Rush Environmental, LLC

Prepared for Mr. Leland Krelle:

An IS/MND for the Hannabis Project Site

PROJECT TITLE:

Initial Study/Mitigated Negative Declaration for a Commercial Cannabis Cultivation, Manufacturing, Retail, and Recreational Facility of approximately 80,000 square-feet located northerly of Mendiburu Road and easterly of Yerba Blvd., APN: 302-273-23, within the City of California City.

PREPARED BY:

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR SITE PLAN 21-15 PROPOSING APPROXIMATELY 80,000 S.F. OF CANNABIS CULTIVATION AND MANUFACTURING TO BE LOCATED NORTHERLY OF MENDIBURU RD. AND ADJACENT AND EASTERLY OF YERBA BLVD., ON APPROXIMATELY 8.2 GROSS ACRES. (APNs: 302-23-23)

I. Purpose and Authority

Project Description:

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

The City of California City allows commercial cannabis cultivation, manufacturing, distribution, and testing facilities, as a permitted use on property zoned M-1 – Light Industrial/Research. Commercial cannabis cultivation and manufacturing shall be permitted, in accordance with the criteria and procedures set forth Title 5, Chapter 6 of the California City Municipal Code and upon application and approval of a regulatory permit pertaining to operation of the facility including the duty to obtain any, and all, required state licenses. The proposed project is located in the M-1 – Light Industrial/Research Zoning District. All cannabis related activities are only permitted in the interior of enclosed structures, facilities, and buildings.

The proposed project ("Project") encompasses approximately 8.22-acres of vacant land located within the City of California City. More specifically, the property is located adjacent to, and easterly of Yerba Blvd. and approximately 1,300 linear feet north of Mendiburu Road which is generally considered the northwesterly portion of California City, about ¾ of a mile, southeasterly of the California City Municipal Airport. The Project is generally surrounded by residential development to the west, and vacant land to the north, south, and east. The Project is identified by Assessor's Parcel Numbers (APNs): 302-273-23. The Project site is zoned Light Industrial/Research Zoning District (M-1) and carries a General Plan Land Use Designation of Light Industrial/Residential consistent with General Plan Land policy 1.2.

The Project proposes approximately 80,000 square feet (SF) of commercial cannabis cultivation that is contained within a maximum of four (4) industrial buildings of approximately 20,000 SF each. The Project incorporates a minimum of one (1) retention/detention basin that encompass approximately 0.46-acres of the Project site. The Project will be developed in no more than four (4) phases, each consisting of at-least one (1) 20,000 SF building dedicated to commercial cannabis cultivation over 8.22-acres. Phase One will include the frontage improvements to Yerba Blvd. (consisting of approximately 270 linear feet (LF), twelve (12) commercial (CARB certified) generators. The Project site plan incorporates the future expansion of one internal collector street that provides access to four (4) fire-access drive aisles that are designed at a 90-degree angle to the internal drive aisle, one (1) detention basins consisting of approximately 0.46-acres, approximately 50 parking spaces, and

ancillary landscaping, hardscape, BMPs, and associated grading, paving and site development. Yerba Blvd., which will be constructed during Phase One, will be constructed to its ultimate half-width and offered for dedication to the City for public use. The remaining phases (Phase 2-4) will construct the parking and related infrastructure applicable to that particular phase. Each phase, , which will consist of 20,000 SF building, for a total of 60,000 SF of commercial cultivation, approximately 40 parking spaces, 9 generators, the future extension public utility remaining phases will also incorporate additional drainage facilities including future detention/retention basin(s) and ancillary BMPs.

The Project anticipates an extension of a sewer lateral line, into the Project site, from an existing 12-inch sewer trunk line within Yerba Blvd., as well as the extension of potable water, which will be served by an existing 8-inch main line, again, located in Yerba Blvd.

The Project anticipates being served using on-site generators which are CARB certified and will operate continuously until the extension of transmission infrastructure is available to the City by the current electricity provider, Southern California Edison (SCE).

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

B. Total Project Area: 8.22 acres (435,600 sf)

Residential Acres: 0	**Lots:** 0	**Units:** 0	**Projected No. of Residents:** 0
Commercial Acres: 0	**Lots:** 0	**Sq. Ft. of Bldg. Area:** 0	**Est. No. of Employees:** 0
Industrial Acres: 8.22	**Lots:** 3	**Sq. Ft. of Bldg. Area:** 80,000 S.F.	**Est. No. of Employees (Reg):** 30-35
			Est. No. of Employees (Harvest): 50-75

Other: N/A

C. Assessor's Parcel No(s): 302-273-23

D. Street References: Easterly, and adjacent to Yerba Blvd. and northerly of Mendiburu Blvd.

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

The Project is approximately 8.22 gross acres and is located within a planned industrial and manufacturing area of the City. The physical development of the project site, and the adjacent public Rights-of-Way (R/W), will be improved in an effort to eliminate geometric, sharp or dangerous turning movement and roadway safety issues of concern; which include, but are not limited to unsafe or dangerous road conditions, sub-standard circulation patterns and traffic geometrics, frequent dust pollution; and other similar considerations through the implementation standard development-related Conditions of Approval (COAs) and compliance with the California City Municipal Code (CCMC). Based upon the infill nature of the property, combined with a relatively low development footprint, the Project does not have the potential to create an adverse environmental impacts related to city code permitted noise levels, the existing air quality levels, and/or the quality of the City's water and sewer system.

