in the vegetation and cloning rooms for the initial growth process then would be transferred to the flowering rooms to enable

continued growth to maturity and until they were ready for harvesting. After harvesting, the plants would be transferred to one of the four drying and curing Upon completion of this process, the plants would be weighed, packed, stored (as needed), until they were loaded for transportation and shipped to a licensed processing facility or licensed sales location. The storage rooms would account for (711 sf per floor or a project total of 2,844 sf total).

Cannabis cultivation would occur in conformance with DCC

regulations.

11. Surrounding Land Uses:

The project site within the former Rio Vista Municipal Airport business park. Surrounding uses include existing industrial uses to the north, south, and southwest, and west there is an undeveloped parcel and vacant land used for flood control.

12. Public Comment Period

February 1, 2022 – March 3, 2022

13. Public Agency Approval Needed:

Central Valley Regional Water Quality Control Board (CVRWQCB)
San Joaquin Valley Air Pollution Control District (SCVAPCD)
State Water Resources Control Board (RWQCB)
Department of Cannabis Control (DCC)

14. California Native American Tribe Consultation:

On August 13, 2021 the City of Rio Vista, acting as the CEQA Lead Agency informed five tribes including the Cortina Rancheria – Kletsel Dehe Band of Wintun Indians; Guidiville Indian Rancheria; United Auburn Indian Community of the Auburn Rancheria; Confederated Villages of Lisjan; and Yocha Dehe Wintun Nation.

Note: The purposed of conducting early consultation as part of the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.

4.0 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			**X**	
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			**X**	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

a) Have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The proposed project is located within the City of Rio Vista on the site of the former Rio Vista Municipal Airport. The project site is surrounded by vacant but previously disturbed land used for airport operations, industrial uses, and areas planned for and undergoing redevelopment with industrial uses. Immediately adjacent to the south of the project site is Harvey Felt Court and abutting the roadway further south is an agricultural processing and packaging plant. To the north and northeast is an existing cannabis facility that abuts Norman Richardson Way. Further north are vacant parcels that have remnants of former runways/taxiways. Beyond this area and just north of the former airport boundaries, approximately 0.13 miles, is a residential development with single family homes. To the west of the project site is a vacant and undeveloped parcel. Adjacent to that parcel and to the west a drainage

corridor. All immediately surrounding parcels are disturbed due to previous airport operations and ongoing redevelopment activities.

The project site and surrounding areas do not provide views of scenic resources and the immediately surrounding areas do not contain and are not considered scenic resources. The Sacramento River is located approximately 0.3 miles to the southwest but is not visible from the project site due to the distance, minimal elevation change, and intervening development and landscaped areas. Similarly, the project site is not visible from the river. The City of Rio Vista General Plan notes the importance of enhancing the waterfront as a scenic resource, but the proposed project would not conflict with this goal as the project would not affect the river or affect views from the river or inhibit the ability of the City to enhance the resource. Thus, the proposed project would not affect scenic vistas and impacts would be less than significant.

b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. The proposed project is not located in proximity to a designated scenic highway. The nearest scenic highway in Solano County is Route 160 that begins on the easterly side of Isleton approximately 5 miles to the east (Caltrans, 2022). A portion of Route 60 from the listed location on the easterly side of the River is listed as an eligible scenic highway. This section of the roadway is approximately one mile to the east. The proposed project does not contain any trees, rock outcroppings or historic buildings. Thus, impacts in this regard would not occur.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. The project site is located on the site of the former Rio Vista Municipal Airport within an area designated by the RVGP and Rio Vista Zoning Ordinance for industrial uses within the former Rio Vista Municipal Airport and designated for reuse as a business park. The other developed and undeveloped parcels within the reuse area are largely developed with industrial, commercial, and public use facilities including warehousing, municipal service (police station), cannabis businesses, agricultural packaging, etc., or are currently undeveloped but anticipated to be developed with similar uses consistent with the RVGP and zoning.

The proposed project is consistent with the surrounding uses and would not visually contrast with existing buildings or planned development. The project site is approximately 3.9 acres within the redevelopment area and would consist of two individual two story structures with a height to the standard parapets of 41.17 feet and a maximum height of approximately 49.5 to the top of the parapet projections. The exterior of the first floor would have painted green textured stucco and a light grey textured stucco on the second floor. As viewed from off-site public roadways such as Sullivan Street to the northwest, and to a lesser extent St. Francis Way to the southeast of the airport reuse area, the structures would be a new visual element in the viewshed. As viewed from these surrounding roadways the structure would change the views of the horizon. The view of the, horizon, however, from these and other surrounding areas is flat due to the flat topography of the City and surrounding areas. Because of this, distant views are not

afforded, and views generally consist of existing structures, landscaped, areas, some natural vegetation and trees in undeveloped areas, utility easement, and a few limited longer views in areas without obstructions. Within the City, distant views are generally not afforded as the landscape is flat and there are no mountains or significant elevation changes in the background.

Thus, while the project would introduce a new structure to the viewshed, as seen from some areas, it would be consistent with the existing structures within the airport reuse area, would not block significant distance views, and would not result in a substantial change to the viewshed. Impacts in this regard would be less than significant.

The proposed project would include drought tolerant landscaping, including ground cover, hedges, and trees consistent with City requirements. Landscaping would be planted adjacent to the sidewalk on Harvey Felt Court on the southerly side of the project site and within the parking lots, in landscaped islands, an along the property boundaries. The vegetation would provide a visual screen and break up the massing of the structures. This effect would increase as the taller vegetation grows and fills in over time. As discussed above, the proposed project, as well as the landscaping and planting pallet would be consistent in with the existing, recently constructed, and structures anticipated as part of ongoing redevelopment efforts. This would lend to a consistent design theme between the project and airport reuse area as a whole and minimize changes as viewed from surrounding areas. Thus, the proposed project would not degrade the existing visual character or quality of public views and impacts would be less than significant and mitigation is required. Figures shown above, provide a visual representation of the project design, façade, and elevations.

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. The proposed project would use LED light sources to facilitate the indoor growth of cannabis. All light used for plants would be contained within the fully enclosed buildings. The windows on the front of the structures would be along a hallway and would not be into rooms used for cultivation. Thus, spill light from these sources would be minimal. The project would include outdoor lighting for security, parking, and pedestrian walkways. Exterior lighting would provide sufficient illumination for security purposes and would be directed and shielded to minimize spillover to adjacent properties and roadways. The lighting would be stationary and be of an intensity compatible with the surrounding uses. Exterior lighting in the parking lot, walkways, and security lighting on the structure would comply with City of RVMC 17.74.060 – Performance Standards related to exterior lighting. With the incorporation of the listed lighting standards, changes to the light environment would be minimal.

The exterior of the structure would have a texturized stucco finish painted with a glare minimizing coating. The coating would be consistent with the RVMC Section 17.44.060 Performance Standards related to glare. This section states that glare is not allowable in such amounts as to adversely affect the surrounding area or adjoining premises and cannot be a dangerous or objectionable element of a project.

Although signage is not proposed at this time, if signage used for the project would comply with all requirements of City of RVMC Section 17.56.030 Administrative Regulations. This section of code limits illumination and disallows excessive brilliance. Further, no signage or exterior lighting would be permitted that would produce an unreasonable glare or light spillage onto other properties or into areas not intended to be lit. Lighting would only be of an intensity adequate to illuminate the sign or exterior area

and would not create substantial spill light and the project lighting plan would be subject to City review and approval prior to construction. Therefore, the proposed project would not create substantial new sources of light or glare and it would not adversely affect day or nighttime views. Impacts would be less than significant.

Cumulative Impacts

The proposed project is located in an area that does not have significant scenic visual or aesthetic resources, is not located in proximity to a scenic highway, would not result in substantial conflicts with the existing visual environment, and would not produce substantial of light and glare. Cumulative impacts associated with aesthetic resources are typically associated with a particular project site and its immediate surroundings. The proposed project as well as past, present, and reasonably foreseeable projects within the airport reuse area are in the same visual environment. The project site and surrounding areas are planned and zoned for industrial uses and, while the visual environment would change overtime, uses would be consistent with the intent of the planning area and would not constitute a substantial change to the visual environment such that significant conflicts with the listed thresholds would occur.

Accordingly, all other projects within the airport reuse area would be required to conform to the same zoning and requirements and would undergo a similar design and review process. Similar to the proposed project, this is anticipated to minimize the effects on visual and aesthetic resources. Therefore, while the proposed project and other project would result in changes to the visual environment the changes would not be substantial and cumulative impacts would remain less than significant.

4.2 Agriculture and Forestry Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
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))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
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?				**X**

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?

No Impact. The proposed project is located in the area that was previously used as the Rio Vista Municipal Airport. The airport was constructed in the 1950's and has not been used for agricultural purposes or

grazing since that time (approximately 70 years). The California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program (FMMP) classifies the project site as "Grazing Land" which is defined as land on which the existing vegetation is suited to the grazing of livestock. The project site is disturbed, and contains upland and ruderal vegetation that is mowed intermittently for weed control. The project site is not currently used nor is it suitable for grazing.

The properties surrounding project site are comprised of undeveloped land, industrial uses, warehouses, civic uses (sheriff's station), and commercial uses. None of the areas within the airport reuse area are used for grazing or growing agricultural crops. To the southeast across Harvey Felt Court is a warehousing structures used by California Endive Farms. The project site is located in an area designated by the RVGP for industrial uses and by the Zoning Ordinance as a business park. Thus, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance or affect any agricultural operations (CDOC, 2016). Accordingly, the proposed project would not result in the conversion of an agricultural resource and no impacts would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site has a General Plan land use designation as Industrial/Employment Limited (I-E-L) and is zoned as Business Park (B-P). The project site is designated as grazing land, is not under agricultural production, and is not under an active Williamson Act Contract. The project site also is not eligible for a Williamson Act contract. The project site is not adjacent to nor would it affect the function of any agricultural land under a Williamson Act contract. No impacts would occur.

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))?

No Impact. The project site is designated by the RVGP for use as Industrial/Employment Limited (I-E-L) and is zoned as Business Park (B-P). The proposed project does not contain any trees, or any forest land as defined in Public Resources Code (PRC) Section (§) 12220(g), timberland as defined in PRC § 4526, or timberland zones for timberland production defined by Government Code § 51104(g). The proposed project would not impact any forest or timberland.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site does not contain any trees or forest land. No conversion of forest land would result from project implementation and no impacts would occur. Refer to c), above.

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 proposed project is not located on or adjacent to any area used or designated as farmland, and is not located on or adjacent to any area used or designated as forest or timberland. The proposed project would not affect any area used for these purposes and no impact would occur. Refer to a) and b), above.

Cumulative Impacts

The proposed project is not located on any land used as farmland or an area zoned or designated for use as farmland. The project site and surrounding area was previously used as the Rio Vista Airport, is heavily disturbed, and is not used for grazing. The project site does not contain any trees or forest and is not located adjacent to any areas with such resources. Thus, the proposed project would not result in a loss of any of these resources nor would it affect the operational value of any such lands and cumulative loss and impacts would not occur.

4.3 Air Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
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?			**X**	
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			**X**	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The proposed project is located within the Sacramento Valley Air Basin (SVAB), which is under the jurisdiction of the Yolo-Solano County Air Quality Management District (YSAQMD). The SVAB is designated nonattainment for State and federal health-based air quality standards for ozone. The SVAB is designated nonattainment for State $PM_{2.5}$. To meet Federal Clean Air Act (CAA) requirements, the YSAQMD has prepared an Air Quality Attainment Plan (AQAP), which was adopted in 1992 and updated in 2003 and would be applicable to the proposed project.

YSAQMD developed advisory emission thresholds to assist CEQA lead agencies in determining the level of significance of a project's emissions. These are outlined in its CEQA Handbook (YSAQMD 2007). The Sacramento Federal Nonattainment Area (SFNA) is a subset of the SVAB and has adopted the Sacramento Regional 2008 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2017 Ozone Plan). The YSAQMD is one of the air districts in the SFNA. The 2017 Ozone Plan outlines how the region continues to meet federal progress requirements and demonstrates that the SFNA will meet the 75 parts per billion (ppb) 8-hour ozone NAAQS (Sacramento Metropolitan Air Quality Management District et al. 2017). YSAQMD also prepares

a triennial report discussing the progress it has made towards improving the air quality and reducing ozone concentrations in its jurisdiction.

YSAQMD also prepares a triennial report discussing the progress it has made towards improving the air quality and reducing ozone concentrations in its jurisdiction. The 2015 Triennial Assessment was adopted in July 2016; the draft 2018 Triennial Assessment was released in March 2019. YSAQMD's specific CEQA air quality thresholds are presented in *Table 3: Thresholds of Significance for Criteria Pollutants of Concern.*

Table 3: Thresholds of Significance for Criteria Pollutants of Concern

Pollutant	Threshold of Significance
ROG	10 tons/year
NO_X	10 tons/year
PM_{10}	80 lbs/day
CO	Violation of the CAAQS

Source: Yolo Solano Air Quality Management District 2007.
CAAQS = California Ambient Air Quality Standards; CO = carbon monoxide; NO_X = nitrogen oxide; PM_{10} = particulate matter no more than 10 microns in diameter; ROG = reactive organic gases.
Thresholds apply to construction and operational emissions generated within the YSAQMD.
[a] Thresholds apply to construction and operational emissions generated within the YSAQMD.

A project is deemed inconsistent with air quality plans if it results in regional population, employment, or vehicle-miles-traveled (VMT) growth that exceeds estimates used to develop the applicable air quality plans. The air quality plans are based on growth projections from the Sacramento Area Council of Governments (SACOG) and local plans, including the general plans of city and county. Projects that propose development that are consistent with the growth anticipated by SACOG's MTP/SCS and the Cities and Counties general plans would be consistent with YSAQMD's AQAP.

The proposed project involves indoor cultivation and processing of cannabis. The project site would occur on approximately 3.9-acres with two two-story structures. The structures would be used for indoor commercial cannabis cultivation operations and would be separately fenced. The proposed project would be constructed in one phase. The anticipated construction duration for the proposed project would be approximately five months. Stationary sources, such as structures and businesses, would comply with YSAQMD rules and regulations and are generally not considered to have a significant air quality impact. The proposed project is considered a stationary source, and in addition, because it is not residential in nature would not directly induce growth in the county or result in long-term development that would conflict with the County's general plan growth forecast.

Regarding construction, the proposed project would be subject to Regulation II, Rule 2.8 (Particulate Matter Concentrations), of the YSAQMD. The purpose of Regulation II, Rule 2.8 is to limit the emissions of particulate matter (PM) from any source operation which emits, or may emit, dust fumes, or total suspended PM.

As shown in the discussion below, construction and operation of the proposed project would not exceed any established YSAQMD thresholds. Therefore, implementation of the proposed project would not obstruct implementation of an air quality plan and impacts would be less than significant.

Compliance with General Plan Policies and applicable state and local law would reduce air quality impacts to a less than significant level. No additional site-specific mitigation measures are required.

Level of Significance: *Less than significant impact.*

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

Less than Significant Impact

Construction Emissions

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., reactive organic gases [ROG] and nitrogen oxides [NO_x]) and particulate matter 10 microns in size or less (PM_{10}) and particulate matter 2.5 microns in size or less ($PM_{2.5}$). Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the YSAQMD's thresholds of significance.

Construction results in the temporary generation of emissions during site preparation, site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the project are estimated to last approximately five months. The project's construction-related emissions were calculated using the YSAQMD-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Project site preparation, and grading are anticipated to begin in early 2022. Paving was modeled to be completed mid-2022. Building construction is estimated to begin early 2022 and last approximately five months to spring 2022. Architectural coating would begin winter of 2022 and end spring 2022. See Appendix A: Air Quality Data for additional information regarding the construction assumptions used in this analysis. *Table 4: Construction Related Emissions* displays the maximum daily emissions that are expected to be generated from the construction of the proposed project in comparison to the daily thresholds established by the YSAQMD.

Short-Term Construction Emissions

Construction-generated emissions are short-term and temporary, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. The project site was previously part of an airport and includes existing pavement. The proposed project does not include any demolition. Temporary emissions from site preparation and excavation, as well as from motor vehicle exhaust associated with construction equipment and the movement of equipment across unpaved surfaces, worker trips, etc., would occur. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

Table 4: Construction Related Emissions

Construction Year	Pollutant				
	Reactive Organic Gases (ROG) tons/yr	**Nitrogen Oxide (NO_x) tons/yr**	**Carbon Monoxide (CO) tons/yr**	**Coarse Particulate Matter (PM_{10}) lbs/day**	**Particulate Matter ($PM_{2.5}$) tons/yr**
2022	0.85	0.92	0.96	0.63	0.07
YSAQMD Significance Threshold [1, 2]	*10*	*10*	-	*80*	
Exceed YSAQMD Threshold?	**No**	**No**	**-**	**No**	**-**

YSAQMD = Yolo Solano Air Quality Management District; CO = carbon monoxide; NO_x = nitrogen oxide; $PM_{2.5}$ = particulate matter no more than 2.5 microns in diameter; PM_{10} = particulate matter no more than 10 microns in diameter; ROG = reactive organic gases; – = no threshold.

1. In developing these thresholds, YSAQMD considered levels at which project emissions are cumulatively considerable. Consequently, exceedances of project-level thresholds would be cumulatively considerable.
2. YSAQMD considers violations of the CO ambient air quality standard significant. Refer to Impact AQ-c.
3. Source: Refer to the CalEEMod outputs provided in Appendix A, *Air Quality Data*.

As shown in *Table 4*, the proposed project would not exceed YSAQMD thresholds. However, to ensure that temporary construction effects and nuisance emissions are adequately addressed, the following mitigation is required:

MM AQ-1 **Construction Dust Mitigation.** The applicant shall implement the following best practices during construction:

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Haul trucks shall maintain at least 2 feet of free board.
- Cover all trucks hauling dirt, sand or loose materials.
- Apply non-toxic binders (e.g. latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area.
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days). Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.
- Plant vegetative ground cover in disturbed areas soon as possible.
- Cover inactive storage piles.
- Sweep access road if visible soil material is carried out from the construction site.
- Treat accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips or mulch.
- Treat accesses to a distance of 100 feet from the paved road with a 6-inch layer of gravel.

Implementation of MM AQ-1 would reduce construction impacts to a less than significant impact.

Long-Term Operational Emissions

Less than Significant Impact. Project-generated increases in emissions would be predominantly associated with motor vehicle use by employees and deliveries travelling to and from the site. To a lesser degree, secondary effects could occur from increases in emissions from increased power usage during the growing and processing phases, landscape maintenance equipment, and architectural coatings. All operations would occur indoors, and no on-site burning of cannabis material are proposed and no emissions in this regard would occur.

Table 5: Maximum Project Operational Emissions shows that the proposed project's maximum emissions would not exceed YSAQMD operational thresholds.

Table 5: Maximum Project Operational Emissions

Emission Source	Pollutant				
	Reactive Organic Gases (ROG) tons/yr	**Nitrogen Oxide (NO_x) tons/yr**	**Carbon Monoxide (CO) tons/yr**	**Coarse Particulate Matter (PM_{10}) lbs/day**	**Particulate Matter ($PM_{2.5}$) tons/yr**
Area	0.62	>0.01	>0.01	>0.01	>0.01
Energy	>0.01	0.02	0.02	>0.01	>0.01
Mobile	0.09	0.13	0.82	0.16	0.04
Stationary	0.17	0.01	0.43	>0.01	>0.01
Total Project Emissions	**0.88**	**0.16**	**1.27**	**0.16**	**0.04**
YSAQMD Significance Threshold [1, 2]	*10*	*10*	*-*	*80*	*-*
Exceed YSAQMD Threshold?	**No**	**No**	**-**	**No**	**-**

YSAQMD = Yolo Solano Air Quality Management District; CO = carbon monoxide; NO_X = nitrogen oxide; $PM_{2.5}$ = particulate matter no more than 2.5 microns in diameter; PM_{10} = particulate matter no more than 10 microns in diameter; ROG = reactive organic gases; – = no threshold.

1. In developing these thresholds, YSAQMD considered levels at which project emissions are cumulatively considerable. Consequently, exceedances of project-level thresholds would be cumulatively considerable.
2. YSAQMD considers violations of the CO ambient air quality standard significant. Refer to Impact AQ-c.
3. Source: Refer to the CalEEMod outputs provided in Appendix A, *Air Quality Data*.

As shown in *Table 5*, operation of the proposed project would not exceed YSAQMD thresholds. Therefore, operations of the proposed project would have a less than significant impact. However, to limit $PM_{2.5}$ emissions due to project operations, MM AQ-2 would prohibit open burning of cannabis material.

MM AQ-2 **Prohibition of Open Burning of Cannabis Material**. The applicant and individual license holders shall be prohibited from open burning of cannabis materials as part of project operations.

Implementation of MM AQ-2 would ensure than impacts remain less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Sensitive land uses are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The State CEQA Guidelines indicate that a potentially significant impact could occur if a project would expose sensitive receptors to substantial pollutant concentrations. There are single-family residential community to the west and south of the site.

Construction Toxic Air Contaminants

The proposed project would not create a significant hazard to surrounding residents and other sensitive receptors through exposure to substantial pollutant concentrations such as particulate matter during construction activities and/or other toxic air contaminants (TACs).

Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. The nearest sensitive receptors are residential uses located approximately 635 feet to the west of the project site. However, the proposed project would not produce concentrations of TACs; therefore, impacts regarding stationary or mobile TACs would be less than significant.

Construction equipment and associated heavy-duty truck traffic generate diesel exhaust, which is a known toxic air contaminants (TAC). Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. The closest sensitive receptors to the project site are the residences to the west and south of the project site. YSAQMD provides guidance for evaluating impacts from TACs in its CEQA Air Quality Handbook document. As noted therein, an incremental cancer risk of greater than 10 cases per million at the Maximally Exposed Individual (MEI) will result in a significant impact.

Project construction would generate diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for grading and excavation, paving, and other construction activities. For construction activity, DPM is the primary toxic air contaminant of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. The closest sensitive receptors are single-family residences to the west and south of the project site.

The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Construction is temporary and would be transient throughout the site (i.e. move from location to location) and would not generate emissions in a fixed location for extended periods of time.

Construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Division 3, Article 1, Chapter 10, Sections 2485 and 2449), which reduce DPM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty

construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited.

Operational Toxic Air Contaminants

The project does not include residential dwelling units. Therefore, the project is not anticipated to generate truck traffic and the resulting DPM. Operational TAC impacts would be less than significant.

Mobile Sources

The project would not place sensitive receptors within 1,000-feet of a major roadway (mobile TAC source). Additionally, the project's effects to existing vehicle distribution and travel speeds would be nominal. According to the transportation analysis, the project would generate 146 net new daily trips. Any changes to vehicle distribution and travel speeds can affect vehicle emissions rates, although these changes would be minimal and would not substantially change criteria pollutant emissions, which are primarily driven by vehicle miles travelled (VMT). Traffic is also predominantly light-duty and gasoline powered and therefore any shifts in traffic would not constitute a change in substantial cancer risk. The project does not involve the increase of transit trips or routes and would not generate increased emissions from expanded service (e.g., increased bus idling service). Therefore, impacts would be less than significant at the project site.

Carbon Monoxide Hotspots

The primary mobile-source criteria pollutant of local concern is carbon monoxide. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Transport of this criteria pollutant is extremely limited; CO disperses rapidly with distance from the source under normal meteorological conditions. Under certain meteorological conditions, however, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. CO concentration modeling is therefore typically conducted for intersections that are projected to operate at unacceptable levels of service during peak commute hours.

According to the transportation analysis prepared for the project, the project would generate 146 daily trips. The Project's effects to existing vehicle distribution and travel speeds would be nominal. Therefore, the project would not involve intersections with more than 24,000 or 44,000 vehicles per hour. As a result, the project would not have the potential to create a CO hotspot and impacts would be less than significant.

Compliance with General Plan Policies and applicable state and local law would reduce impacts conflicting with exposing sensitive receptors to a less than significant level. No additional site-specific mitigation measures 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 occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they can be unpleasant, leading to distress among members of the public and can generate citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose people to objectionable odors would have a significant impact.

Project construction would use a variety of gasoline- or diesel-powered equipment that would emit exhaust fumes. While exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source.

There are sensitive receptors within approximately 635 feet of the project site. However, Mitigation Measure MM AQ-1 would reduce these emissions to the extent feasible based on the type and availability of equipment for a specific task.

Odors directly related to marijuana manufacturing are likely to be noticed in the general area of a project. Cannabis gives off distinctive, sometimes pungent, and sometimes "skunky" odor that can be either pleasant or disagreeable, depending on the receptor.

As part of the proposed project, all manufacturing and processing of cannabis products would occur indoors. Per the City's ordinance, the proposed project must have a ventilation and filtration system installed that shall prevent cannabis plant odors from exiting the interior of the structure. The ventilation and filtration system must be approved by the building official and installed prior to commencing manufacturing within the detached, fully enclosed and secure structure. An Air District Authority to Construct and Permit to Operate is required for odor control devices, fume hoods and engineer generator sets and may require specific permitting depending upon the operation associated with each license[1]. With implementation of standard conditions and considering that there is not a concentration of sensitive receptors nearby, this impact would be less than significant.

Compliance with General Plan Policies and applicable state and local law would reduce impacts associated with odors to a less than significant level. No additional site-specific mitigation measures are required.

Cumulative Emissions

As discussed above, the project's construction-related and operational emissions would not have the potential to exceed the YSAQMD significance thresholds for criteria pollutants.

Cumulative Construction Impacts. Since the YSAQMD's thresholds indicate whether an individual project's emissions have the potential to affect cumulative regional air quality, it can be expected that the project-related construction emissions would not be cumulatively considerable. The YSAQMD recommends Basic Construction Mitigation Measures for all projects whether or not construction-related emissions exceed the thresholds of significance. Compliance with YSAQMD construction-related mitigation requirements are considered to reduce cumulative impacts at a Basin-wide level. As a result, construction emissions

[1] City of Rio Vista Municipal Code, Chapter 17,70. Section 17.70.030 Commercial cultivation of cannabis regulated.

associated with the project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Operational Impacts. The YSAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The YSAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the YSAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in *Table 4* and *Table 5*, the project's construction and operational emissions would not exceed YSAQMD thresholds. As a result, air quality emissions associated with the project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Compliance with General Plan Policies and applicable state and local law would reduce construction and operational air quality impacts to a less than significant level. No additional site-specific mitigation measures are required.

4.4 Biological Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			**X**	
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 US Fish and Wildlife Service?			**X**	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological				**X**
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?			**X**	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other				**X**

approved local, regional, or state habitat conservation plan?				

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. Candidate, sensitive, or special status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their range. These species have been identified and assigned a status ranking by governmental agencies such as the California Department of Fish and Wildlife (CDFW), the United States Fish and Wildlife Service (USFWS), and nongovernmental organizations such as the California Native Plant Society (CNPS). The degree to which a species is at risk of extinction is the determining factor in the assignment of a status ranking. Some common threats to a species or population's persistence include habitat loss, degradation, and fragmentation, as well as human conflict and intrusion. For the purposes of this biological review, special status species are defined as the following:

- listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (FESA);
- listed or candidates for listing as threatened or endangered under the California Endangered Species Act (CESA);
- identified by California Department of Fish and Wildlife (CDFW) as Species of Special Concern;
- listed as Fully Protected under the California Fish and Game Code;
- listed as rare under the California Native Plant Protection Act;
- considered jointly by CDFW and CNPS to be "rare, threatened, or endangered in California" and assigned one of the following California Rare Plant Ranks (CRPR):
  - CRPR 1A - presumed extinct in California;
  - CRPR 1B - rare, threatened, or endangered in California and elsewhere;
  - CRPR 2A - presumed extirpated in California, but more common elsewhere;
  - CRPR 2B - rare threatened, or endangered in California, more common elsewhere;
  - CRPR 3 - Plants About Which More Information is Needed (review list)
- considered a locally significant species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA §15125 (c)) or designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G); otherwise meet the definition of rare or endangered under CEQA §15380 (b) and (d).

The site is characterized by upland ruderal vegetation and has experienced vehicle disturbance, and undergoes intermittent mowing for weed control. This is consistent with the overall character of the former airport site which that does not contain any areas that are undisturbed and that are undergoing ongoing reuse and construction efforts. Neither the project site or other areas within the redevelopment area represent high quality foraging habitat. Overall, the site, inclusive of the airport reuse area is composed of disturbed urban landscape features (concrete sidewalks, cut & fill materials and non-native grasses and forbs. The site also does not contain any trees, and due to the ongoing maintenance, ongoing construction activities, use of nearby construction yards, and the adjacent agricultural processing facility,

the area is not consistent with the qualities of sensitive habitat. In addition, there are no existing trees or other elevated vegetative materials that would provide suitable nesting habitat.The project site does not contain any aquatic or riparian habitats that would provide habitat for sensitive species that rely on wetlands or waters.

The United State Department of the Interior Information for Planning and Consultation website was consulted, and 11 species were identified as potentially occurring in the vicinity. This included California Clapper Rail (*Rallus longirostris obsoletus),* Giant Garter Snake (*Thamnophis gigas*), California Red-legged Frog (*Rana draytonii*), California Tiger Salamander (*Ambystoma californiense*), Delta Smelt (*Hypomesus transpacificus*), Delta Green Ground Beetle (*Elaphrus viridis*), Monarch Butterfly (*Danaus plexippus*), Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*), Concervancy Fairy Shrimp (*Branchinecta conservation*), Vernal Pool Fairy Shrimp (*Branchinecta lynchi*), and Vernal Pool Tadpole Shrimp (*lepidurus packardi*). There is no critical habitat mapped within the project site (USFWS, 2021a).

As discussed above, the project site, is heavily disturbed, contains managed vegetation for weed control, and does not contain any habitats that would support any of the listed species. Once construction is complete, operational activities would occur indoors. Thus, neither project implementation or operation would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species. Impacts would be less than significant, and mitigation is not required.

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 US Fish and Wildlife Service?

Less than Significant Impact. Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the CDFW; (d) areas outlined in Section 1600 of the California Fish and Game Code; (e) areas regulated under Section 404 of the CWA; and (f) areas protected under local regulations and policies. The project site contains upland ruderal habitat that is routinely mowed for weed management. There are no mapped riparian habitat or other sensitive natural communities within the project boundaries. In addition, neither the project site nor immediately adjacent areas contain areas identified as riparian or wetland habitat (USFWS, 2021b) that could be affected by the proposed project. Impacts would be less than significant and mitigation is not required.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological?

Less than Significant Impact. No wetlands or other jurisdictional waters exist on the project site. The project site contains upland ruderal habitat that is routinely mowed for weed management. The USFWS National Wetlands Inventory surface waters and wetland mapping system did not list any wetland or water within the project site or adjacent areas (USFWS, 2021). The project site is flat, slopes approximately 3 feet from east to west over a distance of approximately 500 feet. The project site does not contain any natural depressional areas or portions that would conduct water in a channelized manner. A review of U.S. Geological Survey National Hydrography Data shows that no drainage features exist in the project site or in the immediate proximity (USGS, 2021).

Natural Resource Conservation Service (NRCS) web soil survey reports the site is comprised entirely of Tujunga fine sand (USDS, 2021) and there is little variability in soil type within the project site. The typical soil profile contains fine sand from 0 – 12 inches and sand from 12-60 inches. Due to grain size of the soil, this soil is rapidly drained, and is not classified as a wetland soil type. This soil type has a high permeability, is excessively drained and depth to a restrictive layer, the layer which would hold water, is more than 80 inches deep. Thus, the on-site soil is not conducive to flooding or ponding condition that would retain water for sufficient periods of time to result in wetland formation. Because there are no state or federally protected wetlands, marshes, or vernal pools on the project site, impact would not occur, and no mitigation is 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?

Less than Significant Impact. Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. The project site was been previously disturbed and was used for operations of the former Rio Vista Municipal Airport and is characteristic of a disturbed urban landscape consisting of concrete sidewalks, cut & fill materials and non-native grasses and forbs. In addition, the project site and surrounding uses not already redeveloped are routinely treated for vegetation and weed control. Thus, the project site and surrounding areas, due to past uses as an airport would have disallowed use as a migration corridor or nursery site. In addition, consistent with existing adopted planning efforts, much of the former airport site has been redeveloped area contains built uses including structures, roadways, and hardscaped areas for parking and storage.

Thus, development on the project site would not significantly impact wildlife or their ability to move throughout the area. In addition, because the site and surrounding areas would not facilitate migration and dispersal of special status species. Therefore, impacts on wildlife habitat and movement would be less than significant.

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

No Impact. The proposed project would not conflict with the RVMC or Ordinances, nor would it conflict with any of the policies described in the Rio Vista General Plan that protect biological resources. The project is not located within Sensitive Local Resource Areas as identified in Figure 10-2 of the RVGP. The project is proposed within and is consistent with the industrial land use designation in the RVGP. The project site does not contain any trees and would not conflict with a tree preservation policy or ordinance. The project would not conflict with any local policies or ordinances protecting biological resources; therefore, no impact would occur.

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 City of Rio Vista is a plan participant in the Draft Solano County Multispecies Habitat Conservation Plan (HCP) and the project site is within the plan area covered by the HCP. The HCP allows

agencies to issue Incidental Take Permits to project applicants for impacts to federal and state listed endangered species within the plan area. The project would not impact federal, or state listed species and would not conflict with provisions of the HCP. Impacts would be less than significant, and mitigation is not required.

Cumulative Impacts

The City of Rio Vista plans to develop surrounding areas within former Rio Vista Airport as part of the planned development efforts with industrial land uses as envisioned in the General Plan. Similar to the proposed project, the land uses within the overall Airport reuse area are heavily disturbed, lack of sensitive habitat that would be used by special status species and lack connectivity to other undisturbed areas and would not be valuable corridors. Impact to biological resources within this area, considering the proposed project, and past, present, and reasonably foreseeable project would be less than significant. Additionally, future developments would also be subject to CEQA review, and would be required to obtain entitlements and would be required to implement mitigation measures, as needed, to reduce impacts to biological resources. Thus, cumulative impacts would be less than significant.

4.5 Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			**X**	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		**X**		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		**X**		

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

Former Rio Vista Airport

Less than Significant Impact. The project site is located on the former Rio Vista Airport, which was built in the post-World War II era. The airport closed in 1995 when the City built a new airport located approximately 2 miles to the northeast. The former Rio Vista Airport still contains portions of several runways, taxiways, ramps, and hangars, but none of these objects or structures occur on the project site. The project site is vacant ground with no built structures. It should be noted, the former airport including the project site is subject to the reuse and redevelopment efforts as a business park per the City of Rio Vista General Plan.

Historic resources are standing structures of historic or aesthetic significance. Architectural sites dating from the Spanish Period (1529–1822) through the post-World War II period (1945–1955) are generally considered for protection if they are determined to be historically or architecturally significant. Sites dating after the post-World War II period may also be considered for protection if they could gain significance in the future. Historic resources are often associated with archaeological deposits of the same age.

According to the Office of Historic Preservation (OHP), there is only one resource (e.g. Delta King – a steamboat), which was listed in 1978 in the National Register of Historic Places (NRHP) in the City of Rio Vista. It is important to note that while the Delta King is listed in the City of Rio Vista, it is has been

permanently moored in the City of Sacramento since 1985, approximately 30 miles away. As such the proposed project would have no impacts in this regard (Cal State Parks, 2021).

In response to a request of the Northwest Information Center (NWIC) for a records search, no recorded buildings or structures are located within the project site or immediately surrounding areas (NWIC, 2021). While no recorded buildings or structures were identified, the NWIC did identify a portion of an unrecorded runaway in a 1952 USGS topo map. However, remnants of this runaway have been completely removed and are not within the project site. Given the above, the proposed project would have a less than significant impact in this regard.

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

Less than Significant with Mitigation. Archaeological resources are places where human activities have measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric (the period before written record) or historic (after the introduction of written record). The majority of such places in this region are associated with either Native American or Euroamerican occupation of the area.

The archeological record for Solano County, which includes Rio Vista, begins in the prehistoric period which is generally considered the time before 10,000 years ago. From 10,000-6,000 years Before Present (BP) is the Lower Archaic Period. The oldest known archaeological component in this region of central California is from the Los Vaqueros Reservoir area outside of Solano County, in eastern Contra Costa County. The Initial Middle Archaic Period generally dates from 6,000 to 4,500 BP. With the exception of isolated human burials, extensive early Middle Archaic deposits were not known in the San Francisco Bay/Sacramento–San Joaquin Delta (Bay-Delta) region until the Los Vaqueros Reservoir project in 1996 (Solano County, 2008).

Former airport activities and on-going redevelopment have disturbed the immediate ground surface in the project area; however, intact historical/archeological resources may be discovered below the existing surface layer in land subject to ground-disturbing activities. According to the records search conducted by the NWIC, no archaeological resources have been recorded on the project site or immediately surrounding area. However, there is a moderate potential for identifying unrecorded Native American archaeological resources. Therefore, pursuant to Public Resource Code (PRC) Section 21083.2, should any cultural resources be encountered during construction, all work would cease until the find has been evaluated. Mitigation measures (MM CUL-1 and MM CUL-2) would be implemented to protect any cultural find. Compliance with PRC Section 21083.2 and corresponding mitigation measures below would ensure the project would not cause a substantial adverse change in the significance of an archaeological resource. Impacts would be less than significant in this regard.

MM CUL- 1: During ground disturbing activities, if any archeological, paleontological or tribal resources (e.g., evidence of past human habitation or fossils) are found, the project applicant and/or its contractor shall cease all work within 50 feet of the discovery and notify the City of Rio Vista Community Development Department, Planning Division immediately The project applicant and/or its contractor shall retain a qualified archaeologist, or paleontologist, and/or Native American representative as required to evaluate the finds and recommend appropriate resource protection plan for the inadvertently discovered resource(s). The City

and the applicant shall consider the recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures. (Health and Safety Code Section 7050.5).

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant with Mitigation. Based on past uses of the project site, uses in the vicinity general project area, and lack of know cultural and archaeological resources, there is a very low likelihood for discovery of human remains within the project site. Nonetheless, there is the potential for unanticipated and accidental discoveries of human remains during ground-disturbance. If such remains are located, they could be damage or destroyed and the loss and would be considered a significant impact. While the potential is considered very low, mitigation to reduce the potential effects of inadvertent discovery of human remains, MM CUL-2, would be implemented. Implementation of this measure would reduce impacts in this regard to less than significant.

MM CUL- 2: If human remains either informally interred or associated with a burial (i.e. grave goods) are discovered during construction, the project applicant and/or its contractor shall cease all work within 50 feet of the find and notify the City of Rio Vista Community Development Department, Planning Division and the County Coroner. Notifications shall occur immediately and in accordance with California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission and shall follow the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) regarding treatment and disposition of recovered cultural items. The Commission will designate a Most Likely Descendant (MLD) who will be authorized to provide recommendations for management of the Native American human remains and any associated materials or objects (Public Resourced Code Section 5097.98 and Health and Safety Code Section 7050.5).

Cumulative Impacts

Cumulative impacts to cultural resources are typically considered to be site specific and mitigated on a project-by-project basis. The proposed project would occur within the former Rio Vista Airport site which is not a designated historic resource and because of past disturbances and operations as an airport, is thought to have a very low potential of containing historic, cultural, or archaeologically significant resources. Taken in sum with other past, present, and reasonably foreseeable projects, some of which would occur within the same general vicinity and also would undergo separate CEQA review and have mitigation applied, cumulative impacts would be less than significant.

4.6 Energy

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			**X**	
e) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

The Energy section is primarily based on information, guidance, and analysis protocol provided by the Yolo-Solano Air Quality Management District (YSAQMD). In addition, the section utilizes information obtained from the County of Solano Climate Action Plan[2], and the California Emissions Estimator Model (CalEEMod) version 2020.4.0.

Energy use related to the proposed project would include energy directly consumed for special lighting, ventilation and air conditioning systems. Indirect energy consumption would be associated with the generation of electricity at power plants. Transportation-related energy consumption includes the use of fuels and electricity to power cars, trucks, and distribution facilities. Energy would also be consumed by equipment and vehicles used during project construction and routine maintenance activities.

In order to ensure energy implications are considered in project decisions, Appendix F of CEQA Guidelines requires a discussion of the potential energy impacts of projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The main forms of available energy supply are electricity, natural gas, and oil.