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

- *City of California City Final General Plan 2009-2028,* approved October 6, 2009 (City of California City 2009)
- *City of California City Draft Environmental Impact Report for the California City Redevelopment Plan* (1998)
- *City of California City Final General Plan 2009-2028 Initial Study and Mitigated Negative Declaration* (SCH#1992062069)
- *City of California City Final Environmental Impact Report for the California City Redevelopment Plan* (SCH#87130918)
- *Biological Assessment Resources Assessment Report, Michael Baker, International, prepared February 28, 2020 for APN 216-162-06*
- *Kern County Airport Land Use Compatibility Plan (ALUCP)*

This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 28.2200 et. seq. The City of California City will serve as the lead agency pursuant to CEQA.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** Light Industrial/Research

2. **Circulation:** Yerba Blvd. will provide the primary point of ingress and egress as this publicly dedicated roadway serves the Project site. In order to facilitate circulation, throughout the project site, and accommodate secondary access required per the City's fire code, the City will require the dedication and improvement of the extension of 72nd Street, which will be a 60-foot public road that traverses from north to south and is located adjacent to the easterly property line of APN 302-273-23, internal to the project site boundaries. General project circulation will likely occur either from the westerly condition along Yerba Blvd. or from the extension of 72nd Street.

3. **Multipurpose Open Space:** The Project is located within a planned industrial area of California City. The project will not create a need for additional open space and/or active park recreational facilities. Furthermore, the Project does not preclude or remove any active parkland and/or passive open space, trails, bike paths, or other similar facilities. The project is located adjacent to a designated conservation area and will need to address possible interface guidelines set forth by the California Department of Fish & Wildlife (CDFW) and the Unites States Fish and Wildlife Service (USFWS).

4. **Safety:** The Project is not located upon, or within, an area of hazardous materials as detailed within the applicable state and federal resource maps. The Project is located within on-inference zone "C" of the Comprehensive Land Use Plan (CLUP) that is part of the Airport Influence Area (AIA) of the California City Municipal Airport; however, the proposed operations are consistent with the Airport's comprehensive land use plan (CLUP) and has been deemed consistent with the Airport's operations. As such, the Project will not impact airport operations in any manner. The Project will not create any dangerous or hazardous circulation geometrics which would cause a concern for the motoring public.

5. **Noise:** The Project is located within a planned industrial area of the City where the majority of ambient noise generation is caused by the Average Daily Trips (ADT) associated with vehicle traffic trips occurring along Yerba Blvd. The Project may create an increase in the levels of ambient noise given the adjacency to an existing area of land conservation and will need to address possible interface guidelines set forth by the California Department of Fish & Wildlife (CDFW) and the USFWS.

6. **Housing:** The Project is located on vacant land, within the M-1 (Light Industrial/Research Zoning District) and does not propose to remove or displace any housing, of any type on, or adjacent to the Project boundaries, as no dwelling units exist either on the project site. The Project site is situated within 50-feet from existing residential properties (R-1 zoning) to the west. The Project will comply with City ordinance which requires that all cultivation buildings be located at-least 200-feet from this existing residential property. Subject to compliance

with City ordinance, the proposed development will not cause an undue impact or burden upon any existing or planned City, State, or Federal housing program or regulation.

7. **Air Quality:** The Project will not substantially increase the baseline air quality emissions resulting from either the construction or operations of the cannabis cultivation and manufacturing facility. The Project is not anticipated to produce pollutants of concern in excess of SCAQMD thresholds for elements such as NO_x; SO_x; or O^3. The Project will require the use of generators (powered by either gas or diesel fuel) during construction and/or initial operations. Generators shall be certified by the California Air Resources Board (CARB) and obtain a permit from the East Kern Air Pollution Control District (EKAPCD), as applicable. Southern California Edison (SCE) will provide the project site with both temporary and permanent power service.

8. **Healthy Communities:** The Project does not contribute and will not impede or impact aspects of the City's Healthy Community strategies. The City's Health Communities goals include, but are not limited to, decreasing the total Vehicle Miles Traveled (VMT); which in turn reduces emissions (having a positive benefit upon public health); increases in transit ridership; and expansion of healthy grocery items, including Certified Farmer's Markets and other similar opportunities.