Regulatory

Renewable Energy Standards

In 2002, California established its Renewable Portfolio Standard program with the goal of increasing the annual percentage of renewable energy in the state's electricity mix by the equivalent of at least 1 percent of sales, with an aggregate total of 20 percent by 2017. The California Public Utilities Commission subsequently accelerated that goal to 2010 for retail sellers of electricity (Public Utilities Code Section 399.15(b)(1)). Then-Governor Schwarzenegger signed Executive Order S-14-08 in 2008, increasing the target to 33 percent renewable energy by 2020. In September 2009, then-Governor Schwarzenegger

[2] County of Solano. *Solano County Climate Action Plan.* February 2010.

continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directs the California Air Resources Board under its AB 32 authority to enact regulations to help the State meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In September 2010, the California Air Resources Board adopted its Renewable Electricity Standard regulations, which require all of the State's load-serving entities to meet this target. In October 2015, then-Governor Brown signed into legislation Senate Bill 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

California 2007 Energy Action Plan Update

The 2007 Energy Action Plan II is the State's principal energy planning and policy document. The plan describes a coordinated implementation strategy to ensure that California's energy resources are adequate, affordable, technologically advanced, and environmentally sound. In accordance with this plan, the state and its electricity providers would invest first in energy efficiency and demand-side resources, followed by renewable resources, and only then in clean conventional electricity supply to meet its energy needs.

Building Codes

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every three years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 9, 2018, the CEC adopted the 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020.

The 2019 Standards will improve upon the 2016 Standards. Under the 2019 Title 24 standards, residential buildings are expected to be about 7 percent more energy efficient, and when the required rooftop solar is factored in for low-rise residential construction, residential buildings that meet 2019 Title 24 standards use about 53 percent less energy and non-residential buildings use 30 percent less energy than those built to meet the 2016 standards.

California Green Building Standards Code

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may

adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2019 and went into effect January 1, 2020.

2006 Appliance Efficiency Regulations

The California Energy Commission adopted Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) on October 11, 2006. The regulations were approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both Federally regulated appliances and non-Federally regulated appliances. While these regulations are now often viewed as "business-as-usual," they exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

California Utility Efficiency Programs (Senate Bill 1037 and Assembly Bill 2021)

SB 1037 and AB 2021 require electric utilities to meet their resource needs first with energy efficiency. California Utility Efficiency Programs have also set new targets for statewide annual energy demand reductions.

Renewable Portfolio Standard

In 2002, California established its Renewable Portfolio Standard program[3] with the goal of increasing the annual percentage of renewable energy in the state's electricity mix by the equivalent of at least 1 percent of sales, with an aggregate total of 20 percent by 2017. The California Public Utilities Commission subsequently accelerated that goal to 2010 for retail sellers of electricity (*Public Utilities Code* Section 399.15(b)(1)). Then-Governor Schwarzenegger signed Executive Order S-14-08 in 2008, increasing the target to 33 percent renewable energy by 2020. In September 2009, then-Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directs the California Air Resources Board under its AB 32 authority to enact regulations to help the State meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In September 2010, the California Air Resources Board adopted its Renewable Electricity Standard regulations, which require all of the state's load-serving entities to meet this target. In October 2015, then-Governor Jerry Brown signed into legislation Senate Bill 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Existing Energy Settings

Electricity and Natural Gas

Currently PG&E provides energy (electricity and gas) to the City of Rio Vista. PG&E generates or buys electricity from hydroelectric, nuclear, renewable, natural gas, and coal facilities. The PG&E 2019 power

[3] The Renewable Portfolio Standard is a flexible, market-driven policy to ensure that the public benefits of wind, solar, biomass, and geothermal energy continue to be realized as electricity markets become more competitive. The policy ensures that a minimum amount of renewable energy is included in the portfolio of electricity resources serving a state or country.

mix was as follows: 46 percent natural gas, 9 percent nuclear, 32 percent renewables, 11 percent large hydroelectric, and 2 percent unspecified power.[4]

The proposed project site is located within 100 feet of other existing developments, that are currently supplied electricity and gas services via PG&E. Additionally, the project site is located in an area that was previously used as an airport and would connect to existing PG&E utility lines in the project vicinity.

In 2018, PG&E reported total electricity consumption within its planning area of 44,932.58 million kilowatt-hours (kWh), or gigawatt-hours (GWh), with the majority of usage associated with commercial and industrial land uses.[5]

Between 2012 and 2020, total electricity use in Solano County was 29,071 gigawatt hours (GWh), with annual ranges of 3,191 GWh to 3,226 GWh. Non-residential uses (industrial and commercial) make up approximately 67 percent of total usage each year and residential uses the remaining 33 percent. In this same timeframe, total natural gas consumption in Solano County was 2,063 million therms, with annual ranges between approximately 217 to 253 million therms per year. Non-residential uses were in the range of approximately 75 percent of the total annual consumption, while residential use were approximately 25 percent of total annual consumption.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact.

Construction

The energy consumption associated with construction of the proposed project includes primarily diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips. Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers, and heating, ventilation, and air conditioning) would be powered by a generator. The amount of electricity used during construction would be minimal; typical demand would stem from the use of electrically powered hand tools and several construction trailers by managerial staff during the hours of construction activities. The majority of the energy used during construction would be from petroleum. This analysis relies on the construction equipment list and operational characteristics, as stated in Section 4.3 (Air Quality) and Section 4.8 (Greenhouse Gas Emissions). *Table 6: Project Energy Consumption During Construction* quantifies the construction energy consumption are provided for the Project, followed by an analysis of impacts based on those quantifications.

[4] Pacific Gas and Electric, Exploring Clean Energy Solutions, https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page?WT.mc_id=Vanity_cleanenergy, accessed July 27, 2020.

[5] California Energy Commission, Energy Consumption Data Management System. California Energy Consumption Database. Available at: http://ecdms.energy.ca.gov/. Accessed July 28, 2020.

Table 6: Project Energy Consumption During Construction

Source	Project Construction Usage	Solano County Annual Energy Consumption	Percentage Increase Countywide
Diesel Use	**Gallons**		
On-Road Construction Trips [1]	2,660	53,507,975	0.0050%
Off-Road Construction Equipment [2]	12,118		0.0226%
Construction Diesel Total	**14,778**		**0.0276%**
Gasoline	**Gallon**		
On-Road Construction Trips [1]	3,178	177,536,113	0.0018%

1. On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in Solano County.
2. Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (hp)-hour from USEPA.
Abbreviations:
CalEEMod: California Emission Estimation Model; EMFAC: Emission Factor Model 2021; kWh: kilowatt-hour;
Sources: AWMA, 1992; DOE 2016; USEPA 1996.

In total, construction of the proposed project is anticipated to consume approximately 14,778 gallons of diesel and 3,178 gallons of gasoline. The project's fuel from the entire construction period would increase fuel use in the County by approximately 0.03 percent for diesel and 0.002 percent for gasoline.

There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel consumption.

The CEQA Guideline Appendix G and Appendix F criteria requires the project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A 0.03 percent increase in construction fuel demand is not anticipated to trigger the need for additional capacity. Fuel consumption is based on a conservative construction phasing and conservative estimates for annual construction fuel consumption. Longer phases would result in lower construction intensity and a lower annual fuel consumption, resulting in lower annual demand on energy supplies. Additionally, use of construction fuel would cease once the project is fully developed. As such, project construction would have a nominal effect on the local and regional energy supplies. Therefore, it is expected that construction fuel consumption associated with the project would not be inefficient, wasteful, or unnecessary. The project would not substantially affect existing energy or fuel supplies, or resources and new capacity would not be required. Impacts would be less than significant in this regard.

Operational

Energy use related to the proposed project would include energy directly consumed for special lighting, ventilation and air conditioning systems, as well as fuel usage from on-road vehicles. Quantifications of operational energy consumption are provided for the proposed project are provided in *Table 7: Annual Energy Consumption During Operations* below.

Table 7: Annual Energy Consumption During Operations

Source	Project Operational Usage	Solano County Annual Energy Consumption	Percentage Increase Countywide
Electricity Use	**Megawatt Hour/Year (MWh/year)**		
Area [1]	9,574	3,320,792,693	0.2883%
Natural Gas Use	**Therms/year**		
Area [1]	4,778	217,356,173	0.0022%
Diesel Use	**Gallons/Year**		
Mobile [2]	14,778	53,507,975	0.0276%
Gasoline Use	**Gallons/Year**		
Mobile [2]	3,178	177,536,113	0.0018%

Notes:
1. The electricity and natural gas usage are based on project-specific estimates and CalEEMod defaults.
2. Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2021.

Abbreviations: CalEEMod: California Emission Estimation Model; EMFAC2017: California Air Resources Board Emission Factor Model; kBTU: thousand British Thermal Units; kWh: kilowatt-hour

Operation of uses implemented pursuant to the proposed project would annually consume approximately 9,574 MWh of electricity, 4,778 therms of natural gas, 14,778 gallons of diesel, and 3,178 gallons of gasoline.

Pacific Gas and Electric (PG&E) provides electricity to the project area. The project site is expected to continue to be served by the existing PG&E electrical facilities. Total electricity demand in PG&E's service area is forecast to increase by approximately 12,000 GWh—or 12 billion kWh—between 2016 and 2028.[6] The proposed projects anticipated electricity demand (approximately 9,574 MWh) would be nominal compared to overall demand in PG&E's service area. Therefore, the projected electrical demand would not significantly impact PG&E's level of service.

Regarding natural gas, Solano County consumed 217,356,173 therms of natural gas in 2020[7]. Therefore, the project's operational energy consumption for space and water heating would represent 0.0022 percent of the natural gas consumption in the County.

In 2021, Californians are anticipated to consume approximately 14,773,931,520 gallons of gasoline and approximately 3,625,305,260 gallons of diesel fuel. Solano County annual gasoline fuel use in 2021 is anticipated to be 177,536,113 gallons and diesel fuel use was 53,507,975 gallons. Expected project operational use of gasoline and diesel would represent approximately 0.002 percent of current gasoline use and 0.03 percent of current diesel use in the County.

[6] California Energy Commission, *California Energy Demand 2018-2030 Revised Forecast, Figure 49 Historical and Projected Baseline Consumption PG&E Planning Area*, April 2018.

[7] California Energy Commission, Energy Consumption Data Management System. California Energy Consumption Database. Available at: http://ecdms.energy.ca.gov/. Accessed December 20, 2021.

It should also be noted that the proposed project design and materials would comply with the 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020, and/or future 2019 Building Energy Efficiency Standards depending on when construction permits are issued.

None of the project energy uses exceed one percent of Solano County use and project operations would not substantially affect existing energy or fuel supplies or resources. The proposed project would comply with applicable energy standards and new capacity would not be required. Impacts would be less than significant in this regard.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. As discussed above, project development would not cause inefficient, wasteful and unnecessary energy consumption, and impacts would be less than significant. The County of Solano adopted a Climate Action Plan (CAP) in 2011 in order to help reduce energy consumption and GHG emissions to become a more sustainable community and to meet the goals of AB 32. The CAP outlines various measures and strategizes numerous methods on how the County's long-term vision can be achieved. The proposed project would be required to comply with existing regulations, including applicable measures from the CAP, or would be directly affected by the outcomes (vehicle trips and energy consumption would be less carbon intensive due to statewide compliance with future low carbon fuel standard amendments and increasingly stringent Renewable Portfolio Standards). Therefore, the proposed project would comply with existing State energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant in this regard.

Cumulative Impacts

As discussed above, the proposed project would not cause a new energy impact to occur. Therefore, the proposed project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

4.7 Geology and Soils

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

Geology and Soils

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.

Less than Significant Impact. According to publicly available information, no faults are known to lie within the project site (City of Rio Vista, 2002 and CDOC, 2022, USGS, 2022). The City of Rio Vista General Plan (RVGP) notes that the Alquist Priolo Special Studies Zone Act focuses on surface fault rupture and not the potential of a particular location to experience seismically induced ground shaking. The City is not included within any special study area (City of Rio Vista, 2002). The CDOC provides mapping of Alquist Priolo zones and neither the City nor project site are shown in such an area (CDOC, 2022). There are faults located in the general area including the Midland Fault Zone that is located approximately 1.5 miles northeast of the project site. The Rio Vista Fault is adjacent to the Sacramento River approximately 1.25 miles to the south (USGS, 2021). Therefore, the likelihood of a surface fault rupture occurring on this site is considered low.

The proposed project would be required to meet all existing earthquake safe design standards including the current California Building Code (CBC), Chapter 16, Section 1613, Earthquake Loads. Construction of the project would not result in any impacts from an Alquist Priolo Zone and would not exacerbate this hazard. Thus, implementation of the proposed project would have a less than significant impact in this regard.

ii. Strong seismic ground shaking?

Less than Significant Impact. The northern California region, which is characterized by numerous earthquake faults. As discussed above, there are two faults, the Midland Fault Zone approximately 1.5 miles northeast of the project site, and the Rio Vista Fault approximately 1.25 miles to the south and are undifferentiated Quaternary faults (USGS, 2022). The majority of major faults are located west of the project site in and around the Bay area. Movement on these and other faults can result in seismic ground shaking. Given the project's proximity to these faults, the project could be subject to ground shaking should fault movement occur. Seismic ground shaking also may occur from activity on these larger regional faults, notably, the Hayward Fault and San Andreas Fault located approximately 38 miles and 55 miles to the west, respectively.

Potential impacts from seismic ground shaking to the proposed structures and persons inside would be reduced through compliance with Section 15.04.030 California Codes Adopted to the RVMC This section of the RVMC requires the project to conform to requirements related to structural design, potential loading from earthquakes, soils and structural designs, and other measures and prescriptions to reduce the effects of strong seismic ground shaking. The proposed project would be required to comply with the International Building Code (IBC) and California Building Code (CBC), City regulations, and other applicable seismic construction standards. The proposed project would also be required to comply with applicable policies in the RVGP related to seismicity, flooding, grading, and drainage to address safety and reduce potential geologic impacts. The RVGP notes that safety related to seismicity, flooding, grading, and drainage are of concern and that all development proposals would be referred to the Building Department, Public Works Department, and City Engineer to address potential geologic impacts.

Compliance with these standard building and plan check criteria, and other applicable sections of the IBC and CBC, would ensure all needed structural designs and other measures would be incorporated to the proposed project prior to the issuance a building permit. This would ensure impacts associated with ground shaking would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction describes the phenomenon where soil loses its supportive strength and becomes incapable of bearing the load of overlaying soils or structures. Liquefaction can occur during an earthquake in saturated, relatively loose, sandy soils located near the ground surface. The RVGP notes that the potential for liquefaction in the City is not high but depending on subsurface conditions it could occur. Accordingly, there is the potential for liquefaction at the project site during a strong earthquake or other seismic ground shaking if unconsolidated sediments and a high-water table exist. According to the CDOC Earthquake zones of required investigation maps, the project site and City have not been evaluated for liquefaction potential (CDOC, 2022b).

As discussed in ii) above, the proposed project would be referred to the Building Department, Public Works Department, and City Engineer to ensure project plans meet standards related to seismic hazards. This review also would include an evaluation of liquefaction potential and would ensure appropriate engineering design measures such as soil mixing and recompaction are incorporated to the proposed grading plans. During this process, including plan review, the proposed project would be evaluated to ensure compliance with the CBC in conformance with Section 15.04.030 of the RVMC. Following these procedures and meeting buildings standards would ensure that all proposed structures would be built to

conform to all applicable design codes. This would reduce potential impacts associated with liquefaction to less than significant.

iv. Landslides?

No Impact. The project site is flat and level and the site elevations range from 38 to 41 feet amsl and slopes slightly to the south. The project site is not located adjacent to any area with steep terrain, hillsides, or other area with slopes that would be subject to landslides (CDOC, 2022c). In addition, the project site does not contain any rock outcroppings and there is no potential for the project site to be affected by rockfall from off-site areas. As such, the project site would not expose people or structures to the effects of landslides from either on-site or from off-site locations and impacts would not occur.

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

Less than Significant Impact. As discussed above in iv), the project site is generally flat, is approximately 550 feet at its widest point and over this distance has an elevation of change of approximately 3 feet. According to the United States Department of Agriculture (USDA) Websoil Survey mapper, the proposed project is located on Tujunga fine sand. These soils are typically found at elevations from 0 to 40 feet, can be located in floodplains, and are formed from mixed dredged alluvium. These soils consist of fine sand, and sand is classified as excessively drained. The runoff class is negligible, and water storage in the profile is very low (USDA, 2021).

Grading would be needed to create building pads for the proposed project but would not require the creation of slopes that would be subject to substantial erosion. The proposed project is relatively flat and slopes slightly to the southwest. The project site is currently vegetated with upland ruderal vegetation that is treated for weed management. The minor grading on the approximate 3.9-acre site would result in temporary baring and loosening of the soil prior to recompaction to create the building pad(s). The potential or erosion would be further limited after the pouring or placement of hardscape (concrete and asphalt), and erection of structures, and planting landscaping and bioswales.

The proposed project would comply with Section 13.20.100 Reduction of Pollutants in Stormwater of the RVMC. This section requires that any person engaged in activities which may result in pollutants entering the storm water conveyance system shall, to the maximum extent practicable, undertake the measures in the code to reduce the risk of non-storm water discharge and/or pollutant discharge. In addition, Section 13.20.100 of the RVMC specifically states that any person or business holding an NPDES general, or individual storm water permit is not exempt from compliance to the local storm water regulations. The proposed project would be required to comply with all such applicable codes as well as the listed standard permitting requirements of the State Water Resources Control Board's (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit (No. 2012-0006-DWQ). Conformance to these measures would reduce the potential for soil erosion and loss of topsoil during construction. Under the NPDES, a Stormwater Pollution Prevention Plan (SWPPP) would be implemented. The SWPPP would identify potential sources of erosion and/or sedimentation as well as identify and implement Best Management Practices (BMPs) that reduce erosion. Typical BMPs would include sandbags, silt fences, covering stockpiles, retention basins, silt fencing, street sweeping, etc. These measures would reduce the potential for eroded materials to affect downstream receiving waters.

The proposed project includes impermeable surfaces such as concrete and other hardscapes used in parking lots, driveways, walkways, and rooftops. The proposed project also includes areas with permeable surfaces such as landscaped areas and bioswales that would increase infiltration and help reduce pollutants from reaching downstream receiving waters. The RVMC requires long-term post construction discharges to prevent pollutants from entering the stormwater conveyance system and to ensure compliance with all applicable, federal, State, and local laws, ordinances, and regulations. Long term controls specifically include source control measures including low impact design (LID) (i.e. bioswales) and hydromodification management, provide for pre-treatment to remove pollutants from stormwater, and prevent polluted stormwater from exiting the site. Conformance to all listed requirements would prevent substantial soil erosion and ensure impacts are less than significant.

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. The project site is flat with an elevation change of approximately three feet over a distance of approximately 555 feet. The project site is not located adjacent to any hillsides or other areas with significant slopes and it is not subject to landslides from on-site areas or adjacent areas with steep slopes.

Lateral spreading typically results when ground shaking moves soil toward an area where soil integrity is weak or unsupported. Lateral spreading typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Lateral spreading is directly associated with areas of liquefaction, which is discussed in iii), above. While the RVGP notes that liquefaction potential in the City is not high, based on other studies in the vicinity, depth to groundwater can be approximated to 24 feet below ground level. Based on this water level and other sedimentary layers potentially occur under the project site, the liquefaction potential is considered to be moderate. Through conformance to all city and State building standards as verified by the City, impacts in this regard would be less than significant.

Land subsidence is the gradual settling or sinking of an area with little or no horizontal motion due to changes taking place underground. It is a natural process, although it can also occur (and is greatly accelerated) as a result of human activities. Common causes of land subsidence from human activity include pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils. The project would not pump any water, oil, and/or gas from underground reservoirs. In addition, the site was not used for mining and there are no mines near the project site. These features minimize the likelihood of land subsidence and impacts in this regard would be less than significant.

Collapse can occur if near-surface soils vary in composition both vertically and laterally. Strong ground shaking from earthquakes can cause non-uniform compaction of the soil strata, resulting in movement of the near-surface soils and collapse. The proposed project would be required to conform with the requirements set forth in the City of the RVMC as detailed in the above sections and all pertinent portions of the CBC. This would include approval of grading plans, which would consider existing soils, existing grades, depth to groundwater, and the potential for the site to experience instability. In addition, adherence to all applicable regulations and conformance to applicable building codes added to the proposed Project as conditions of approval would ensure impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. Expansive soils generally are associated with silt and clay soils that are subject to shrinking and swelling due to the large pour volume that are subject to large changes in moisture content during dry and wet periods. The shrinking and swelling of soils can cause damage or failure of foundations, utilities, and pavements. The proposed project is located on Tujunga fine sand, which is excessively drained, and has a very low water storage profile and is not considered an expansive soil (USDA, 2021). In addition, other studies in the area have found near surface soils consist of loose to medium dense sand with various amounts of silt and underlying soils have interbedded layers of silt with varying levels of sand and sand with various amounts of silt (USDA, 2022).