B. General Plan Area Plan(s): California City Planning Area No. 1

C. Land Use Designation(s): Light Industrial/Research

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

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

F. Adjacent and Surrounding:

1. **Land Use Designation(s):** Light Industrial/Research/Residential

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

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

G. Adopted Specific Plan Information

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

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

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

I. Proposed Zoning, if any: N/A

J. Adjacent and Surrounding Zoning: M-1 (Light Industrial/Research Zoning District) located to the north, south, and east; with Residential Zoning (R-1) located to the west.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

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

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15212 exist. An **ADDENDUM** to a previously certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
☐ I find that at least one of the conditions described in California Code of Regulations, Section 15212 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the Project in the changed situation; therefore, a **SUPPLEMENT TO THE**

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

Signature	Date
Printed Name	City Planner

Regional Location Map

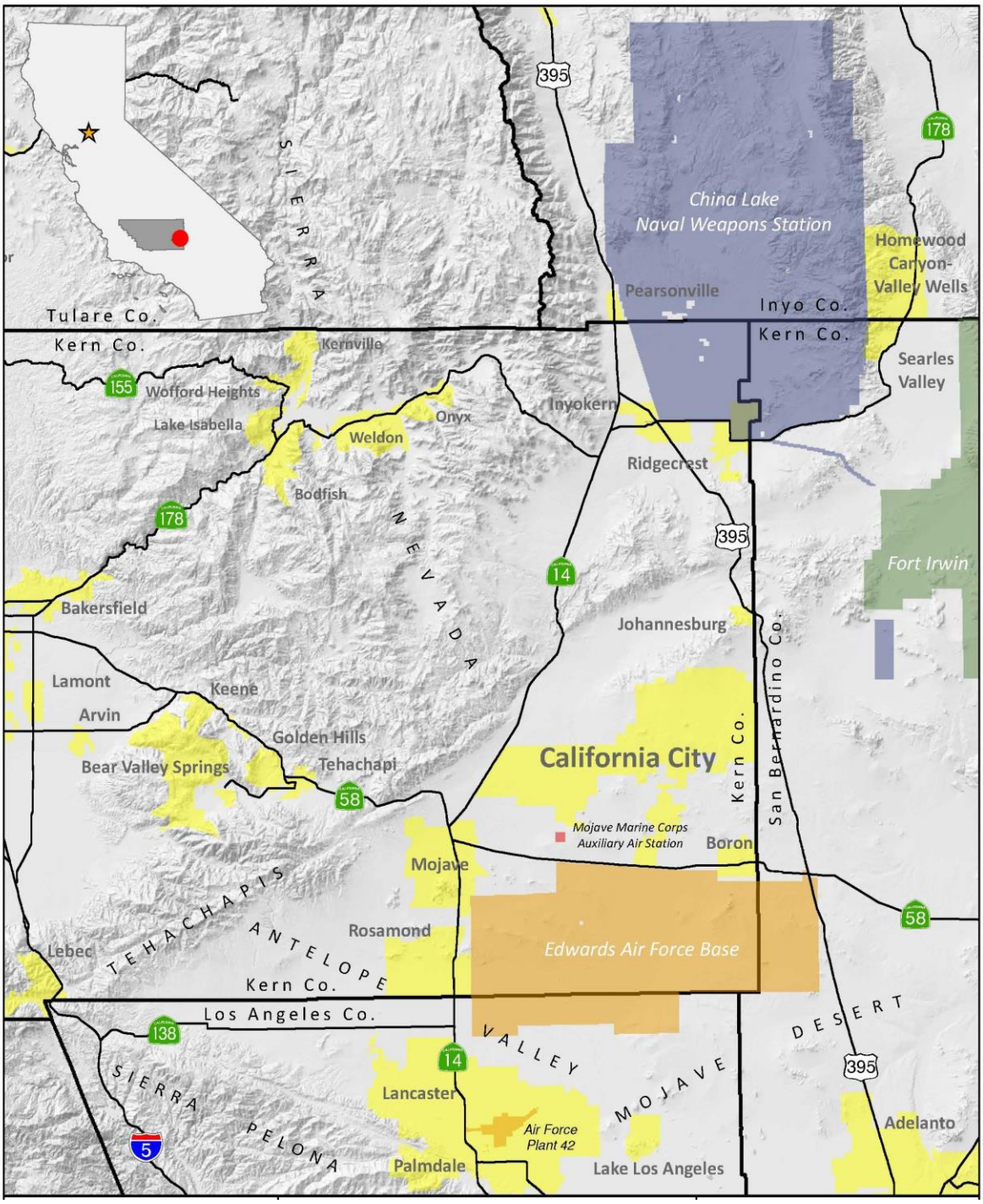
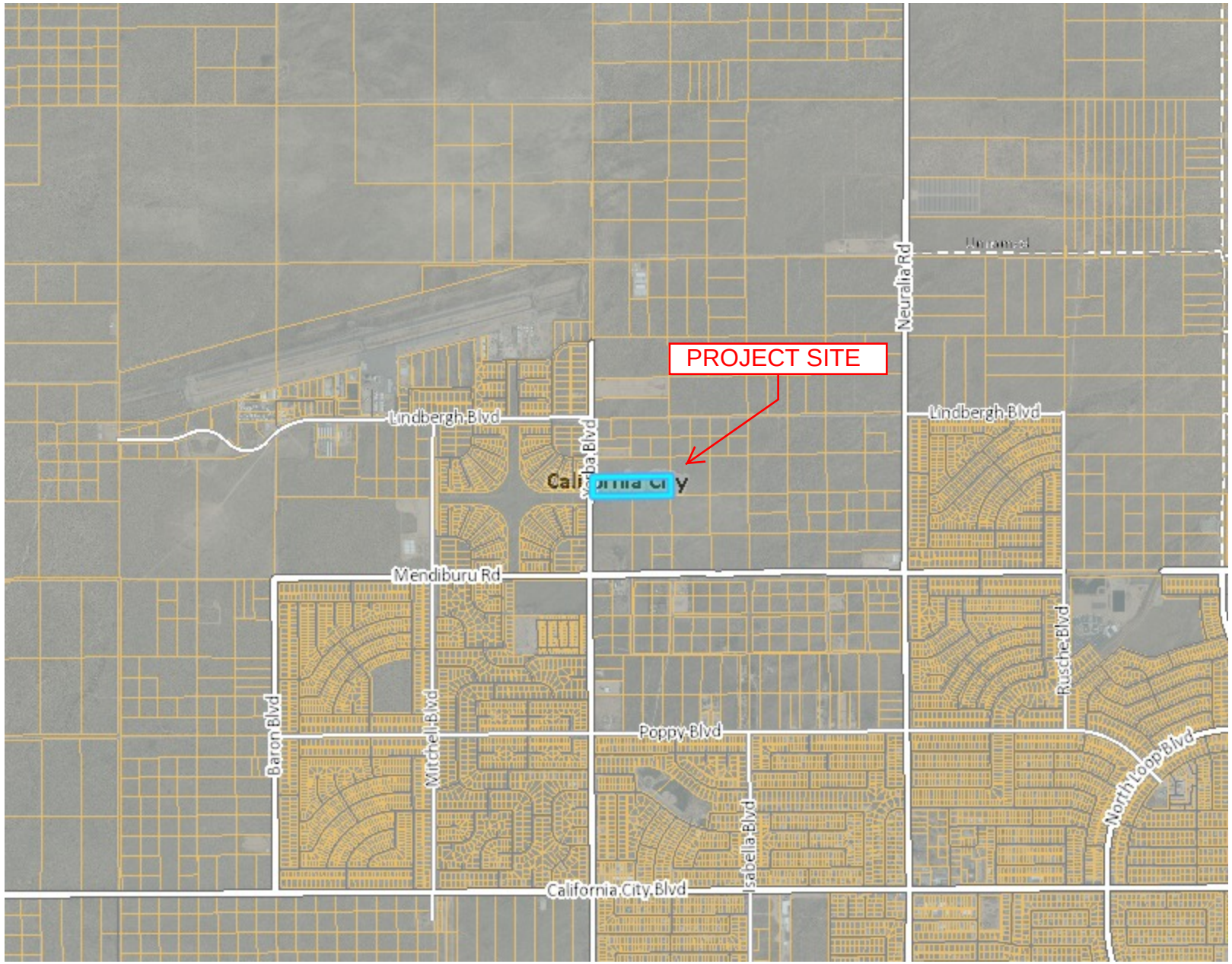