The project sites grading plan would be evaluated by the City Engineer prior to project construction to ensure project plans meet standards related to seismic hazards. This would ensure expansive soils are not present, or if they are, proper soil mixing, and compaction would be undertaken to reduce potential effects and impacts in this regard would be less than significant.

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?

No Impact. The proposed project would tie into the existing wastewater treatment system and wastewater from indoor restrooms would be treated at the Beach Wastewater Treatment plant. The proposed project does not require, nor does it propose use of a septic system or alternative wastewater disposal system. Therefore, no impacts would occur in this regard.

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

Less than Significant with Mitigation. Paleontological resources are typically found in geologic strata that was deposited during the Pleistocene Epoch which includes the time between 2.6 million years ago until approximately 11,700 years ago. The Holocene Epoch began about 11,700 years ago and consists of younger sedimentary deposits and fossils that are considered less likely to be found. Because the project site is within the Sacramento River basin and is overlain by generally young sediment, it is unlikely that grading and excavation would inadvertently unearth unknown paleontological resources.

Nonetheless, there is a possibility that future ground-disturbing activities could uncover and cause damage to, or the destruction of, previously undiscovered paleontological resources or unique geologic features. Implementation of **MM GEO-1** would reduce potential impacts to a less-than significant level. **MM-GEO-1** would require notification of a qualified paleontologist if during initial site disturbance and excavation activities paleontological resources are uncovered. As part of the mitigation, a resource recovery plan would be implemented, and this would reduce impacts to less-than-significant.

MM GEO-1: If any paleontological resources are encountered during ground-disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist is able to evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the local or regional Natural

History Museum or other appropriate facility regarding any discoveries of paleontological resources.

If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations and fossil recovery may be required to mitigate adverse impacts from project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance will not be required. If the resources are significant, they shall be avoided or recovered such that potential damaging effects are mitigated. Construction in that area shall not resume until approval of the qualified paleontologist and City are given. If the fossil is recovered the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the Lead Agency.

Cumulative Impacts

Geology and soil-related impacts are generally site-specific and are determined by a particular on-sites soil characteristics, proximity to faults, topography, and proposed land uses. Development projects are analyzed on an individual basis and must comply with established requirements of the applicable jurisdiction's development requirements and the CBC as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

Cumulative effects related to geology resulting from the implementation of future development of the proposed project as well as surrounding areas could expose more persons and property to potential impacts due to seismic activity. Long-term impacts related to geology include the exposure of people to the potential for seismically induced ground shaking. Implementation of other cumulative projects would incrementally increase the number of people and structures subject to a seismic event. Seismic and geologic significance is considered on a project-by-project basis through the preparation of design-level geotechnical studies. The potential for any project to be affected by or any project to exacerbate and existing geotechnical hazard would be minimized or not occur through strict engineering guidelines as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

Development the proposed project as well as all past, present, and future projects would be required to be constructed in accordance with the latest edition of the CBC and to adhere to all current earthquake construction standards, including those relating to soil characteristics set forth by the City. Therefore, no elements of the proposed would contribute to any cumulatively considerable geologic and/or soils impacts. Therefore, cumulative effects of increased seismic risk would be less than significant.

4.8 Greenhouse Gas Emissions

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Global climate change refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns and precipitation. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), as well as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These "greenhouse" gases (GHGs) allow solar radiation (sunlight) into the Earth's atmosphere but prevent radiative heat from escaping, thus warming the Earth's atmosphere. GHGs are emitted by both natural processes and human activities. Concentrations of GHG have increased in the atmosphere since the industrial revolution. Human activities that generate GHG emissions include combustion of fossil fuels (CO_2 and N_2O); natural gas generated from landfills, fermentation of manure and cattle farming (CH_4); and industrial processes such as nylon and nitric acid production (N_2O).

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the "cumulative radiative forcing effect of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas." The reference gas for GWP is CO_2; therefore, CO_2 has a GWP factor of 1. The other main GHGs that have been attributed to human activity include CH_4, which has a GWP factor of 28, and N_2O, which has a GWP factor of 265. When accounting for GHGs, all types of GHG emissions are expressed in terms of CO_2 equivalents (CO_2e) and are typically quantified in metric tons (MT) or million metric tons (MMT).

The Greenhouse Gas (GHG) Emissions section is primarily based on information, guidance, and analysis protocol provided by the Yolo-Solano Air Quality Management District (YSAQMD). In addition, the section utilizes information obtained from the County of Solano Climate Action Plan[8], and the California Emissions Estimator Model (CalEEMod) version 2020.4.0.

[8] County of Solano. *Solano County Climate Action Plan.* February 2010.

The proposed project's GHG emissions would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with new vehicular trips and indirect source emissions, such as electricity usage for manufacturing equipment.

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. The CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine if a project's GHG emissions would have a significant impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the development's GHG emissions (14 CCR Section 15064.4[a]). Determining a threshold of significance for climate change impacts poses a special difficulty for lead agencies. Much of the science in this area is new and is evolving constantly. At the same time, neither the State nor local agencies are specialized in this area, and there are currently no local, regional, or state thresholds for determining whether a residential development has a significant impact on climate change. The CEQA Amendments do not prescribe specific significance thresholds but instead leave considerable discretion to lead agencies to develop appropriate thresholds to apply to projects within their jurisdiction.

Assembly Bill (AB) 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. In adopting AB 32, the legislature determined the necessary GHG reductions for the State to sufficiently offset its contribution to cumulative climate change to reach 1990 levels. AB 32 is the only legally mandated requirement for the reduction of GHGs. As such, compliance with AB 32 is the adopted basis on which the agency can base its significance threshold for evaluating GHG impacts.

Senate Bill 32 (SB 32), signed into law in September 2016, codifies a GHG reduction target of 40 percent below 1990 levels by 2030 and authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the California Legislature passed companion legislation AB 197, which provided additional direction for developing an updated Scoping Plan. CARB released the second update to the Scoping Plan to reflect the 2030 target set by SB 32 in November 2017.

Additionally, signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Various local, regional, State and federal agencies share the responsibility for air quality management in Yolo County. The YSAQMD operates at the local level and is tasked with enforcing the implementation of federal and State programs and regulations. The YSAQMD works jointly with the USEPA, CARB, SACOG, other air districts in the region, county and city transportation and planning departments, and various non-governmental organizations to work towards improving global climate change through a variety of programs. Programs include the adoption of regulations, policies and guidance, extensive education and public outreach programs, as well as emission reducing incentive programs.

Nearly all development projects in the region have the potential to generate air pollutants that may increase global climate change. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. The YSAQMD has not adopted thresholds of significance for GHG emissions. In absence of thresholds of significance, the YSAQMD is currently recommending GHG analysis consistent with Sacramento Metropolitan Air Quality Management District (SMAQMD) approach.

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

Construction of the proposed project would result in direct emissions of CO_2, N_2O, and CH_4 from the operation of construction equipment and the transport of materials and construction workers to and from the project site.

Several State-led GHG emissions-reducing regulations have recently taken effect, and changes to regulations will continue to take effect in the near future that will substantially reduce GHG emissions. For instance, implementation of Assembly Bill 1493 (the Pavley Standard) (Health and Safety Code Sections 42823 and 43018.5) will significantly reduce the amount of GHGs emitted from passenger vehicles. The Pavley Standard is aimed at reducing GHG emissions from noncommercial passenger vehicles and light-duty trucks of model years 2009–2016 by requiring increased fuel efficiency standards of automobile manufacturers. The program combines the control of smog, soot, and GHG emissions with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

The electricity provider for the City of Rio Vista, Pacific Gas and Electric Company (PG&E), is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020, which will have the effect of reducing GHG emissions generated during energy production. As of 2019 (latest available), Pacific Gas and Electric's (PG&E) power mix was at 29 percent renewable energy[9] and will be required to achieve the 60 percent renewable energy goal by 2030 established by SB 100.

The proposed project would result in direct GHG emissions from construction and operation related activities. Total GHG emissions generated during construction are presented in *Table 8: Construction Greenhouse Gas Emissions*. The CalEEMod outputs are contained within the Appendix A, Air Quality and GHG Data.

Table 8: Construction Greenhouse Gas Emissions

Construction Year and Season	CO_2e Emissions, metric tons/year
Total (2022)	177
Emissions amortized over 30 years	6
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.	

As shown in *Table 8***,** project construction-related activities would generate approximately 177 $MTCO_2e$ of GHG emissions over the course of construction. One-time, short-term construction GHG emissions are typically summed and amortized over the project's lifetime (assumed to be 30 years).[10] It is reasonable to look at a 30-year time frame for buildings since this is a typical interval before a new building requires the

[9] California Energy Commission, *2019 Power Content Label*, October 2020.

[10] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

first major renovation.[11] The amortized project emissions would be approximately 6 $MTCO_2e$ per year. Once construction is complete, the generation of construction related GHG emissions would cease.

YSAQMD does not have a threshold for construction GHG emissions, which are one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the proposed project. In absence of thresholds of significance, the YSAQMD is currently recommending GHG analysis consistent with SMAQMD approach. Emissions from construction are below the SMAQMD construction phase threshold of 1,100 $MTCO_2e$/year. Therefore, project construction GHG impacts are less than significant.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of a project. The project proposes buildings that would cultivate cannabis which could result in higher energy use than a standard industrial operation. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the project, the emissions associated with solid waste generated from the project, and any fugitive refrigerants from air conditioning or refrigerators.

Total GHG emissions associated with the proposed project are summarized in *Table 9: Project Greenhouse Gas Emissions*. As shown in *Table 9*, the project would generate approximately 1,039 $MTCO_2e$ annually from both construction and operations.

Table 9: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$[1] per Year
Construction (amortized over 30 years)	6
Area	> 0.001
Energy	842
Mobile	158
Stationary	10
Waste	23
Water	0.07
Total Annual Project GHG Emissions[2]	**1,039**
Threshold[3]	1,100
Exceed Threshold?	***No***

Note:
[1]. Emissions were calculated using CalEEMod version 2020.4.0.
[2]Total values are from CalEEMod and may not add up due to rounding.
[3] YSAQMD does not have a GHG operational threshold, therefore SMAQMD and BAAQMD threshold of 1,100 $MTCO_2e$ was utilized.
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

[11] International Energy Agency, *Energy Efficiency Requirements in Building Codes, Energy Efficiency Policies for New Buildings*, March 2008.

As shown in *Table 9,* the proposed project would result in approximately 1,039 $MTCO_2e$ per year from amortized construction, area, energy, mobile, waste, and water usage. YSAQMD does not have a GHG threshold, therefore the neighboring SMAQMD threshold of 1,100 $MTCO_2e$ was utilized. The proposed project would not exceed the numeric threshold of 1,100 $MTCO_2e$. Thus, the proposed project would have a less than significant impact with respect to GHG emissions. In addition, with continued implementation of various statewide measures, the proposed project's operational energy and mobile source emissions (approximately 92 percent of total project emissions) would continue to decline in the future. GHG operational emissions would be less than significant.

Mitigation Measure: Compliance with General Plan Policies and applicable state and local law would reduce greenhouse gases to a less than significant level. No additional site-specific mitigation measures are required.

Level of Significance: Less than significant impact.

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

In 2011, the County of Solano adopted its Climate Action Plan (CAP). The CAP provides additional guidance for the County's ongoing efforts to reduce GHG emissions. The CAP contains policies/goals related to agriculture, energy, transportation/land use, waste, and water.

Goals in the section on energy focus on increasing energy efficiency and increasing the usage of renewable sources. Actions include implementing green building ordinances and programs, community outreach, renewable energy policies, and partnerships with local energy producers.

The CAP identifies the County's emissions at 960,000 $MTCO_2e$ per year. The CAP establishes a communitywide emissions reduction goal of 20 percent below 2005 levels by 2020. This goal is more aggressive than the State's reduction goal. The CAP identifies numerous GHG reduction measures in the agriculture, transportation and land use, energy use, water use, and solid waste sectors.

The proposed project would help implement the goals set forth in the CAP improving energy efficiency of existing and new buildings within the County as well as improving energy efficiency if the County's infrastructure operations.

California Air Resource Board Scoping Plan Consistency

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (CO_2, CH_4, NO_X, HFCs, PFCs, and SF_6) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. As shown in *Table 10: Project Consistency with Applicable CARB Scoping Plan Measures*, the proposed project is consistent with most of the strategies, while others are not applicable to the proposed project.

The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan in 2013.

Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Table 10: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on GHG Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	**Consistent.** The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	**Consistent**. This measure applies to all new vehicles starting with model year 2012. The proposed project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the proposed project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Consistent.** The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The proposed project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the proposed project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent**. The proposed project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	**Not applicable**. The proposed project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer GHG Regulation	**Consistent**. This measure applies to medium and heavy-duty vehicles that operate in the state. The proposed project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the proposed project would be required to comply with the requirements of this regulation.
	High Speed Rail	Funded under SB 862	**Not applicable**. This is a statewide measure that cannot be implemented by a project applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	**Consistent.** The proposed project would not conflict with implementation of this measure. The proposed project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards	
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	**Consistent:** The proposed project would obtain electricity from the electric utility, PG&E. PG&E obtained 33 percent of its power supply from renewable sources in 2018. Therefore, the utility would provide power when needed on site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	
	Million Solar Roofs Program	Tax Incentive Program	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The proposed project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use.
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The State is to increase the use of green building practices. The proposed project would implement required green building strategies through existing regulation that requires the proposed project to comply with various CalGreen requirements. The proposed project includes sustainability design features that support the Green Building Strategy.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	**Not applicable.** The Mandatory Reporting Regulation requires facilities and entities with more than 10,000

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
			$MTCO_2e$ of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, mobile source emissions make up the majority of emissions and project stationary source GHG emissions would not exceed 10,000 $MTCO_2e$. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards AB 341 Statewide 75 Percent Diversion Goal	**Consistent.** The proposed project would not conflict with implementation of these measures. The proposed project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
Forests	Sustainable Forests	Cap and Trade Offset Projects	**Not applicable.** The proposed project is in an area designated for urban uses. No forested lands exist on-site.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	**Not applicable**. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The proposed project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not applicable**. The proposed project site is designated for urban development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the proposed project.

Source: California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017 and CARB, *Climate Change Scoping Plan*, December 2008.

The proposed project is estimated to result in approximately 1,039 $MTCO_2e$ per year, therefore the GHG emissions caused by long-term operation of the proposed project would be less than significant.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed project would benefit from the implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

The proposed project demonstrates consistency with the Solano County CAP and Scoping Plan goals, and would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32. Therefore, project impacts would be less than significant.

Cumulative Impacts

As discussed above, the proposed project would not cause a new greenhouse gas impact to occur. Therefore, the proposed project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

4.9 Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
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?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			**X**	
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?			**X**	
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?			**X**	
f) Impair implementation of or physically interfere with an adopted emergency				

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. Hazardous materials are listed by federal, State, or local agencies, based on the materials characteristics and its potential to cause harm or damage. A hazardous material is defined by the California Code of Regulation (CCR) as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating, illness or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of, or otherwise managed (CCR, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10). Hazardous materials are commonly used in commercial and industrial applications and, to a limited extent, in residential areas.

Both the US Environmental Protection Agency (EPA) and the US Department of Transportation (DOT) regulate the transport of hazardous waste and material, including transport via roadways and highways. The EPA administers permitting, tracking, reporting, and operational requirements established by the Resource Conservation and Recovery Act (RCRA). The DOT regulates the transportation of hazardous materials through implementation of the Hazardous Materials Transportation Act (HMTA). The HMTA administers container design and labeling, and driver training requirements. These established regulations are intended to track and manage the safe interstate transportation of hazardous materials and waste. Additionally, state and local agencies, enforce the application of these acts and provide coordination of safety and mitigation responses in the case that accidents involving hazardous materials occur.

Construction Impacts

Construction for the proposed project would include removal of the upland ruderal vegetation, disturbance of the upper layer of soil, excavation, grading, recompaction of soils, creation of building pads, and pouring of concrete and laying of asphalt, followed by construction of the proposed structures. During these activities it is possible there could be minor spills of fuels, oils, and lubricants. The use and handling of all potentially hazardous materials, such as these, would occur in accordance with applicable federal, State, and local laws, including California Occupational Health and Safety Administration (Cal/OSHA) requirements.

Construction also would likely require the transport and use of small amounts of liquid waste, including cleaning fluids, dust palliative, herbicides, and solvents. Some solid hazardous waste, such as welding materials and dried paint, may also be used and generated during construction. These materials would be transported to and from the project site during construction in accordance with all safety standards. In addition, during construction, material safety data sheets for all applicable materials present at the site would be made readily available to onsite personnel. Nonhazardous construction debris also would be generated and disposed of in local landfills. Sanitary waste would be managed using portable toilets located at a reasonably accessible onsite location. Conformance to all applicable regulations and laws related to hazardous materials during construction would reduce impacts in this regard to less than significant.

Operational Impacts

The proposed project involves cultivation of cannabis in an indoor setting and would require the use of fertilizers, pesticides, and herbicides as well as common cleaning products and solvents. The use of these materials is common to such operations and the materials would be used in accordance with manufacturers specifications. The proposed project, however, would not require and does not propose the use of any acutely hazardous materials. All transport, use, and storage of materials needed for project operations also would comply with all applicable State and federal regulations. This would include cleaning spills immediately, control and containment, storage in accordance with manufacturers recommendation, and proper disposal of unused materials at approved facilities (if needed). Compliance with applicable hazardous material regulations, building codes and rapid reporting and response by local agencies, if a spill were to occur, would ensure no significant hazard to the public or the environment are created through the routine transport use, or disposal of hazardous materials. Thus, impacts would be a less than significant impact.

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. As discussed in a) above, construction of the proposed project would include the use of fuels for equipment operation and could require minor maintenance of construction equipment on-site. This could lead to minor fuel, oil, and lubricant spills. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, State, and local laws, including California Occupational Health and Safety Administration (Cal/OSHA) requirements. All construction activities would be subject to the National Pollution Discharge Elimination System (NPDES) permit process that would require the preparation of a SWPPP and would require approval by the Regional Water Quality Control Board (RWQCB). Conformance to applicable requirements would reduce impacts to less than significant in this regard.

The operation and maintenance of the proposed project would involve the transport, use, and disposal of minor amounts of potentially hazardous materials. As discussed in a) above, the project would not include the use of any acutely hazardous materials, and all other materials such as cleaners, solvents, fuels, fertilizers, pesticides, and herbicides used on site would be subject to the enforcement of hazardous material regulations, and conformance to building codes and applicable agency requirements. This would

reduce the projects potential to result in hazardous materials incidents from transportation, use, and disposal. Thus, health hazards in this regard would be less than significant impact.

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

Less than Significant Impact. The nearest school, White Elementary School, is approximately 0.20 miles to the west of the project site, located at 500 Elm Way. Construction of the proposed project would not include the use of any acutely hazardous materials and would be use common construction methodologies that would not result in or present a significant hazard to any nearby uses. In addition, as discussed above in a), b), and c), operation of the project does not include the use of any acutely hazardous materials and the project would not pose a significant health risk to this nearby school or any other use. Thus, impacts would be less than significant.

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?

Less than Significant Impact. The proposed project is not located on a site listed pursuant to Government Code Section 65962. A search of the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List on the EnviroStor website (DTSC, 2021) revealed no hazardous waste sites on the Cortese List in the City of Rio Vista. An online search of the SWRCB GeoTracker website and the Cortese list for Solano County revealed no records of open cases in this regard on the project site. The Geotracker website does list four sites within the general vicinity, but all are located greater than 0.25 miles from the project site. This includes Asta Construction (1090 St. Francis Way), which is downgradient from the project site, has been remediated, and the case was closed January 23, 2009 (SWRCB, 2009); Asta Sandpit (Airport Road), which is located across Airport Road approximately 0.35 miles east of the project site, has been remediated, and was closed May 24, 2002 (SWRCB, 2002); Blackwelders (101 Blackwelder Drive), which is located approximately 0.4 miles southeast of the project site, is downgradient, was remediated, and was closed March 19, 1996 (SWRCB, 1996); and 933 Airport Road, which is located approximately 0.25 miles east of the project site that had concentration of herbicides and pesticides. This site, however, is approximately 10 feet lower in elevation than the proposed project and would not pose a risk to the proposed project. Thus, the proposed project is not located on a listed site and does not pose a substantial risk of upset in this regard. Impacts are less than significant, and mitigation is not required.

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. The proposed project is on the site of the former Rio Vista Municipal Airport. The airport is no longer in use, and is the subject of reuse and redevelopment efforts. The proposed project is located approximately 1.6 miles south of the current Rio Vista Municipal airport. The main runway of the new airport is oriented east to west for approaches and takeoff. The secondary runway trends generally north to south. The proposed project would not interfere with any aircraft flight patterns.

The proposed project is not located within any Safety Zones prescribed in the City of Rio Vista Municipal Airport Land Use Compatibility Plan (RVALUCP) including the runway protection zones set by the Federal

Aviation Administration (FAA) and shown in the RVALUCP. The airport is divided into seven zones including the Primary Surface Zone; Zone 1 – Runway Protection Zone; Zone 2- Inner Approach/Departure Zone; Zone 3- Inner Turning Zone; Zone 4 – Outer Approach/Departure Surface; Zone 5 – Sideline Zone; and Zone 6 – Traffic Pattern Zone. The Traffic Pattern Zone is the outermost zone and encircles the entire airport and all the other zones (Solano County, 2018). The proposed project is outside the Traffic Pattern Zone.

The proposed project consists of two, two-story structures with a maximum height of 49.5 feet at the top of the parapet used to conceal roof mounted equipment (e.g. HVAC). Due to the distance from the airport, and the lack of conflict with any airport protection zone, the proposed project does not have the potential to impede or interfere with any airport operations. In addition, the proposed project is not located in an area that would be affected by airport noise, and would not be a visual barrier or obstruction to any aircraft or any Avigation Easements for flight path right-of-way. Thus, the proposed project would not result in a safety hazard or result in exposure of any workers or employees to excessive noise from airport operations. Impacts would be less than significant, and mitigation is not required.

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

Less than Significant Impact. The City maintains a comprehensive Emergency Management Plan, which addresses interagency coordination, emergency functions, continuity of government responsibility, and public awareness. In addition, the plan provides for the operation of emergency services, defines transportation alternatives and City evacuation procedures approved by the State Office of Emergency Services (OES).

The proposed project would be accessible to emergency vehicles via two points of ingress and egress from Harvey Felt Court. The interior driveways and parking areas also provide adequate access and turning radius for emergency vehicles within the project site. In addition, circulation system within the Airport Reuse area were designed and constructed in accordance with City standards. The proposed project would not encroach on or obstruct any major roadways or interior roadway that could be used for emergency evacuation and would not encroach on or obstruct any existing evacuation route. The proposed project would be compliant with existing fire codes and ordinances regarding emergency access, and this would be verified during the planning review process. The City would implement emergency response measures to address emergency management, which would including notification of residents and business including the proposed project, should any evacuations, and other measures be needed. The proposed project would not interfere with any such notifications.

Lastly, the proposed project would neither interfere with the operation of any roads nor result in road closures during project construction. The proposed project would not require any detours or conflict with emergency access. The proposed project is located on the southwesterly side of the reuse area, and is accessed via Harvey Felt Court which is not a thru street and is not an evacuation corridor. Therefore, the proposed project would not impede or conflict with any adopted emergency response or evacuation plans and no impact would occur.

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

The project site is not located in an area identified as having a high potential for wildland fire. The project site consists of bare ground and upland and ruderal vegetation. The project site is surrounded by similarly vegetated undeveloped areas and industrial structures. The California Department of Forestry and Fire Protection (CalFire) Draft Fire Hazard Severity Zones in Local Responsibility Areas shows the project within an un-zoned local responsibility area (LRA). Due to the existing site conditions and relative urbanized nature of the former airport site and surrounding areas, the proposed project would not expose people or structures to a substantial risk from wildland fires. No impacts would occur and mitigation is not required (CalFire 2007).

Cumulative Impacts

The proposed project would not include the use of any acutely hazardous materials and all other potentially hazardous materials, such as cleaners, solvents, and fuels, would be stored and used by the project in accordance with all applicable safe handling requirements. All potentially hazardous materials are common use items and do not represent a substantial hazardous materials risk. All project related construction would be conducted in accordance with applicable standards and safe handling procedures. Other projects would occur in the vicinity of the project site as part of the reuse and redevelopment efforts regarding the former airport. These projects would also have to conform with applicable safe handling requirements for hazardous and potentially hazardous materials. These projects would occur within the interior of the redevelopment area and would be the same general distance from the new airport as the project site. These projects would also conform to applicable standards related to the new airport and the City's Emergency Management Plan and also would undergo the planning and review process prior to any approval by the City. Therefore, taken in conjunction with past, present, and reasonably foreseeable projects, the proposed project would not make a cumulatively considerable contribution to hazards and hazardous material impacts. Impacts would be less than significant.

4.10 Hydrology and Water Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			**X**	
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:		**X**		
i. Result in substantial erosion or siltation on- or off-site?		**X**		
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			**X**	
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?			**X**	
iv. Impede or redirect flood flows?			**X**	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Existing Setting

The Sacramento River is located approximately 0.5 miles to the southeast of the project site. The Sacramento River Basin drains a large area between the Sierra Nevada and Cascade Range to the east and the Coast Range and Klamath Mountains to the west. Source waters start in northern California from the Upper Sacramento, McCloud, and Pit rivers, which join at Lake Shasta approximately 180 miles to the north. From Lake Shasta, the Sacramento River flows south and west where it receives additional flows from numerous small and moderate-sized tributaries including the American River. The mouth of the Sacramento River is at Suisun Bay near Antioch, approximately 8 miles to the southwest, where it combines with the San Joaquin River and ultimately flows to the San Francisco Bay and into the Pacific Ocean.

Waterflows from Rio Vista to the Sacramento River are via interior drainages and surfaces flows to existing stormwater drainage facilities. There are two main drainages within the City. These two drainages have been heavily modified from their original form, flow regies, and vegetative composition due to development and past agricultural uses. This includes the intermittent stream shown on USGS topographic maps known as “Industrial Creek” that flows through the main “valley” and bisects the Esperson and Riverwalk properties approximately 1.5 miles southwest of the project site. The Watson stream basin flows through the Brann and Gibbs properties northwest of the project site and stormwater flows along the westerly side of the business park reuse area (City of Rio Vista, 2002).

Regulatory

The responsibility of protecting the quality of surface and groundwater of this region is that of the Central Valley Regional Water Quality Control Board (CVRWQB). To support its objective, the CVRWQB has a Basin Plan which contains water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives. In part, this is achieved through the antidegradation policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. In part, this policy states, “Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.”

Urban runoff and other non-point source discharges are regulated by the 1972 federal Clean Water Act, and through the National Pollutant Discharge Elimination System (NPDES) permit program established by the US Environmental Protection Agency (EPA). Specifically related to construction stormwater, the Construction Stormwater General permit relates to projects that disturb more than one acre of soils. These projects are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, and ground disturbance activities, such as stockpiling, or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

Clean Water Act Section 404 Permit and the Section 401 permit are involved if a project would discharge dredged or fill material in navigable waters or wetlands. The 404 permit is issued through the United States Army Corps of Engineers (USACE) and would be reviewed by the CVRWQB to ensure that discharge would not violate water quality standards.

Other water quality issues managed by the CVRWQCB, include Waste Discharge permits to the land. These issues include wastewater discharged by on-site wastewater treatment systems such as septic systems and leach fields. Specific to cannabis, irrigation runoff, water treatment effluent, cleaning agents, and wash waters are of particular concern if the discharges of these wastewaters are discharged to an on-site wastewater system. Such systems must obtain separate regulatory authorization, such as waste discharge requirements (WDRs), a conditional waiver of WDRs, or other permit mechanism, prior to discharge.

The CVRWQCB regulates projects that could require dewatering, and if the water would be discharged to land. In such an instance, coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the CVRWQB Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085 would be required.

The City's has Phase I and II Municipal Separate Storm Sewer System (MS4) permits that require permittees to reduce pollutants and runoff flows from new development and redevelopment. MS4 Permittees can use Low Impact Development (LID)/post-construction designs and require design concepts for LID/post-construction BMPs, such as bio-swales, to be incorporated early during project entitlement and CEQA.

The City's Stormwater Management Ordinance is contained in Title 132, Chapter 13.20 – Storm Water Management of the RVMC and is intended to assist in the protection and enhancement of the water quality of watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the Federal Water Pollution Control Act (Clean Water Act, 33 USC, Section 1251 et seq.), Porter-Cologne Water Quality Control Act (California Water Code Section 13000 et seq.), the NPDES, and the California General Permit for the Discharge of Storm Water from Small Municipal Separate Storm Sewer Systems (MS4). (Ord. 009-2014 § 1) (City of Rio Vista, 2020). Because of the size and population of the City, the Phase II MSR requirements would be applicable to the project.

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

Less than Significant with Mitigation.

Construction Discharges

The proposed project would remove the existing upland ruderal vegetation includes excavation and grading to create building pads. These activities could result in soil erosion or siltation and subsequent water quality degradation offsite if runoff and sediments or other pollutants are allowed to be discharged from the site. The potential for these impacts to occur would be minimized through project compliance with the waste discharge requirements of the CVRWQCB's NPDES General Permit which would minimize runoff. The General Construction Permit requires implementation of a SWPPP with BMPs such as stabilization of construction entrances, straw wattles, use of sediment filters, etc. The SWPPP for the project would be required to, and would include site map(s) showing the construction perimeter, existing and proposed buildings, storm water collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and a visual monitoring program. This program and its implementation for erosion control would be verified by the City.

In addition, the City's Stormwater Management Ordinance contained in Title 132, Chapter 13.20 – Storm Water Management of the RVMC is consistent with these requirements. The proposed project would be required to show consistency with all permitting conditions listed in Section 13.20.030 – Authority to Condition or Deny of the RVMC. This section of the RVMC states that the director can condition or deny any discharge, and stipulates that all permits issued under this authority must comply with the provisions of this ordinance and/or variances authorized by the City Council.

Preparation, implementation, and participation with both the NPDES General Permit and the General Construction Permit (SWPPP and BMPs) as well as following City requirements, would reduce project grading and construction effects on water quality. Recommended BMPs for the construction phase may include but would not be limited to the following: stockpiling and disposing of demolition debris, concrete, and soil properly; protecting existing storm drain inlets and stabilizing disturbed areas; implementing erosion controls; properly managing construction materials; and managing waste, aggressively controlling litter, and implementing sediment controls. In addition, the project would be required to implement MM-HYD-1, which would require the preparation and use of a Construction Water Quality Control Plan. As a result, short-term construction impacts associated with water quality standards and wastewater discharge requirements would be less than significant.

Operational Discharges

The proposed project would create impervious surfaces within the project site which is undeveloped. The proposed project includes construction of two structures, hardscape for parking lots and interior circulation. Approximately 16% of the site would be landscaped and include bioswales to increase water control and infiltration, but due to creation of impervious surfaces, the potential for stormwater runoff would increase.

To minimize the effects of stormwater runoff the proposed project would include an on-site storm drainage system to collect intermittent rainwater flows. The storm drainage system would be designed to accommodate all flows and would implement integrated management practices to treat the drainage area. The proposed project also would comply with the City Phase I and II Municipal Separate Storm Sewer System (MS4) permits, and the project includes use low impact development (LIDs) strategies, such as the bioswales that have been included to the project design. These and other LIDs and BMPs such as marked

inlets stating, "No Dumping – Drains to Bay," and the landscaped areas would promote water infiltration and help protect water quality. With implementation of all the listed requirements as verified by the City, impacts to water quality during construction and operation would be less than significant.

Regarding the potential for the projects cultivation activities to result in erosive effects, this potential impact would not occur. All cultivation activities would occur entirely indoors, in an enclosed facility. Because the proposed project consists of indoor cultivation, has a concrete floor and full roof, the proposed project would be conditionally exempt from SWRCB Order WQ 2019-0001-DWQ. The proposed project would still obtain coverage under the Waiver included in general order as discussed in the introduction section above. Thus, conformance to applicable water quality regulations, as verified by the City and regulatory agencies, would ensure impacts in this regard are less than significant.

MM HYD-1: Construction Water Quality Plan. Prior to issuance of any grading permit, the applicant shall submit to the satisfaction of the City Community Development Department, a Storm Water Pollution Prevention Plan (SWPPP) that satisfies the requirements of the National Pollutant Discharge Elimination System (NPDES) and State General Permit for construction. The SWPPP shall incorporate Best Management Practices (BMPs) to control runoff and sedimentation in accordance with all CVRWQCB as well as City requirements. Recommended BMPs for the construction phase may include the following:

- Stockpiling and disposing of demolition debris, concrete, and soil properly;
- Protecting existing storm drain inlets and stabilizing disturbed areas;
- Implementing erosion controls;
- Properly managing construction materials; and
- Managing waste, aggressively controlling litter, and implementing sediment controls.

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. The City developed and adopted their first Urban Water Management Plan (UWMP) in 2010. The City has updated the plan and the 2020 Draft Urban Water Management Plan is available. For that reason and to have the most current information available for the purposes of this document, the 2020 UWMP is used as a reference. The City has a total of 10 water wells, but water is only supplied using 6 active groundwater wells and 2 storage tanks. Water is pumped from the Solano sub-basin which lies in the southwestern portion of the Sacramento Basin and the northern portion of the Sacramento-San Joaquin Delta. Primary waterways in and bordering the basin include the Sacramento, Mokelumne, and San Joaquin Rivers, the Sacramento River Deep Water Ship Channel, and Putah Creek. As of 2020, the City had approximately 4,225 acres of land within its water service boundary. Of the 4,225 acres, approximately 2,213 acres (52 percent) have been developed (City of Rio Vista, 2020). It should be noted that not all developed land contains impervious surfaces. Much of this area would contain landscaping and other pervious areas that facilitate infiltration.

The proposed project occupies approximately 3.9 acres of undeveloped land and consists of upland ruderal vegetation. Construction and operation of the proposed project would reduce the amount of impermeable surface on the site and could reduce groundwater recharge. To minimize these effects, the proposed project includes landscaped areas and LIDs including the use of bioswales-that would encourage

water retention, infiltration, and minimize runoff. In addition, the Business Park includes a retention/detention basin within the area that would receive stormwater flows from the project site. The basin is located to the southeast of the project site across Poppy House Road.

Water use in the City has been relatively consistent between (2016 – 2020) but shows a slight decrease in 2020. In 2016 the City used approximately 2,007-acre feet (af), in 2017 used 2,117 af, in 2018 used 2,083 af, in 2019 2,129 af, and most recently, in 2020 used 2,025 af from the wells. The basin and wells are not adjudicated and as of 2025, would have a total water supply quantification of 3,052 sf/yr. Rio Vista does not import, or export surface water supplies at this time, and it anticipates current and future uses will be supplied by existing sources (City of Rio Vista, 2020). The proposed project would use 7,200 gallons per day per building which equals approximately 32.26 acre/feet per year. This would equate to approximately, 1.5% of water pumped by the City in 2020 and approximately 1.0% of the anticipated water supply.

The proposed project is consistent with the planned uses for the former Rio Vista Municipal Airport as a part of the designation for business park. The relatively small volume of water required by the proposed project and the use of LIDs that would help facilitate infiltration and groundwater recharge. The proposed project would not use a substantial volume of ground water and the impacts would be less than significant. No mitigation is required.

Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Less than Significant Impact with Mitigation. The project site consists of 3.9 acres of undeveloped land. The site is flat and slopes slightly to the southwest, falling approximately 3 feet over a distance of approximately 550 feet. The project site does not contain any stream or river, and it would not require changes or modification to any waters of the US. The project would result in the construction of two buildings, parking lots, as well as landscaping and bio-swales adjacent to Harvey Felt Court. The majority of the project site would be converted to impermeable surfaces, but unpaved pervious areas would account for approximately 16% of the project site and consist of landscaped areas with water efficient plantings and the bio-swales that would facilitate infiltration as well as reduce the potential for erosion. The proposed project would be designed to convey runoff to these locations and further increase infiltration. In addition, as discussed in b) above, the airport reuse area also includes a larger detention basin that would similarly facilitate infiltration. As discussed in a) above, the proposed project would comply with all applicable NPDES permitting procedures and implement a SWPPP with BMPs verified by the City as required by MM-HYD-1. These measures would reduce impacts associated with erosion and/or siltation. Therefore, while the proposed project would change the drainage pattern, the alterations would not result in substantial erosion or siltation on or off the site. Impacts would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less than Significant Impact. The project site is flat and slopes slightly to the south falling approximately 3 feet over a distance of approximately 550 feet. Minimal grading would be required to achieve a level

surface and building pads needed to enable construction of the proposed project. because the site is already relatively flat and level, grading would not substantially alter the topography of the site. The project site does not have any streams, rivers, or any other water that would be affected by project activities. While the proposed project would result in development of the majority of the site with new impervious surfaces, the project includes approximately 16% dedicated to pervious areas that would include landscaping and bio-swales that would reduce the overall area of new impervious surfaces, increase rate of percolation, and reduce the rate of run-off both on-site and off-site. In addition, the BMPs associated with the SWPPP would be used during construction and would keep runoff on-site during rain events and prevent flooding onsite and offsite. Therefore, while the proposed project would change the existing drainage pattern, the rate and amount of surface runoff would be contained, and discharge controlled using the planned drainage facilities. Impacts would be less than significant, and additional mitigation is not required.

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?

Less than Significant Impact. As discussed in ii) above, the BMPs required by the SWPPP would prevent sources of polluted runoff. The project would result in slight modifications of the existing drainage patters of the site, but the flows would be accommodated by the existing and planned drainage facilities. Substantial increases in polluted runoff would not occur during construction as a result of the measures such as silt fences, straw wattles, and hay bales to impede and slow potential runoff. Post construction installation of LIDs (i.e. bioswales) and project incorporated landscaping would help minimize post construction changes to stormwater drainage. These measures would facilitate infiltration and help filter pollutants from entering receiving waters. Impacts would be less than significant, and mitigation is not required.

iv. Impede or redirect flood flows?

Less than Significant Impact. As discussed in i), ii), and iii) above, construction and operational activities would change the existing drainage patterns of the site. The proposed project; however, is not located within a floodplain and there are no waters, rivers, or streams on the project site. Neither construction nor operation would have the potential to affect, impede, or redirect flood flows. The Federal Emergency Management Agency (FEMA) flood map service center shows that the project site is in a Zone “X” which is an area of minimal flood hazard. This is shown on plate 06095C0537E dated (05/04/2009) (FEMA, 2009). The proposed project would be required to comply with the NPDES permitting requirements as well all City MS4 permitting prior to approval of any grading or construction permits. Therefore, impacts would be less than significant, and mitigation is not required.

v. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. As discussed above, the proposed project would result in minor alterations to the site and existing drainage. The proposed project is not located within a flood zone. The FEMA flood map service center shows that the project site is in a Zone “X” which is an area of minimal flood hazard. This is shown on plate 06095C0537E dated (05/04/2009) (FEMA, 2009). The proposed project is 45 feet

amsl and is located approximately 0.4 miles west of the Sacramento River which is at an elevation of approximately 2 feet amsl. The proposed project is not located near an ocean and is not at risk of tsunami. It is not near an enclosed body of water such as a lake or inland sea and would not be susceptible to seiche. Impacts would be less than significant in this regard, and mitigation is not required.

vi. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. As discussed above, the proposed project would result in the creation of impervious surfaces over a very small percentage of basin recharge area. The proposed project is in the former site of the Rio Vista Municipal Airport and is planned to for redeveloped within uses such as the project. Approximately 2,213 acres of development exist in the City, which is approximately 52 percent of the total 4,225-acre land area. The 3.9-acre site represent an increase of approximately .0009 percent of development. Approximately 16% of the project site would contain landscaping and bio-swales that would help maintain existing drainage patterns and maximize flows to pervious areas and facilitate infiltration.

The City uses groundwater from the Solano Sub-basin as its primary water source. There is no groundwater management plan adopted for the basin (City of Rio Vista, 2020). On January 1, 2015, the Sustainable Groundwater Management Act was adopted. This act requires that a Groundwater Sustainability Agency (GSA) must be formed and the GSA is to develop, implement and enforce a groundwater sustainability plan. To develop a Groundwater Sustainability Plan (GSP) for the Solano Subbasin, a group of GSAs formed the Solano Subbasin GSA Collaborative to submit a plan to the California Department of Water Resources by January 21, 2022. The plan has not yet been submitted or adopted, so there is currently no groundwater management plan for the basin.