Figure 1-2: Project Aerial/Vicinity Map



Legend

Roads 24k-50k

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

- County
- City Incorporated >250k
- Parcels Land
- County Facilities

1: 36,112

1.1 0 0.57 1.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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This map is a user generated static output from an Internet mapping site and is for general reference only. The County of Kern assumes no liability for damages, incurred by the user of this information, which occur directly or indirectly as a result of errors, omissions or discrepancies in the information.

Notes

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 28.2200–21189), this Initial Study has been prepared to analyze the proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, City of California, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the Project				
1. Scenic Resources a) Have a substantial effect upon a scenic highway corridor within which it is located?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

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

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

The Project proposes to develop a 80,000 SF for a cannabis cultivation facility. The building construction type, architectural style, and massing, as well as the proposed building elevations, materials, roof pitch will conform and be consistent with the theme and style of surrounding parcels and the general environment of the immediately surrounding Project area.

According to the California Scenic Highway Mapping System, the two closets state highways, being Kern County Highways 14 and 58, are not designated as State Scenic Highways. However, these same highways are listed as Eligible State Scenic Highways, yet not official designated as such and are located several miles from the Project site to be substantially impacted in any manner.
The project shall comply with the standards outlined within the California City General Plan and Municipal Code Zoning Classification of M-1 (Light Industrial/Research Zoning District), respectfully, as well as, the regulations set forth in City ordinance for cannabis cultivation and manufacturing facility. The project is required to go through a Site Plan Review process, which is administered by the City, as part of the development process, in which the proposed site design will be reviewed by the Community Development Department. The Site Plan Review process includes the installation of landscaping within the project site which provides enhancement to the surrounding character of the project site. The project's compliance with these standards ensures that impacts effecting the existing visual character or quality of the site and its surroundings are less than significant.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

2. Nighttime Lighting Interference a) Interfere with the nighttime observance of stellar activities, as protected through City Ordinance?	☐	☐	☐	☒

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

Findings of Fact: The project is proposed within the M-1 (Light Industrial/Research Zoning District) where the current sources of light are attributed to the existing industrial facilities to the north. These current sources of light include illumination from vehicular traffic in the area, as well as existing lighting fixtures above building entrances, in parking lots, and around existing signage. All lighting standards shall be fixed and directed downward upon the project parking lot and common areas. In addition, all lighting is required to be shielded to prevent light spillage and be measured at zero lumens at the property boundary. The public street, adjacent to the Project site, does not contain any existing traffic signals or streetlamps; only utility poles are located adjacent to the westbound lane of Yerba Blvd. No additional sources of lighting exist that could impact the project.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

3. Other Lighting Issues a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
b) Expose residential property to unacceptable light levels?	☐	☐	☐	☒

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

Findings of Fact: The California City Municipal Code requires that signage shall not be directly illuminated, internally or externally, except the name and address of the business may be illuminated at night (Municipal Code Section 5-6.906). These standards will ensure the amount of lighting that is created from the project site does not substantially affect the surrounding area.

Pertaining to daytime glare, the project will not involve building materials with highly reflective properties that would disrupt day-time views. The proposed structure will utilize beige, brown and off-white colored and glint-and-glare resistant windows located within the building's façade. The proposed use will not substantially increase glint, glare, or light pollution given the small size of the property, the relatively small footprint or the use, and the minimum amount of exterior lighting required. Notwithstanding this minimal impact, the project shall comply with City standards regarding lighting and glare in industrial facilities and M-1 zones. Therefore, less than significant impacts are anticipated to result from the proposed project.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

AGRICULTURE & FOREST RESOURCES Would the Project				
4. Agriculture a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined un Public Resources Code section 12220(g), timberland (as defined by Public Resources Cide section 4526), or Timberland Production (as defined by Government Code 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

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

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

Williamson Act Contract. The proposed Project will not impact or remove land from the City or County's agricultural zoning or agricultural reserve. No impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

5. Forest a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51304(g))?	☐	☐	☐	☒
b) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	☐	☐	☐	☒

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

Would the Project				
6. Air Quality Impacts a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-	☐	☒	☐	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
attainment under an applicable federal or state ambient air quality standard?				
c) Expose sensitive receptors to a substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number or people?	☐	☒	☐	☐

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

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

Projects are evaluated for consistency with the local air quality management plans, which link local planning and individual Projects to the regional plans developed to meet the ambient air quality standards. The assessment takes into consideration whether the Project forms part of the expected conditions identified in local plans (General Plan Land Use and Zoning) and whether the Project adheres to the City's air quality goals, policies, and local development assumptions factored into the regional California Air Resources Board (CARB). As previously discussed, the undeveloped Project property has a Light Industrial Land Use Designation and M-1 Zoning District classification, which has been established to permit the development of a wide spectrum of industrial and manufacturing uses. In its current condition, the undeveloped Project site is surrounded by mostly vacant land and is not located within proximity of existing residential uses or other densely populated areas of the City or County. The Project will not require a General Plan Amendment or other revision that would provide directly or indirectly for increased population growth above the level projected in the adopted California Air Resources Board. The Project will not interfere with the ability of the region to comply with federal and state ambient air quality standards. The proposed Project is a permitted use in the existing zone and shall comply with the corresponding development standards. Development is consistent with the growth projections in the City of California City General Plan and is to be consistent with CARB.

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

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

In the event that the electricity purveyor (Southern California Edison) cannot immediately supply service concurrently with the City's issuance of occupancy permits and business licenses, the project may utilize on-site generators to achieve operational capacity prior to full electrification by SCE. In this circumstance, the project anticipates the utilization of an 8.1LT, 125 kWe 6-Cylinder Inline generator, to provide temporary power in lieu of delaying project operations and awaiting the completion of infrastructure development by Southern California Edison (SCE). The proposed generator will operate 8-hours per day for at-least one year (365 days), with approximately 2,000 operational hours per year. While the timeframe of electrical infrastructure by SCE is undetermined, the generator being utilized has already undergone a rigorous certification process by CalEPA and CARB for commercial use in the manner described. In addition, an air quality (CalEEMod) analysis was completed, and the results are described below in Table 1-1. The proposed generator does not exceed the daily thresholds for criteria pollutants as set forth by the Kern County/Mohave Air District.

TABLE 1-1: PROJECT CONSTRUCTION EMISSIONS (*Unmitigated*)

Pollutant	Daily Maximum Emissions (lbs./day)	EKAPCD Maximum Daily Threshold (lbs./day)	Exceeds EKAPCD Threshold?
Reactive Organic Gas (ROG)	**91.87**	**137**	**NO**
Oxides of Nitrogen (NO_x)	**17.01**	**137**	**NO**
Carbon Monoxide (CO)	**17.25**	**548**	**NO**
$PM_{2.5}$	**4.07**	**82**	**NO**
SO_2	**0.04**	**148**	**NO**

Source: Rush Environmental, LLC AQ/GHG Report; using CalEEMod v2016.3.1. & http://www.kernair.org/Main_Pages/Subpages/Rules_Sub/CEQA_Guidelines.html

TABLE 1-2: PROJECT OPERATION EMISSIONS (*Unmitigated*)

Pollutant	Daily Maximum Emissions (lbs./day)	EKAPCD Maximum Daily Threshold* (lbs./day)	Exceeds EKAPCD Threshold?
Reactive Organic Gas (ROG)	**2.67**	**137**	**NO**
Oxides of Nitrogen (NO_x)	**10.51**	**137**	**NO**
Carbon Monoxide (CO)	**8.60**	**548**	**NO**
$PM_{2.5}$	**0.89**	**82**	**NO**
SOx	**0.05**	**148**	**NO**

Source: Rush Environmental, LLC AQ/GHG Report et. al.

Consequently, the Project would not substantially contribute to a significant individual or cumulative impact on existing or projected exceedances of the state or federal ambient air quality standards or

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

result in a cumulatively considerable net increase in the emissions of any criteria pollutant for which the Project region is designated nonattainment. Less than significant impacts are anticipated.

Mitigation:

AQ1: Article 11, Section 5-6.1301 of the City Municipal Code requires the reduction and elimination of odors resulting from the processing, cultivation, and the commercial sale of cannabis and cannabis related products. The Project is required to implement, maintain in good repair, and comply with City monitoring and enforcement as necessary. Furthermore, compliance with City Code is required of all projects and is not considered unique mitigation.

AQ2: The project proponent shall install a sign, no less than four feet by eight feet in area, and no more than six feet in height. The sign shall provide the name and number of a 24/7 contact for concerns relating to construction noise or dust.

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

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

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

Findings of Fact: A Biological Assessment was conducted for the adjacent property (APN: 302-273-22) in November of 2020, of which the subject property was included within the survey boundary. As part of this assessment, the lead biologist prepared a line transect survey to inventory biological resources potentially available on-site. The proposed project area was characteristic of a highly impacted desert field. A total of twenty-six (26) plant species and fifteen (15) wildlife species or their sign were observed during the line transect survey. However, in regard to particular species of concern that are currently established as threatened or endangered species on identified at either the federal or state level, none were observed.

More specifically, no desert tortoises (*Gopherus agassizii*) or their sign were observed within the study area. The study site did not provide suitable habitat for Mohave ground squirrels (*Xerospermophilus mohavensis*). However, during the habitat survey a Kit Fox den was identified on-site, towards the furthest eastern portion of the Project site and extending within 302-274-09. No burrowing owls (*Athene cunicularia*), or their sign were observed during the field survey. California ground squirrel burrows (*Citellus beecheyi)* were observed within the study area. California ground squirrel burrows can provide potential future cover sites for burrowing owls. Sensitive plants, specifically, alkali mariposa lily (*Calochortus striatus*), desert cymopterus (*Cymopterus deserticola*), and Barstow woolly sunflower (*Eriophyllum mohanense*) are not expected to occur within the study area due to lack of suitable habitat. Prairie falcons (*Falco mexicanus*) and other raptors may fly over the site, but there are no nesting or roosting opportunities available within the study site. Migratory birds would not be expected to nest in the limited vegetation within the study site. No state or federally listed species are expected to occur within the proposed project area. No ephemeral streams or washes were present within the study area.

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

The California Department of Fish & Wildlife (CDFW) began planning for the establishment of, and acquisition of private lands for the conservation of the Mohave Ground Squirrel (MGS). In 2007, CDFW determined that an essential component of any conservation strategy, for the state-listed MGS. The service has identified four “core areas” that have historically supported relatively abundant and widespread MGS populations. There is evidence that these populations will continue to persist given adequate conservation efforts and mitigation strategies. As a Land Mitigation Bank does not currently exist, mitigation credits are reserved for future conservation efforts. The four core areas currently recognized are detailed as follows:

(i) Coso Range NW to Olancha. Most of the area is within the China Lake NAWS military reservation, with a mixture of BLM, LADWP, and private lands to the west (Inyo County).
(ii) Little Dixie Wash (from Inyokern SW to Red Rock Canyon State Park). Most of the area is publicly managed by BLM, with some private and state ownerships as well (Kern County).

(iii) Edwards Air Force Base, east of Rogers Dry Lake. This core area is entirely on the United States Air Force (USAF) military reservation; the surrounding lands are in private and BLM ownership (Kern and San Bernardino County).
(iv) Coolgardie Mesa to Superior Valley. Land ownership was primarily BLM and in private ownership; however, much of the northern portion of this core area is not included within the Fort Irwin Wester Expansion Area (WEA) (San Bernardino County).