The 2020 UWMP, notes that groundwater levels in the sub-basin are impacted by periods of drought due to increased groundwater pumping and less surface water recharge. The UWMP further notes the sub-basin does recover quickly in "wet" years and historical trends indicate that water levels in the sub-basin are not in decline.

Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The proposed project would use a small volume of water, would use LIDs that would help facilitate infiltration and groundwater recharge, and because there is no groundwater management plan adopted, there would be no conflict in this regard. Impacts would be less than significant, and mitigation is not required.

Cumulative Impacts

Cumulative impacts to hydrology and water quality could occur as new development, redevelopment, and existing uses are ongoing within the watershed and specifically within the reuse and redevelopment plan area of the former Rio Vista Municipal Airport. Based on previous growth trends, growth in the City is not anticipated to be substantial and would not be significant addition to urbanization. New development and redevelopment projects would result in some increases in impervious surfaces, and thus could generate increased runoff and reduce infiltration capacity from the affected project sites. Future developments in the watershed would be required to comply with the SWRCB and CVRWQB. Depending on the size of future projects, they would be required to obtain and comply with all required water quality permits, develop Water Quality Control Plan as needed, prepare and implement SWPPPS, and implement BMPs,

including LID BMPs to minimize runoff, erosion, and storm water pollution such as the project would implement. For projects outside Rio Vista but within the basin, they also would be required to comply with applicable the County and City codes of those jurisdictions. As part of these requirements, projects would be anticipated to implement and maintain source controls, and treatment measures to minimize polluted discharge and prevent increases in runoff flows that could substantially decrease water quality. Therefore, taken in conjunction with past, present, and reasonably foreseeable projects, the proposed project is not expected to cause substantial increases in storm water pollution. With compliance with State and local mandates, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

4.11 Land Use and Planning

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				**X**
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?				**X**

a) Physically divide an established community?

Less than Significant Impact. The project property occupies 3.9 acres in the City of Rio Vista within the boundaries of the former City of Rio Municipal Airport. The former airport site is planned for redevelopment with industrial uses and has a General Plan land use designation of Industrial/Employment Limited (I-E-L) and is zoned for use as a Business Park (B-P). The project site is vacant land with no built structures. Immediately, surrounding uses include vacant land, industrial uses, and remnant hardscape from the airport.

The nearest residential area is approximately 600 feet to the northwest. Other residential areas are located approximately 0.25 miles to the southwest and within the greater Rio Vista area. The surrounding communities have interior circulation and connectivity within those developments, but are directly linked. Connectivity between outlying neighborhoods is provided via City streets. The former airport property and project site are not used as a travel corridor between any of the existing neighborhoods and does not provide connectivity between these areas. The residential neighborhoods within the City are linked via existing roadways including Airport Road to the east of the project, Hwy 12 to the west, and other local streets. The proposed project would not affect or impede travel in or between these areas. Therefore, the proposed project would not result in the physical division of an established community, impacts would be less than significant, and mitigation is not required.

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?

Less than Significant Impact. The proposed project is a cannabis related business, and would follow the development review and approval process set forth by the City and as required by DCC. Compliance with all applicable permitting processes including DCC Medicinal and Adult-Use Commercial Cannabis Regulations under California Code of Regulations Title 4 Division 19, would ensure the proposed project is consistent with all applicable land use planning, policy, and regulatory documents. It should be noted

that this would include standard permitting conditions, set forth by the City as well as project specific conditions, should they be needed, being applied to the project during the design and review process and prior to final project approval.

Cannabis related businesses such as the proposed project are specifically listed as an allowable use within the business park. The RVMC Chapter 17.70 Cannabis Businesses sets forth the needed project components including security plans, access requirements, and needed ventilation. The proposed project is consistent with the (Business Park (B-P) and Industrial Park and/or Industrial (I-P-I) zoning and designation.

As noted within the other sections of analysis, the proposed project would have no impacts, a less than significant impact, or less than significant impact with mitigation. Therefore, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and impacts in this regard are less than significant.

Cumulative Impacts

The proposed project is consistent with all applicable land use planning and regulatory documents. In addition, due to its location within the former site of the Rio Vista Municipal Airport, an area which is designated for industrial uses and zoned as a Business Park (B-P), the proposed project is consistent with applicable City planning documents. The proposed project, taken in conjunction with other past, present, and reasonably foreseeable projects also would not physically divide an established community by blocking or alter any existing travel way that links existing neighborhoods. All other projects would require City and agency review to ensure consistency with applicable plans, policies, and regulations, prior to approval. Similarly, other projects in the vicinity and located in the former airport site, also would not make a cumulative contribution to the physical division of an established community. Therefore, cumulative impacts of the proposed project would be less than significant, and mitigation is not required.

4.12 Mineral Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**
b) Result in the loss of availability of a locally-important mineral resource recovery site				**X**

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
delineated on a local general plan, specific plan or other land use plan?				

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?

No Impact. The project site and surrounding area were previously used for operations of the former Rio Vista Airport and does not have a history of mining or mineral extraction. The former airport site is planned for redevelopment with industrial uses and has a General Plan land use designated as Industrial/Employment Limited (I-E-L) and is zoned as a Business Park (B-P). There are no adjacent undeveloped areas that have history of mineral extraction and the proposed project would not preclude use of any other mineral resource zone. Per the CDOC, neither the City nor surrounding areas are noted as mineral resource zones (CDOC, 2015). Per the Geologic Energy Management Division [CalGEM, formerly the Division of Oil, Gas, and Geothermal Resources (DOGGR)], there are no active, inactive, or capped oil wells located within the project site. The nearest well is an idle dry gas well located north of Airport Road, approximately 0.13 miles northwest of the project site (CalGem, 2018). The existing well is owned by the California Resource Production Corporation (CRPC) and project implementation would not affect the ability of CRPC to operate the well. Accordingly, the project would not result in the loss of availability of a known mineral resource and impacts would not occur.

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. As discussed above, the proposed project would not affect the ability of any person or entity to use or extract mineral resources. The City has designated the project site and surrounding area for industrial uses as part of a business park on the former site of the Rio Vista Municipal Airport. In addition, due to the patterns of development and ongoing redevelopment efforts, it would not be feasible to extract minerals or develop a resource recovery site. Therefore, because the project site does not contain known mineral resources, would not conflict with any resource recovery plan, and would be consistent with the City's intent for reuse and redevelopment, impacts would not occur (CDOC, 2021).

Cumulative Impacts

As discussed above, the proposed project and surrounding area is not designated for mineral extraction and is consistent with City planning and development goals. Similarly, other past, present, and reasonably foreseeable projects in the vicinity also would not conflict with these plans or reduce the availability or access to a known mineral resource. Therefore, cumulative impacts would not occur.

4.13 Noise

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			**X**	
b) Generation of excessive groundborne vibration or groundborne noise levels?			**X**	
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?			**X**	

Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations which make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound because of its potential to disrupt sleep, to interfere with speech communication, and to damage hearing. A typical noise environment consists of a base of steady “background” noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Addition of Decibels

Because decibels are logarithmic units, sound levels cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB.

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as roadway noise, depending on ground surface characteristics. No excess attenuation is assumed for hard surfaces like a parking lot or body of water. Soft surfaces, such soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Noise Descriptors

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined below.

- L_{eq}, the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- L_{dn}, the Day-Night Average Level, is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 PM to 10:00 PM and a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
- L_{min} is the minimum instantaneous noise level experienced during a given period of time.

- L_{max} is the maximum instantaneous noise level experienced during a given period of time.
- Percentile Noise Level (Ln) is the noise level exceeded for a given percentage of the measurement time. For example, L_{10} is the noise level exceeded for 10 percent of the measurement duration, and L_{50} is the noise level exceeded for 50 percent of the measurement duration.

Sensitive Receptors

There are no existing noise sensitive land uses in the immediate project vicinity. The nearest sensitive receptors are residential uses located approximately 635 feet to the northwest of the project site. *Table 11: Nearby Sensitive Receptors*, shows these locations in relation to the project site.

Table 11: Nearby Sensitive Receptors

Sensitive Receptors (Residences)	Distance from Project Site
Residences to the Northwest	635 feet
Residences to the South	980 feet
Church (Calvary Chapel Rio Vista) to the Southeast	980 feet

The City of Rio Vista General Plan identifies an exterior noise standard of 65 dBA L_{dn} for residential land uses. Noise mitigation measures are required for projects that would result in a substantial increase (i.e., 3 dBA, or greater) in ambient noise levels that would exceed the City's exterior noise level of 65 dBA L_{dn} for residential land uses. The City also limits typical construction activities to between the hours of 7:00 AM and 7:00 PM Monday through Friday. Construction is not allowed on weekends. Project construction would be required to comply with these hours.

The City's Noise Ordinance (Title 17, Noise Control, Chapter 17.52) identifies prohibitions and noise standards intended to protect citizens from unnecessary and unusually loud noises that could adversely affect the peace, health, and safety of community residents. For noise sources affecting residential districts, noise levels may not exceed 50 dBA L_{eq}.

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?

Less than Significant Impact.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g. land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Project construction would occur approximately 635 feet from existing single-family residences to the southwest. Noise levels typically attenuate (or drop off) at a rate of 6 dB per doubling of distance from point sources, such as industrial machinery.

Construction activities associated with development of the proposed project would include site preparation, minor grading, paving, building construction, and architectural coating. Such activities would

require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Grading and excavation phases of project construction tend to be the shortest in duration and create the highest construction noise levels due to the operation of heavy equipment required to complete these activities. It should be noted that only a limited amount of equipment can operate near a given location at a particular time. Equipment typically used during this stage includes heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, and scrapers. Operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Other primary sources of noise would be shorter-duration incidents, such as dropping large pieces of equipment or the hydraulic movement of machinery lifts, which would last less than one minute. According to the applicant, no pile-driving would be required during construction and as such a project condition of approval will be included in the project permit to reflect the project's proposed construction.

Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in *Table 12: Typical Construction Noise Levels*.

The City of Rio Vista does not have construction noise standards. As shown in *Table 12,* noise levels at the sensitive receptor are below 67 dBA at 635 feet. The nearest sensitive receptor to the project site is located approximately 635 feet northwest of the site. The highest anticipated construction noise level of 67 dBA at 635 feet is expected to occur (paver and scraper). Additionally, the majority of construction would occur throughout the project site and would not be concentrated at a single point near sensitive receptors. Construction would comply with Section 17.25.030 of the municipal code, limiting construction hours within 500 feet of a residential unit to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday.

Table 12: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source[1]	Typical Noise Level (dBA) at 635 feet from Source[1]
Air Compressor	81	59
Backhoe	80	58
Compactor	82	60
Concrete Mixer	85	63
Concrete Pump	82	60
Concrete Vibrator	76	54
Dozer	85	63
Generator	81	59
Grader	85	63
Impact Wrench	85	63
Jack Hammer	88	66
Loader	85	63
Paver	89	67
Pneumatic Tool	85	63
Pump	76	54

Roller	74	52
Saw	76	54
Scraper	89	67
Shovel	82	60
Truck	88	66

Note:
[1] Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$
Where: dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

As noted earlier, there are residential uses located approximately 635 feet northwest of the project site. Residential uses are also approximately 980 feet south of the site. Commercial and industrial facilities are located adjacent to the east and southeast of the project site. There are no noise sensitive uses immediately adjacent to the site. Based on the noise levels discussed above and the distance to nearest receptors, construction noise would result in a less than significant impact.

Operational

Project operations, including cannabis product manufacturing, would occur indoors within structures. No significant noise sources are predicted or planned for this use. Other noise sources would include increased vehicle traffic to the site. However, with approximately 64 total employees divided into 32 employees per shift on site at one time and associated traffic, this represents a minimal increase in an environment that has existing indoor cannabis cultivation noise from adjacent uses. As a result, this impact would be less than significant.

Construction Traffic Noise

Construction noise may be generated by large trucks moving materials to and from the project site. Large trucks would be necessary to deliver building materials as well as remove dump materials. Excavation and cut and fill would be required. Based on the California Emissions Estimator Model (CalEEMod) default assumptions for this project, as analyzed in Oasis Farms Project Air Quality and Greenhouse Gas Emissions Analysis, the project would generate the highest number of daily trips during the building construction phase. The model estimates that the project would generate up to 90 worker trips and 35 vendor trips per day for building construction. Because of the logarithmic nature of noise levels, a doubling of the traffic volume (assuming that the speed and vehicle mix do not also change) would result in a noise level increase of 3 dBA. The surrounding streets have an average daily traffic (ADT) volume of approximately 14,000 TO 20,000 vehicles[12]. A typical fleet mix assumes approximately 2 percent (i.e., 500 per day) of these vehicles would be trucks. Therefore, 125 project construction trips (90 worker trips plus 35 vendor trips) would not double the existing traffic volume per day. Construction related traffic noise would not be noticeable and would not create a significant noise impact.

California establishes noise limits for vehicles licensed to operate on public roads using a pass-by test procedure. Pass-by noise refers to the noise level produced by an individual vehicle as it travels past a fixed location. The pass-by procedure measures the total noise emissions of a moving vehicle with a microphone. When the vehicle reaches the microphone, the vehicle is at full throttle acceleration at an engine speed calculated for its displacement.

[12] The 14,000 to 20,000 ADT is for the City of Rio Vista. No ADT volumes adjacent to the project site are provided

For heavy trucks, the State pass-by standard is consistent with the federal limit of 80 dB. The State pass-by standard for light trucks and passenger cars (less than 4.5 tons gross vehicle rating) is also 80 dB at 15 meters from the centerline. According to the FHWA, dump trucks typically generate noise levels of 77 dBA and flatbed trucks typically generate noise levels of 74 dBA, at a distance of 50 feet from the truck (FHWA, Roadway Construction Noise Model, 2006).

Traffic Noise

Implementation of the project would generate increased traffic volumes along study roadway segments. The project is expected to generate 146 average daily trips, which would result in noise increases on project area roadways. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable (Caltrans, *Technical Supplement to the Traffic Noise Analysis Protocol*, 2013). Generally, traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant.

The project would result in 146 average daily trips which would not generate a noticeable difference in traffic noise levels. Project traffic would traverse and disperse over project area roadways, where existing ambient noise levels already exist. Future development associated with the project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise near existing and proposed land uses. This level is below the perceptible noise level change of 3.0 dBA. Therefore, impacts would be less than significant.

Stationary Noise Sources

Implementation of the project would create new sources of noise in the project vicinity from mechanical equipment, parking lot noise, and landscape maintenance.

Mechanical Equipment

Regarding mechanical equipment, the project would generate stationary-source noise associated with heating, ventilation, and air conditioning (HVAC) units. HVAC units typically generate noise levels of approximately 52 dBA at 50 feet.[13] The nearest existing sensitive receptor's property lines are located approximately 635 feet from the project site. At 635 feet, mechanical equipment noise levels would be 30 dBA. This noise level is below the City's 65 dBA exterior standard. The project would not place mechanical equipment near residential uses, and noise from this equipment would not be perceptible at the closest sensitive receptor (existing single-family residences to the northwest of the project site). Impacts from mechanical equipment would be less than significant.

Parking Areas

Traffic associated with parking areas is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys range from

[13] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. (2010). *Noise Navigator Sound Level Database with Over 1700 Measurement Values*.

53 to 61 dBA[14] at 50 feet. This may be an annoyance to noise-sensitive receptors. Parking lot noise can also be considered a "stationary" noise source.

Conversations in parking areas may also be an annoyance to sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech.[15] It should be noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower.

The proposed project includes a surface parking area. Noise impacts associated with parking would be a maximum of 39 dBA. In addition, parking lot noise would also be partially masked by the background noise from traffic along Poppy House Road and St. Francis Way. Noise associated with parking lot activities is not anticipated to exceed the City's Noise Standards or the California Land use Compatibility Standards during operation. Therefore, noise impacts from parking lots would be less than significant.

Landscape Maintenance Activities

Development and operation of the project includes new landscaping that would require periodic maintenance. Noise generated by a gasoline-powered lawnmower is estimated to be approximately 70 dBA at a distance of 5 feet. Landscape Maintenance activities would be 28 dBA at the closest sensitive receptor approximately 635 feet away. Noise from landscaping equipment is generated at the surrounding uses under existing conditions. Maintenance activities would operate during daytime hours for brief periods of time as allowed by the City Municipal Code and would not permanently increase ambient noise levels in the project vicinity and would be consistent with activities that currently occur at the surrounding uses. Therefore, with adherence to the City's Municipal Code, impacts associated with landscape maintenance would be less than significant.

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

Less than Significant Impact. There are no federal, state, or local regulatory standards for ground-borne vibration. However, various criteria have been established to assist in the evaluation of vibration impacts. For instance, the California Department of Transportation (Caltrans) has developed vibration criteria based on human perception and structural damage risks. For most structures, Caltrans considers a peak particle velocity (ppv) threshold of 0.2 inches per second (in/sec) to be the level at which architectural damage (i.e., minor cracking of plaster walls and ceilings) to normal structures may occur. Below 0.10 in/sec ppv there is virtually no risk of 'architectural' damage to normal buildings. Levels above 0.4 in/sec ppv may possibly cause structural damage (Caltrans 2002).

In terms of human annoyance, continuous vibrations in excess of 0.1 inches per second ppv are identified by Caltrans as the minimum level perceptible level for ground vibration. Short periods of ground vibration in excess of 0.2 inches per second can be expected to result in increased levels of annoyance to people within buildings (Caltrans 2002).

[14] Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

[15] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. (2010). *Noise Navigator Sound Level Database with Over 1700 Measurement Values*.

Increases in groundborne vibration levels from the proposed project would be primarily associated with short-term construction-related activities. Project construction would require the use of off-road equipment, such as tractors, concrete mixers, and haul trucks. The proposed project is not expected to use major groundborne vibration–generating construction equipment, such as pile drivers.

Construction equipment groundborne vibration levels are summarized in *Table 11: Typical Construction Equipment Vibration Levels*. Based on the vibration levels, ground vibration generated by construction equipment would not be anticipated to exceed approximately 0.089 inches per second peak particle velocity (ppv) at 25 feet. Predicted vibration levels at the nearest on- and off-site structures (200 feet for non-residential structures and 925 feet for residential structures) would not exceed the minimum recommended criteria for structural damage and human annoyance (0.2 and 0.1 inches per second ppv, respectively). As a result, this impact would be less than significant.

Table 11: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 925 Feet (in/sec) [1]
Large Bulldozer	0.089	0.0004
Loaded Trucks	0.076	0.0003
Rock Breaker	0.059	0.0003
Jackhammer	0.035	0.0002
Small Bulldozer/Tractors	0.003	0.0000

1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018; D = the distance from the equipment to the receiver.
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

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?

Less than Significant Impact. The proposed project is within two miles of the Rio Vista Municipal Airport. However, the proposed use, indoor manufacturing, is not sensitive to aircraft noise and the proposed project would not be within the direct flight path of aircraft. Therefore, the proposed project would have a less than significant impact.

Cumulative Impacts

As discussed above, the proposed project would not cause a new noise impact to occur, nor an increase in the severity of a noise impact. Therefore, the proposed project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed. Compliance with General Plan Policies and applicable state and local law would reduce impacts to a less than significant level. No additional site-specific mitigation measures are required.

4.14 Population and Housing

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			**X**	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			**X**	

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. The project site is within the former Rio Vista Municipal Airport designated by the RVGP for use as Industrial/Employment Limited (I-E-L) and is zoned as Business Park (B-P). The proposed project is consistent with the land use designations and zoning. The proposed project is considered an industrial use and does not include new dwelling units that would directly increase population growth. The project site would be adjacent to a recently improved roadway (Harvey Felt Court) but does not propose the extension of any streets or infrastructure to any area not already planned for development. The proposed project is within the interior area of the business park and would be served by existing roads. In addition, the proposed project would be served by tying into existing utilities already installed as part of the improvements within. These utilities were planned and would be extended into the project site as part of the project construction. The project would not require or result in result in the extension of utility services in any off-site area.

The proposed project would require 32 employees per shift per building. This would equal 64 employees per day per building. The number of jobs created by project implementation would be consistent with RVGP growth projections and planned uses within the City. The proposed project is anticipated to employ workers from the existing work force within the surrounding area and is not of the scale to that would require the relocation of substantial number of workers to the City resulting in substantial unplanned population growth. According to data published by California Department of Finance (CDOF), at the time of the writing of this document, the City of Rio Vista had a population of approximately 10,080 people in

January of 2021 and a population of approximately 10,063 in January of 2021, which is an increase of 17 residents and a year over year growth rate of approximate 0.16% (CDOF, 2021). The overall population within Solano County was approximately 439,211 as of January 1, 2020 and 438,527 as of January 1, 2021. This represents a decrease of approximately 0.2%.

The proposed project would draw employees from within the City and the nearby town of Isleton and potentially from nearby areas within Solano County, such as Antioch, Oakley, and Bridgehead, which are approximately 15 miles to the south. According to the California Employment Development Department (CEDD). The unemployment rate in Solano County was 6.35.4% in September November 2021, with 112,,8000 unemployed (CEDD, 2021a). Contra Costa has an unemployment rate of 45.54% with 29,80059,400 persons unemployed (CEDD, 2021ba). Within the City, unemployment was 7.6% with 200 persons unemployed as of November 2021 (CEDD, 2021cb). Within the City of Antioch, it there were 34,1500 people unemployed a rate of 87.30%, and within Oakley 1,0100 unemployed with a rate of 5.48%. Based on the current unemployment numbers within the City and Solano County and nearby cities in Contra Costa County, it is anticipated that many most of the jobs created by the proposed project, considering the existing high unemployment rate, would be filled from the existing labor pool in the region. Thus, the proposed project is not anticipated to result in substantial population growth. Impacts would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact. The project site is undeveloped and would not require demolition of any housing nor would it change a land use designation of an area proposed for residential uses. The project site is designated for industrial uses and zoned as a Business Park. Therefore, the proposed project would not displace any residents and replacement housing would not be required. No impacts would occur.

Cumulative Impacts

The proposed project is consistent with the intent of RVGP and zoning ordinance for redevelopment and reuse of the former Rio Vista Municipal Airport. The proposed project does not include any residential units that would result in population growth and does not include extension of services or utilities that would encourage other development in off-site areas. In addition, the proposed project is anticipated to employ local residents and residents in the surrounding region within reasonable commute distance. Thus, taken in sum with other past, present, and reasonably foreseeable projects, the proposed project would not make a cumulative contribution to population or housing growth. Impacts would be less than significant.

4.15 Public Services

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
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:				
i) Fire protection?			**X**	
ii) Police protection?			**X**	
iii) Schools?			**X**	
iv) Parks?			**X**	
v) Other public facilities?			**X**	

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:

i. Fire protection?

Less than Significant Impact. The RVFD provides fire protection to the City and Delta Fire Protection District. RVFD provides emergency response services for, but not limited to, structural fires, wildland fires, limited hazardous materials events, vehicle extrication, and technical rescue. The RVFD also provides Automatic Aid to the City of Isleton, and River Delta Fire Protection District, and are participant in the Solano County Mutual Aid Agreement (City of Rio Vista Fire Department, 2021a).

The RVFD fire station is located at 350 Main Street, approximately 1.5 mi southeast of the project site and is staffed daily with 5 personnel, including 1 Fire Captain, 2 Engineers, 1 Firefighter Paramedic and 1 Intern-Firefighter (City of Rio Vista Fire Department, 2021b). In 2020 the department added one new full-time Fire Engineer/Paramedic, which enabled operation of two apparatus' part time. Staffing is augmented with the utilization of either Volunteer or Reserve Firefighters. The department apparatus includes: four Engines (55, 56, 355, and 255) one Truck (55 – ladder truck), one Water Tender, two chief vehicles, and one boat (City of Rio Vista Fire Department, 2021).

The proposed project includes construction and operation of an two, two-story structures that would be used for cannabis cultivation. Construction and operation of the proposed project could result in increased demand for fire protection services. Prior to project approval, the City would ensure that construction activities and all project plans satisfy all applicable local and State fire codes including access via the proposed driveways and fire access within the site. This would include a fire lane on the outside of the site and through the parking lot to provide adequate opportunities for turnarounds. The proposed project would include a total of 64 employees per day per building divided into two shifts. As discussed in the Population and Housing Section above, the proposed project anticipates hiring workers from within the City and surrounding communities within the nearby parts of the region. Most workers would already be using existing local emergency services provided by the City and others would be in the city temporarily and only during work hours. Thus, the potential for increased demand on services would be minimal and construction of new facilities, which could result in impacts on the environment, would not be required.

In addition, the proposed project is consistent with land uses anticipated in the RVGP, which has planned for additional fire protection services. The RVGP notes that a fire facility is needed to maintain recommended response times to the northwest neighborhoods (Trilogy, Gibbs and Brann Ranches, and the new Rio Vista Municipal Airport). The RVGP further states that the new fire station facility would be located within the business park area (City of Rio Vista, 2002), which is not an environmentally sensitive area. The proposed project would pay development impact fees in accordance with the City fee schedule to offset costs of the planned fire station. With conformance to these policies, RVFD would maintain performance and response standards throughout its service area, including the project site. Thus, the proposed project would not result in significant environmental impacts in this regard. The proposed project would not substantially increase the population such that demand for a new unplanned fire station would be required to maintain acceptable service ratios, response times, or for other fire protection needs. Impacts would be less than significant, and mitigation is not required.

ii. Police protection?

Less than Significant Impact. Law enforcement services to the City are provided through contract with the Solano County Sheriff's Office but provides services as the Rio Vista Police Department (RVPD). The nearest station is located at 50 Poppy House Road within the former Rio Vista Municipal airport business park. The station is located across Poppy House Road from the project site. The RVPD participates in numerous community outreach programs and events and provides law enforcement services through patrol and field services, traffic enforcement, and additional services such as responding to requests for extra patrol, use of a radar trailer, making community presentation, etc.

The proposed project would not result in a substantial increase in the local population, add additional roadways, or result in construction that is anticipated to result in a significant increase in call volume that

would require new police facilities or stations to be constructed. The proposed project would not require construction of new facilities to maintain acceptable service ratios, response times, or other performance metrics. If new law enforcement personnel would be required, it is anticipated they would operate out of the existing facility.

As part of the development and approval process and in accordance with RVMC Section 17.70.030 Commercial Cultivation of Cannabis regulated, the project applicant would be required to implement a security plan. The security plan would be designed to prevent access by unauthorized personnel such as through the use of security gating or fencing, with a lockable gate. In additional, all access points to the structures including doors, windows, shipping docks, roof, ventilation would be lockable. The security plan would conform to all DCC regulations contained in Article 5 of Title 4, Division 19, Chapter 1. This would include an electronic security system, identification process, materials tracking system, restricted employee access as needed, and monitoring of loading and unloading areas. The security plan would be reviewed by the building office and RVPD to ensure adequate mechanical and electronic security systems for the proposed project. The security plan also would be reviewed by DCC for completeness prior to issuance of the State license. Without the state license, the project as proposed could not be constructed or operate. The project applicant also would pay appropriate impact fees related to police protection and would be responsible for constructing all on-site security infrastructure needed to serve the project.

Thus, because the proposed project is in close proximity to the existing police station, would not result in substantial increase directly or indirectly of City population, and would include a robust security system, new law enforcement facilities that could have an effect on the environmental would not be required. Impacts would be less than significant, and mitigation is not required.

iii. Schools?

Less than Significant Impact. The proposed project is within the River Delta Unified School District (RDUSD). There are five schools in the City of Rio Vista including D.H. White Elementary School, Riverview Middle School, Rio Vista High School, one alternative school River Delta High/Elementary, and one adult education facility, Wind River High (RDUSD, 2021).

The proposed project is an industrial development and would not directly result in population increase or generate new students. The proposed project is anticipated to employee 32 people per shift, with two shifts per building. Due to the existing unemployment rate and existing workforce within the City and surrounding communities, employees are anticipated to come from the local and regional existing population base. Accordingly, the proposed project is not anticipated to result in a substantial addition to the population creating a significant increased demand such that new RDUSD schools would be needed. Thus, because the construction of new school facilities would not be required as a result of project implementation, potentially resulting in impacts to the environment, impacts would be less than significant.

iv. Parks?

Less than Significant Impact. The proposed project would be served for recreational resources by the City of Rio Vista Parks Department. The City has seven parks including, Bruning Park (1.5 acres), Crescent Park (0.25 acres), Drouin Park (1.1 acres), Egbert Field Park (5 acres), Homecoming Park (1 acre), Memorial Park (1.5 acres), Val de Flores Park (3.0 acres), Waterfront Promenade Boat Launch and Picnic Area, and two

other recreation facilities including a basketball court and a small skateboard facility (Rio Vista Parks Department, 2021).

The proposed project includes construction and operation of a cannabis facility that would increase demand for employees. As discussed above, the proposed project is anticipated to employ the majority of workers from within the City, region, and surrounding communities. These workers would already be using existing recreational resources within the City and within their nearby locations. The proposed project is not anticipated to result in a substantial increase in population such that a significant increased demand for parks leading to construction of new parks would occur. The proposed project would not increase demand for parks such that unanticipated environmental impacts would occur. Thus, impacts would be less than significant, and mitigation is not required.

v. Other public facilities?

Less than Significant Impact. Other public facilities generally refer to libraries, community services, and government operations. Library services to the City are provided by the Solano County Library which maintains the Rio Vista Library at 44 South Second Street in the City of Rio Vista. The library provides a selection of book, a meeting room, 14 public access computers with two reservation computers (all are customizable for dexterity, hearing, and visual needs), a public printer, a scanner, Wi-Fi, a self-service photocopier, and a microfilm/fiche reader. Resident needs for community services and governmental operations would continue to be served at City Hall at One Main Street.

The proposed project would result in the demand for new employees. As discussed above, the majority of these workers are anticipated to come from existing residents within the City or from the surrounding communities or residents in the region. These people would be using municipal services, as needed, within the City or within from their local providers. The proposed project is not anticipated to result in an increased demand such that new facilities would be needed, resulting in an impact on the environment. Impacts would be less than significant, and mitigation is not required.

Cumulative Impacts

As described above, the proposed project would be served by RVFD and would not result in substantial growth such that a new and unplanned fire station would be needed. Similarly, the proposed project would be adequately served by existing parks and other public utilities. In addition, any future facilities that may be proposed and developed as part of future growth of the City, would undergo separate CEQA review. It is anticipated that impacts from these types and sizes of facilities, the same as the proposed project, Therefore, taken in sum with past, present, and reasonably foreseeable projects, the proposed project would not make a cumulative contribution to increase demand for public services such that new and unplanned facilities would be needed. Thus, the proposed project would not make a significant cumulative contribution to impacts in this regard.

4.16 Recreation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?			**X**	
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?				**X**

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?

Less than Significant Impact. The Rio Vista Parks Department maintains seven park facilities including Bruning Park (City Park), Drouin Park, Homecoming park, Val de Flores Park, Crescent Park, Egbert Field Park, Memorial Park. In addition, the City maintains the Waterfront Promenade, a Skateboard/Dog Park, a Basketball Court and Boat Launch with Picnic Area. The Parks Department operates and maintains a total of approximately 13 acres of parkland Area. In addition, the boat launch provides direct access to the Sacramento River and hundreds of acres of waterway available for recreation. Based on the 13 acres of parkland, excluding the other three listed resources, the City's provides approximately 1.3 acres of parkland per thousand residents

The proposed project consists of an industrial development that would be used for cannabis cultivation. As discussed in the Population and Housing and Public Service Sections, the proposed project would require new full-time employees that would come from the City or surrounding regional areas who are presumed to already be using recreational resources within those locales. Thus, the increased demand for on recreational resources, such that a substantial deterioration would occur is remote. These impacts would be less than significant, and mitigation is not required.

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 would not develop any recreational facilities, would not require the expansion of, or construction of new recreational facilities that could have an adverse effect on the environment. For these reasons, no impact would occur, and mitigation is not required.

Cumulative Impacts

The proposed project is consistent with the intent of RVGP and zoning ordinance for redevelopment and reuse of the former Rio Vista Municipal Airport. The proposed project does not include any residential units that would result in population growth that would result in a substantial increased demand on existing City recreational resources. In addition, the proposed project is anticipated to employ local residents and residents in the surrounding County areas and not induce population growth such that a deterioration of, or demand for new parks would be needed. Thus, taken in sum with other past, present, and reasonably foreseeable projects, the proposed project would not make a cumulative contribution to population or housing growth. Impacts would be less than significant.

4.17 Transportation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			**X**	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			**X**	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	
d) Result in inadequate emergency access?			**X**	

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

Less than Significant Impact. The proposed project is consistent with the RVGP. The proposed project would be located within the former Rio Vista Municipal Airport which is planned to be reused and redeveloped for predominantly industrial uses. The proposed project is considered an industrial project and consistent with the business park zone and industrial designation. The project does not propose construction of any roadways, but vehicles would use the existing roadway system to access the project site. Access to the airport reuse area is generally provided via Airport Road on the east and St. Francis Way from the south. Within the reuse area, the project site would be directly accessed via Harvey Felt Court. The proposed parking lot would be connected to Harvey Felt Court via two proposed 24-foot-wide gated driveways.

Airport Road is designated as an arterial street and as discussed above, would be used to access the airport reuse area. St. Francis Road is designated as a collector and intersects with Poppy House Road, which "T's" with Harvey Felt Court and provides direct access to the project site. The proposed project would not conflict with the operation of these roadways or any other element of the circulation system. The

driveways connecting to Harvey Felt Court have been designed and installed in accordance with all city requirements.

Transit in Rio Vista consists of an on-demand bus system, Rio Vista Delta Breeze, which offers deviated fixed route bus service between Rio Vista, Isleton, Fairfield, Suisun City, Pittsburg / Bay Point BART Station and Antioch with connections to Lodi (City of Rio Vista, 2021). While there are no existing or planned fixed stop locations within or adjacent to the project site, the proposed project would not conflict with the operation of any existing transit line or service or the potential extension of service within the area.

The proposed project is within the interior of the business park and would be accessed via existing roadways. Harvey Felt Court was not designed with designated bike lanes by pedestrian sidewalks were installed as part of past construction. All improvements, including the driveways, would be made as the as required by City standards and as part of the planned circulation design within business park. The proposed project would make a fair share contrition to these transportation elements through payment of development impact fees.

Therefore, the proposed project would not conflict with a program plan, ordinance or policy addressing the circulation system, and would not conflict with any existing or development/extension of any transit route, roadway, or bicycle and pedestrian facility. Impacts would be less than significant, and mitigation is not required.

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

Less than Significant Impact. In accordance with the requirements of Senate Bill (SB) 743, CEQA Guidelines section 15064.3, subdivision (b) was updated and subsequently adopted in December 2018 by the California Natural Resources Agency (CNRA). SB 743 was codified in Public Resources Code section 21099 and required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. SB 743 shifted to focus of determining the significance of transportation impacts to focus from vehicle congestion and delay to the use of vehicle miles travelled (VMT) to or from a development as stated in the Governor's Office of Planning and Research (OPR) Technical Advisory (2018).

The newly adopted guidance provides that a lead agency may elect to be governed by the provisions of this section immediately. On July 1, 2020, the provisions of this section became applicable statewide. The City has not yet formally adopted its updated transportation significance thresholds or its updated transportation impact analysis procedures. Section 15064.3(b)(3) provides, "that if existing models or methods are not available to estimate the VMT for a particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate".

The proposed project would require a total of 32 employees per shift per building. To determine the total VMT produced by the proposed Project, the number of daily trips was multiplied by the average trip distance for a total daily VMT of 2,496. This results in an average VMT per employee of 19.5 when the total daily VMT (2,496) is divided by the total daily employees (128). This value was compared to the County average VMT per employee of 24.2 and then taking 85 percent of the average VMT per employee, or 20.6 VMT per employee. *Table 13- Vehicle Miles Travelled (VMT) by Land Use and Scenario* shows a

summary of this information to include the anticipated VMT per employee for the proposed project compared to the Countywide threshold. As show, the proposed project would result in a VMT per employee below the County threshold.

Table 13 – Vehicle Miles Travelled (VMT) by Land Use and Scenario

Calculated VMT per Capita by Scenario	
County Average	24.2
County Threshold	20.6
Proposed Project	19.5
VMT per Employee as a Percent of Threshold by Scenario	
Proposed Project	95%
Over Threshold	
Proposed Project	**No**

Based on these estimates, the proposed project would generate VMT below the County threshold and would therefore, have a less than significant impact in this regard and no mitigation is required.

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

Less than Significant Impact. The proposed project does not include any off-site changes to any existing roadways or result in any sharp curves of dangerous intersections. The project is located on Harvey Felt Court which has a cul-de-sac adjacent to the southerly end of the project site and does not accommodate thru traffic. The proposed project would be accessed via a 24 foot gated driveway on Harvey Felt Court on the northeasterly side of the project site. A second emergency access gated driveway would be located on the southwesterly side of the project site. The primary driveway on the north would be wide enough to accommodate ingress and egress of vehicles and would be designed and installed in accordance with city standards. Both driveways would be constructed to City Design Standards and provide emergency access.

Vehicles entering and exiting the site would have a clear view of both roadways without obstructions. Specific design features would incorporate all applicable safety measures to ensure that adequate emergency access to the site and other properties surrounding the project site. Therefore, with the incorporated of the proposed design features and conformance to all applicable rules and regulations, related to roadway design and construction, the project would have a less-than-significant impact in this regard.

d) Result in inadequate emergency access?

Less than Significant Impact. State and City fire codes establish standards by which emergency access is be determined. The proposed driveways would provide access adequate to enable ingress and egress of two vehicles. Emergency vehicles would also access the project site from the same access point as vehicles (e.g from Harvey Felt Court). The project includes a 24’ emergency fire lanes that are connected thru the proposed parking lot and would meet City standards for emergency vehicle turn-around. No construction activities, nor the final design of the project site would inhibit the ability of local emergency response and

evacuation activities. The proposed project would not interfere with the City's adopted emergency response plan by creating any obstruction of hazards disallowing use of roadways. Prior to project approval all project planes would be reviewed by the City planning department and fire department to ensure all access is appropriately designed. Therefore, the proposed project would have a less than significant impact regarding emergency access.

Cumulative Impacts

The proposed project would not substantially increase traffic volumes and would not impede an emergency evacuation plans. Due to the nature of the project the majority of workers are anticipated to come from the City or immediately surrounding region and it would not generate a substantial number of new VMT. The proposed project also would not conflict with any codes related to emergency access and the project provides access points and needed circulation for emergency vehicles. The proposed project is within the interior of the former Rio Vista Municipal airport and is being developed as part of the overall reuse and redevelopment efforts. The project is consistent with those efforts and other uses in area. Thus, taken in conjunction with past, present, and reasonably foreseeable projects, impacts would be less than significant. In addition, all other projects also would undergo a similar CEQA review, which would include an evaluation of transportation impacts, and the proposed projects contribution to cumulative traffic impacts) area addressed through project design and mitigation is not required.

4.18 Tribal Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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)?		**X**		
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?		**X**		

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)?

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 with Mitigation. In compliance with PRC Section 21080.3.1(b), the City of Rio Vista provided formal notification to California Native American tribal representatives who previously requested notification from the City regarding projects within the geographic area traditionally and culturally affiliated with their tribe. Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC Section 21074. The City of Rio Vista contacted the following tribal representatives via mailed correspondence on August 4, 2021, listed below. One response was sent to the City by the Yocha Dehe Wintun Nation on August 25, 2021. No other correspondence was received before this and none has been received since..

- Kletsel Dehe Band of Wintun Indians, Charlie Wright
- Confederated Villages of Lisjan, Corrina Gould
- Guidiville Indian Rancheria, Merlene Sanchez
- United Auburn Indian Community, Gene Whitehouse
- Yocha Dehe Wintun Nation, Anthony Roberts

The correspondence from the Yocha Dehe Wintun Nation indicated the project site is within their aboriginal territories and they have a cultural interest and authority within the area. They also indicated they are not aware of known cultural resources within or near the project site, but requested that their Cultural Resources Department be contacted if any new information or cultural resources are located.

As noted above, the project site has been altered by prior ground disturbance and operation of the former Rio Vista Airport. However, the potential exists for project implementation to affect previously unidentified tribal cultural resources. Compliance with PRC Section 21083.2 and corresponding mitigation measures in Section 4.5, Cultural (**MM CUL-1** and **MM CUL-2**) would ensure the project would not cause a substantial adverse change in the significance of a tribal cultural resource. The listed mitigation also satisfies the request of the Yocha Dehe Wintun Nation from the August 25, 2021, correspondence. Impacts would be less than significant with mitigation.