The Project is located approximate 43-miles from the Little Dixie Wash conservation area, which is sufficient distance removed from the conservation area. CDFW provides additional analysis to support this potential incremental impact upon MGS habitat, through their Mohave Ground Squirrel Technical Advisory Group (MSG TAG); which is a long-standing committee of MGS technical experts, land management, and regulatory agencies. That being said CDFW remains concerned that the urbanizing effects of the Project will contribute to the diminishment; albeit incremental, upon the MGS habitat. The TAG published a list of conservation priorities in December of 2030 and sets forth five primary conservation priorities intended to support the ongoing conservation of the MGS. These priorities are detailed as follows[1]:

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

b) – g) A Biological Assessment was conducted in November of 2020 and as part, a habitat assessment/field survey was prepared. This assessment is incorporated herein by reference, to confirm existing site conditions within the project site. The lead biologist extensively surveyed all special-status habitats and/or natural areas, where accessible, which have a higher potential to support special-status plant and wildlife species. Vegetation communities occurring within the project site were mapped on an aerial photograph and classified in accordance with the vegetation descriptions provided in *A Manual of California Vegetation* (Sawyer *et al*., 2009) and cross referenced with the *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland, 1986). In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, condition of on-site vegetation communities, and the presence of potentially regulated jurisdictional features were noted. Mark Hagan-Biologist used Geographic Information Systems (GIS) ArcView software to digitize the mapped vegetation communities and then transferred these data onto an aerial photograph to further document existing conditions and quantify the acreage of each vegetation community. A line transect survey was conducted on September 2, 2019 to inventory biological resources. The proposed project area was characteristic of a disturbed creosote bush (*Larrea tridentata*) scrub plant community. A total of twenty-three plant species and fourteen wildlife species or their sign were observed during the line transect survey. No desert tortoises (*Gopherus agassizii*) or their sign were observed during the field survey. No Mohave ground squirrels (*Xerospermophilus mohavensis*) were observed or audibly detected during the field survey. Schismus (*Schismus* sp.), an invasive grass species that appears to be an indicator of poor Mohave ground squirrel habitat, is the dominant annual

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

within and adjacent to the study site. Mohave ground squirrels are not expected due to lack of required forage and cover plant species. The additional details, regarding the Habitat Assessment methodology, can be found in the attached Biological Assessment Report, prepared by Mark Hagan-Biologist, dated September 30, 2019. (Appendix D)

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

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

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

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

during pre-construction clearance surveys, a burrowing owl exclusion and mitigation plan will need to be prepared and submitted to CDFW for approval prior to initiating project activities.

Although Burrowing Owl was not observed during the field survey, the project site is located within the immediate vicinity of areas that do have the potential for sufficient habitat to occur, even though no owls have been observed. provides marginal habitat and occurs within the vicinity of known populations.

The Project is found to have a less than significant impact, upon biological resources, with the following mitigation measures incorporated.

Mitigation:

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

BIO 2: If positive findings are determined, through the pre-construction surveys conducted under **Mitigation Measure BIO 1**, which qualify as suitable habitat is observed, and/or the presence of endangered or threatened species is also observed, then the Project proponent shall conduct the appropriate protocol surveys, prior to any development occurs within the project site to confirm the presence/absence of said species. Protocol surveys shall consist of three (3) separate 5-night trapping sessions conducted during specific terms between March 15th and July 15th.

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

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

CULTURAL RESOURCES Would the Project				
8. Cultural Resources a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

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

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

Findings of Fact: The project is located on approximately 8.22-acres of undeveloped land within the M-1 (Light Industrial/Research Zoning District), within California City. The M-1 land use designation provides a broad spectrum of industrial, and manufacturing uses that do not have the potential for detrimental impacts on surrounding properties. Existing manufacturing establishments in the vicinity are located north and west of the project site, including the California City Municipal Airport and a storage company. According to the California City General Plan, *historic resources are items that are at least 45 years of age or older* that also *represents a significant time, place, origin, event, or work of a master*. Historic resources may be identified as structures and as archaeological sites. Five historic archaeological sites are recorded within the City. Recorded historic sites included trash scatter, glass and ceramics and potential WWII desert training or military disposal items. As referenced within the Historic and Cultural resources of the General Plan none of these findings were eligible for inclusion under the California State Office of Historic Preservation (SHPO). The site is vacant, and no historic structures or features have been identified on or adjacent to the project site. In addition, there are no recognizable potential historic resources, as defined in Section 15064.5 of the CEQA Guidelines that would be adversely affected by the proposed project. This includes any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant. Less than significant impacts are anticipated.

The approximately 8.22-acre project site is characterized by relatively flat, undisturbed desert land, with scattered vegetation. The Project is located in the M-1 (Light Industrial/Research Zoning District) within the City of California City. The Project site is not recognized as a unique archeological features; a site where former human remains, including those interred outside of formal cemeteries, have been identified or located; or a site that contains any existing religious or sacred uses. However, per the California City General Plan, if a unique archeological resource or site or human remains are found during excavation, all work will be suspended until the area has been thoroughly examined.