4.19 Utilities and Service Systems

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?			**X**	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	
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?			**X**	
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?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

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?

Less than Significant Impact. The project site is located in an urbanizing area and will utilize municipal water supplies. The project will not result in diversion of surface waters for irrigation, impacts to water bodies or habitat, or other issues that would trigger additional State or federal resource permitting beyond what is already required for water quality conformance.

The City has two wastewater treatment facilities including the Beach Wastewater Treatment Plant (Beach WWTP) and the Northwest WWTP. The Beach WWTP is near the westerly terminus of Beach Drive approximately 1.8 miles southwest of the project site. The Northwest WWTP is located approximately 0.80 miles northwest of the project site at the intersection of Airport Road and Church Road. Wastewater is conducted through the underground sewer system to the plants by approximately 41 miles of collections lines and if conducted by gravity flow and a series of pumps and lift stations.

Beach Wastewater Treatment Facility

The Beach WWTP is owned by the City of Rio Vista. The U.S. Army Corps of Engineers owns the property and has granted the City of Rio Vista a right of way in order to operate and maintain its sewage treatment and pumping facility on this property. The 0.65 MGD treatment system consists of bar screening and grit removal, two primary clarifiers, two activated sludge reactors, two secondary clarifiers, and chlorination / de-chlorination for disinfection. Sludge is dewatered by belt filter press dewatering followed by solar greenhouse drying to Class A bio-solids quality. Wastewater effluent is discharged through an outfall at Discharge Point No. 001, 77 feet offshore in the Sacramento River, a water of the United States, within Sacramento-San Joaquin Delta.

According the City of Rio Vista, the Beach WWTP has additional capacity equal to approximately 200 equivalent dwelling units (EDU). An EDU is the average amount of wastewater generated by a typical dwelling unit, which is 210 gallons per day. This would result in additional capacity of 42,000 gallons per day.

Considering the proposed project involves the cultivation of cannabis and would be anticipated to generate as much wastewater as a typical residential unit, there would be adequate capacity to serve the proposed project. The proposed project does not include appliances such as dishwashers, washing machines, bathrooms with showers and baths that account for the large volume of wastewater generated by residential uses. In addition, the proposed project would not dispose of any cultivation related wastewater to the sewer system. Therefore, the proposed project would generate an incrementally small volume of wastewater compared to other uses and impacts in this regard would be less than significant.

Northwest Facility Description

The Northwest Wastewater Treatment Facility is owned by the City of Rio Vista. The facility was constructed to provide wastewater treatment for an adult community development (Trilogy) and other new housing developments. The 1 MGD design treatment system consists of fine screenings, followed by activated sludge treatment via anoxic and aerobic basins, followed by membrane biological reactors (MBR) which separate the liquid from the solids. The effluent from the MRBs is disinfected using ultraviolet light. The sludge dewatered by belt filter press dewatering followed by solar greenhouse drying to Class A bio-solids quality. Wastewater effluent is pumped via approximately a 2-mile pipeline and

discharged through an outfall at Discharge Point No. 001, approximately 200 feet offshore into the Sacramento River, a water of the United States, within Sacramento-San Joaquin Delta.

The City of Rio Vista Sewer System Management Plan (RVSSMP) from 2010 calculated the average and peak flow based on flows at three points that would capture the flows received from the ten basins. Based on the relatively low rate of population growth over the last ten years, these values are anticipated to be roughly equivalent.

Considering the proposed project involves the indoor cultivation of cannabis and this use would not discharge wastewater to the system and no increase in this regard would occur. Water used for irrigation of cannabis would be recycled and reused and water that could not be recycled would be stored in tanks on-site and transported by truck to a wastewater treatment plant licensed to receive cannabis water. The proposed project does not include appliances such as dishwashers, washing machines, or bathrooms with showers and baths that account for the large volume of wastewater generated by uses such as residential development. The proposed project would only generated wastewater from the on-site restroom facilities. The proposed project would use approximately 86 gallons of water per day per employee, some of which would be disposed of at the BWWTP. Considering the proposed project would have 64 employees, this equates to approximately 5,504 gallons per day. This would be an incrementally small volume of wastewater and would be within the service capacity of the BWWTP. Impacts would be less than significant, and mitigation is not required.

As discussed above, and discussed in c) in additional detail, the proposed would use water supplied by the City from wells from the Solano Sub-basin (City of Rio Vista, 2020). The 2020 City Draft Urban Water Management plan found that adequate water volumes exists to serve the project. In addition, the proposed project is located adjacent to the recently constructed Harvey Felt Court/right-of-way, which contains needed utilities and infrastructure to serve the project. No additional water lines would be needed except those extended into the project site. Thus, impacts in this regard would be less than significant.

Storm drainage facilities would be provided by the City of Rio Vista. The City's storm drainage system comprises multiple networks of inlets, pipes, and basins that flow to the Sacramento River or to terminal (retention) basins. The storm drainage system includes many miles of piping flowing into the drainages within the City or directly to river outfalls. The City's system has been designed to accommodate the industrial uses that were anticipated to be built in the business park. In addition, the proposed project is located adjacent to the recently constructed Harvey Felt Court/right-of-way, which contains needed storm drainage facilities to serve the project. No additional wastewater infrastructure, with the exception of that extended into the project site would be required. Thus, the proposed project would not contribute stormwater flows beyond the designed capacity and no additional disturbance would occur. Impacts in this regard would be less than significant.

The City of Rio Vista is served by Pacific Gas & Electric (PG&E) company for energy and natural gas needed. PG&E is the responsible agency to develop and conduct electricity-related programs for the region and would serve the proposed project through these resources. The delivery, metering, billing, operation and maintenance of wires and poles remains the responsibility of PG&E within the City. Refer to the Energy Section above for additional information. Impact in this regard would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. The proposed project would use water supplied by the City. The City gets its water from the Solano sub-basin, which is a smaller basin within the larger Sacramento River basin. The Sacramento River Basin is located between the Sierra Nevada and Cascade Range to the east and the Coast Range and Klamath Mountains to the west. The Solano sub-basin is bounded by the Sacramento River to the east, Putah Creek on the north, and the North Mokelumne and San Joaquin rivers on the south and southeast. The western edge of the basin is defined by the hydrologic divide between the Sacramento River and the San Francisco Bay drainages. Groundwater from the Solano sub-basin is the sole source of water supply for the City since 1893. The Solano sub-basin is not considered "Critically over drafted basin/subbasin." Wells in the upper alluvium of the sub-basin can provide substantial yields when situated near the Sacramento River; otherwise, these shallower wells can be relatively low yielding. Most wells in the Solano sub-basin tap the Tehama formation, which ranges from 1,500-2,500 feet thick, and can also provide very high yields of several thousand gallons per minute per well.

The groundwater within the sub basin has been monitored for the past 20 years. The result of the ground water monitoring has indicated the water source is very stable and not declining. Since the first UWMP in 2010 the City has reduced their per capita water usage substantially. For examples, the highest water year consumption was 3,177 af in 2008 to the most recent and second lowest volume of 2,025 af in 2020 (2016 was the lowest use year with 2,007 af). The reduction in water usage can be attributed to many causes including, consumer education, water consumption ordinances, installation of water meters and on-going water CIP program that has replaced aged and failing pipelines.

The City has a total of 10 wells, but water is supplied via 6 active groundwater wells and 2 storage tanks. Water is pumped from the Solano sub-basin which lies in the southwestern portion of the Sacramento Basin and the northern portion of the Sacramento-San Joaquin Delta. Primary waterways in and bordering the basin include the Sacramento, Mokelumne, and San Joaquin Rivers, the Sacramento River Deep Water Ship Channel, and Putah Creek. As of 2020, the City had approximately 4,225 acres of land within its water service boundary. Of the 4,225 acres, were approximately 2,213 acres (52 percent) was developed at that time (City of Rio Vista, 2020).

The City has used a relatively consistent volume of water with a recent slight decrease between the years (2016 – 2020). In 2016 the City used approximately 2,007-acre feet per year (af), in 2017 used 2,117 af, in 2018 used 2,083 af, in 2019 2,129 af, and most recently, in 2020 used 2,025 af from the wells. This is a five-year average of approximately 2,072 af/year. The basin and wells are not adjudicated. Rio Vista does not import, or export surface water supplies at this time, and it anticipates current and future uses will be supplied by existing sources (City of Rio Vista, 2020). In addition to the previous five years, the City projects that their water use for 2021 through 2025 would be as follows: 2021 - 2,214 af; 2022 – 2,257 sf; 2023 - 2,301 af; 2024 – 2,344 af, and 2025 – 2,388 af.

The proposed project would use approximately 7,200 gallons per day per building which equals approximately 32.26 acre/feet per year. This would equate to approximately, 1.5% of water pumped by the City in 2020 and approximately 1.0% of the anticipated water supply.

The UWMP methodology was partly based on the population and housing projections for the City and to help project future water demands within the service area. Population values for 2015-2030 were based

on the ABAG projections for the years 2010-2040, whereas population projection for 2035 is based on the City of Rio Vista General Plan Housing Element. It should be noted that UWMP also considered the 9 land use districts within the City. This includes industrial/employment designated areas, such as the airport reuse areas which contains the project site.

projected water use in five-year increments from 2025 to 2045 for normal water years. In all years the projected supply was greater than the project demand. *Table 14 – Normal Water Year Supply and Use*.

Table 14 – Normal Water Year Supply and Use

	2025*	**2030***	**2035***	**2040***	**2045***
Supply					
Potable	3,052	3,358	3,694	4,064	4,120
Reclaimed	62	142	236	330	424
Total:	3,114	3,500	3,930	4,394	4,544
Demand	2,450	2,769	3,126	3,509	3,647
Difference:	**664**	**731**	**804**	**885**	**897**
*acre feet per year					

The Draft UWMP also evaluated single dry year and multiple dry year water supply compared to water demand. For the single dry year from years 2025 to 2045. Supply and demand for these years was anticipated to be the same and would be as follows: 2,228 af for 2025; 2,451 af in 2030; 2,696 for 2035; and 2,966 for 2040, and 3,007 for 2045. For multiple dry years from the first two third dry year are shown in *Table 15- Multiple Dry Year Supply and Demand Comparison***,** below shows these values. Using those GPCD the City projection shows that the City's water supply will be able to handle demand during a multiple dry year period. Further, as discussed above, the UWMP considers City population projections as well as the existing land uses designations within the City and project site.

Table 15– Multiple Dry Year Water Supply and Use

		2025	**2030**	**2035**	**2040**	**2045**
First Year	**Supply Total**	2,388	2,627	2,890	3,179	3,223
	Demand Totals	2,388	2,627	2,890	3,179	3,223
	Difference	0	0	0	0	0
Second Year	**Supply Total**	2,301	2,532	2,785	3,064	3,106
	Demand Totals	2,301	2,532	2,785	3,064	3,106
	Difference	0	0	0	0	0
Third Year	**Supply Total**	2,228	2,451	2,696	3,064	3,106
	Demand Totals	2,228	2,451	2,696	3,064	3,106
	Difference	0	0	0	0	0

Thus, the proposed project would not affect the City's ability to provide water in dry or multiple dry years. The City can accommodate future development, including the proposed project, with existing ground water and impacts would be less than significant.

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?

Less than Significant Impact. The project would be constructed on land that has already been designated for industrial development in the General Plan and zoning ordinance. The proposed project would be located adjacent to Harvey Felt Court, which was recently constructed and utilities, including wastewater/sewer lines were installed. The City has indicated that the infrastructure necessary to serve the project is available and sufficient, and that the project would connect to the City's existing sewer systems. Refer to a), above. Thus, impacts in this regard would be less than significant and mitigation is not required.

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?

Less than Significant Impact. The proposed project would result in the generation of solid waste defined in PRC §40191. The proposed project would generate garbage, trash, refuse, paper, and rubbish during operations. The proposed project would be serviced by Mt. Diablo Resource Recover (MDRR). Solid waste would be transported by MDRR to the Keller Canyon Landfill (KCLF) near Pittsburg. The KCLF is currently permitted to receive 3,500 tons per day (tpd) but is proposing to increase capacity to 4,900 tpd (Contra Costa County, 2020). The landfill has a permitted capacity of 75,018,280 cubic yard, and remaining capacity of 63,408,410 cubic yards and a cease operation date of 12/31/2050 (CalRecycle, 2021). Both MDRR and KCLF have adequate capacity to serve the proposed project. The proposed project would recycle all green waste through MDRR. Green waste stored on-site will be in a green waste bin or in compostable bags if bags are used. The green waste would be collected by MDRR and transported to Contra Costa Waste Service to be sorted before being transported to the Recology Recycling and compost facility in Vacaville.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. Implementation of the proposed project would result in the generation of solid waste on the site. This would increase the demand for solid waste disposal. During construction these materials, which are not anticipated to contain hazardous materials, would be collected and transported away from the site to an appropriate disposal facility and recycled if possible.

As a cannabis-related business, the project will comply with all applicable local, State and federal regulations regarding the appropriate disposal of cannabis-related waste products. Cannabis waste is considered a type of organic waste. There are three State licensing agencies that provide regulations for cannabis waste. These agencies include: Bureau of Cannabis Control, CalCannabis Cultivation Licensing, and Manufactured Cannabis Safety Branch. The proposed project would dispose of all cannabis related waste based on the regulations of the listed agencies as well as the requirements MDRR and the Recology Recycling facility.

Cumulative Impacts

Current water supply exceeds current yearly water demand within the City and projected water demand.

The UWMP considers the general plan and uses that are planned for as part of buildout of the City. This considered past, present, and reasonably foreseeable project. As noted in the UWMP, there are adequate water supplies in single year to multiple dry year conditions. While the population in the City is anticipated to continue to increase, population growth is not anticipated to substantially increase. Therefore, the City anticipates water supply will continue to keep pace with growth. In addition, the City maintains water efficiency measures that reduced per-capita water usage and more stringent water restrictions could be imposed on all city areas should need arise. Because there is adequate water supply and treatment capacity to serve projected demand under present per capita demand rates, the project would not require new water supply contracts to be secured or new entitlements. Lastly, the proposed project would include all required water conservation measures as would be expected of all future projects prior to approval within the City. This would help ensure that cumulative impacts associated with water supply are less than significant.

Wastewater

Based on information in City documents, the estimated net increased wastewater generation rate from the proposed project and other anticipated development within the City and airport reuse and redevelopment area, adequate wastewater disposal capacity exists. The proposed project and other projects that would be served by the Beach WWTP and the Northwest WWTP depending on their location within the City. The proposed project would not substantially increase wastewater flows and would not exceed capacity of the plant or lines serving the plant and flows would not be in excess of dry weather design flow capacity or wet weather flow capacity. Therefore, impacts would be less than significant.

Solid Waste

The proposed project in conjunction with past, present and likely foreseeable future projects in the vicinity would use the (KCLF). The landfill has substantial capacity and is expected to serve projected demand through the lifecycle of the landfill. In addition, all other projects considered on a cumulative basis also would be required to undergo site specific environmental and CEQA review. In addition, through the planning process, all other projects would be required to comply with waste reduction strategies both for construction and during operation of the project. It is anticipated that impacts would be reduced to less than significant and would be less than cumulatively considerable.

4.20 Wildfire

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	
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?				**X**
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?				**X**
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?				**X**

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact The City's maintains the Comprehensive Emergency Management Plan (CEMP) which provides direction for responding to disastrous occurrences in Rio Vista. The plan meets the requirements of Solano County's policies on Emergency Response and Planning, the Standardized Emergency Management System (SEMS) Operations Area Response, defines the primary and support roles of City agencies and departments in after-incident damage assessment and reporting requirements. The CEMP addresses interagency coordination and provides for the operation of police, fire and health services, as well as transportation alternatives in the event of a multi-hazard emergency.

In the event that a large volume of emergency services is needed within the City or the City is required to be evacuated Highway 12 and Route 84 are the major thoroughfares that would be used. Secondarily, Airport Road may be used to facilitate vehicle movement in and out of the City.

As discussed in the Transportation Section [(impacts a) and d)] above, the proposed project would not impair an adopted emergency response plan or evacuation plan include the CEMP or any of the plan elements. The proposed project would occur within the former Rio Vista Municipal Airport as part of business park redevelopment and has been designed to ensure emergency access. The proposed project is within the interior of the redevelopment area and neither construction nor operation would impede access to any property or impair access along any of the identified emergency corridors or to any other property. Impacts in this regard would be less than significant and mitigation is not required.

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?

No Impact. The proposed project within an unzoned Local Responsibility Area (LRA) area. The project site and surrounding area is comprised of industrial development, previously disturbed areas as a part of the former airport operations, and areas with bare soil as well as low growing upland and ruderal vegetation. The proposed project is not on or surrounded by any areas with steep slopes. Intermittent afternoon wind from the delta breeze would occur, but because of the relatively low density of vegetation, would not substantially exacerbate a wildfire fire such that the project site would be significantly jeopardized. Therefore, because the proposed project is not subject to substantial risk from wildfire, and the proposed project would not result in a substantial increase of the risk. No impacts would occur and no mitigation is required.

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?

No Impact. The proposed project would be located within the planned redevelopment and reuse area of the former Rio Vista Municipal Airport. The proposed project is located adjacent to the existing and recently improved Harvey Felt Court and would tie into existing infrastructure within these existing hardscaped areas. As discussed above, the proposed project is not located in an area at substantial risk from wildfire and no project elements or development within the business park would create a significant greater risk. Impacts would not occur and no mitigation is required.

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?

No Impact. The proposed project is not in an area prone to wildfire. The project site and project area is planned for reuse as part of the redevelopment efforts of the former Rio Vista Municipal Airport. Because the project and surrounding area are planned to be developed, the potential for a wildfire to expose people or structures to aftereffects including flooding, or landslides, slope instability, or drainage changes would not occur. No mitigation is required.

Cumulative Impacts

The proposed project, in conjunction with past, present and reasonably foreseeable projects within the former Rio Vista Airport reuse area and immediately surrounding area would not make a cumulative contribution to any impacts associated with wildfire. The proposed project and all other projects planned within the City would be subject to plan review and approval which would ensure there are no conflicts with emergency and evacuation planning efforts. In addition, because the City is not in an area prone to wildfires, is relatively flat, potential wildfire impacts are remote and secondary effects such as downstream flooding, landslides, or drainage changes are similarly remote. Therefore, cumulative impacts would be less than significant.

4.21 Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		**X**		
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)?		**X**		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		**X**		

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

Less than Significant Impact. As evaluated in this IS/MND, the proposed project would not substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory. Mitigation measures have been included to lessen the significance of potential impacts. Similar mitigation measures are anticipated to be included to other projects in the surrounding area. As this area includes portions of the airport redevelopment area and other portions of the City. they would share the general type of anticipated cultural, paleontological, and biological resources. Consequently, the incremental effects of the proposed project, after mitigation, would not contribute to an adverse cumulative impact on these resources. Therefore, the project would have a less-than-significant impact with mitigation incorporated.

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. As described in the impact analyses in Sections 3.4.1 through 3.4.20 of this IS/MND, any potentially significant impacts of the proposed project would be reduced to less-than significant following through the design of the project and incorporation of mitigation measures when needed. All planned projects in the vicinity of the proposed project would be subject to review in separate environmental documentation and would be required to conform to the RVGP, Zoning Ordinance, and would be required to mitigate for project-specific impacts, and/or provide appropriate engineering to ensure the development meets are applicable federal, State and local regulations and codes. As currently designed, and with compliance of the recommended mitigation measures, the proposed project would not make a substantial contribution to a cumulative impact.

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

Less than Significant Impact. All the project's impacts, both direct and indirect were identified and mitigated to less-than-significant. All planned projects in the vicinity of the proposed project would be subject to review in separate environmental documents and required to conform to State regulations, the RVGP General Plan, RVMC to mitigate for project-specific impacts. The project has been engineered to ensure the construction and operation meets are applicable federal, State and local regulations and codes. Thus, the cumulative impacts of past, present, and reasonably foreseeable future projects would be less than cumulatively considerable. Finally, the proposed project would not directly or indirectly cause substantial adverse effects on human beings because all potentially adverse direct impacts of the proposed project are identified as having no impact, less-than-significant impact, or less than significant impact with mitigation incorporated.

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