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

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

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

are anticipated with project implementation. As previously discussed in the Cultural Resources discussion of this document, there are five recorded historic archaeological sites within the City, according to the California City General Plan. The archaeological sites are not found within the project area.

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

Mitigation: **CUL-1:**Pursuant to the California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the coroner determines the remains to be Native America or has reason to believe that they are Native American, the coroner shall contact by telephone within 24-hours of the Native American Heritage Commission.

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

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

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

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

a. Less than Significant Impact. The Project would have a potentially significant impact if it would result in the substantial adverse effect due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation. During plan check, the City reviews plans for compliance with building code requirements specified in CCMC Chapter 8, Building Regulations. As noted on the site plans, the Project shall comply with the California Building Code, California Green Building Standards Code, and the California Energy Code. The California Green Building Standards

Code enhances the design and construction of buildings to reduce negative environmental impacts through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. Compliance with California Energy Code ensures energy efficiency within new and existing buildings. As Project design features, the Project will install high efficiency electric lighting. Based on CalEEMod Outputs shown in tables 9-1 and 9-2 below, the proposed Project would use 145,313 kilowatt hours per year (kWh/yr.) of electricity and 250,544 kilo-British thermal units per year (kBTU/yr.) of natural gas.

TABLE 9-1: ENERGY by LAND USE – NATURAL GAS

Land Use	kBTU/ yr.	Tons/yr.								MT/yr.					
Industrial Park	250,544	1.3500e-003	0.0123	0.0103	7.0000e-005	9.3000e-004	9.3000e-004	9.3000e-004	9.3000e-004	0.0000	13.3700	13.3700	2.6000e-004	2.5000e-004	13.4495
Parking Lot	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	250,544	**1.3500e-003**	**0.0123**	**0.0103**	**7.0000e-005**	**9.3000e-004**	**9.3000e-004**	**9.3000e-004**	**9.3000e-004**	0.0000	13.3700	13.3700	2.6000e-004	2.5000e-004	13.4495

TABLE 9-2: ENERGY by LAND USE – ELECTRICITY

Land Use	Electricity Used	Total CO2	CH4	N2O	CO2e
	kWh/yr.	MT/yr.			
Industrial Park	145,313	46.2998	1.9100e-003	4.0000e-004	46.4654
Parking Lot	0	0.6691	3.0000e-005	1.0000e-005	0.6715
Total	145,313	46.9689	1.9400e-003	4.1000e-004	47.1369

Project-related vehicle trips would also use fuel or electricity. In addition, construction of the Project would involve fuel and electricity use from construction equipment and hauling, worker and vendor trips. The Project is located adjacent to a local collector roadway (e.g., Kennedy Blvd.). The mix of land uses would allow for multi-purpose trips, saving on overall vehicle miles traveled. Further, as evaluated in Greenhouse Gas Emissions resource section, the Project is consistent with the CARB Scoping Plan for AB32, as well as local Kern County Greenhouse Gases Emissions Reduction Measures[3]. Compliance with the codes cited above, as noted on the site plans, as well as compliance with these such plans will reduce the potential impacts due to wasteful, inefficient, or unnecessary consumption of energy resources resulting in no impact.

b. Less than Significant Impact. The Project would result in a potentially significant environmental impact if it would conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

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

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

As regulatory requirement, the Project would be reviewed for consistency with applicable state and local plans for renewable energy and efficiency. As stated above, the Project would comply with the California Building Code, California Green Building Standards Code, and the California Energy Code. Compliance with these regulatory standards and compliance with the aforementioned reduction measures will reduce the impacts of the building through the use of measures such as increasing energy efficiency through installing energy-efficient lighting, consistent with KernCOG Kern County GHG Inventory[4].

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

10. GEOLOGY AND SOILS Would the Project				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

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

Findings of Fact: According to the Safety Element in the California City General Plan, a fault is defined as a fracture in the earth's crust forming a boundary between rock masses that have shifted. Fault rupture is a break in the ground's surface and associated deformation resulting from the movement of

[4] Ibid.

a fault. Rupture would be a potential problem within California City if a strong earthquake occurs along a known or unknown fault within or near the City. According to the California City General Plan, the City is not located in an Alquist Priolo Earthquake Fault Zone. The closest Alquist-Priolo Earthquake Fault Zone lies approximately 5.75 miles northwest of the project site, at the Garlock Fault.

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

California City, and the project site, is located in the Mojave Block, also referred to as the Eastern California Shear Zone (ECSZ). The ECSZ is an area of increased seismic activity which stretches from the San Andreas Fault in the Coachella Valley, north-northeast across the Mojave Desert, and northward to the Owens Valley. The numerous faults in the region may accommodate as much as 8.22 to 20 percent of the relative motion between the North American and Pacific Plates, and according to the California City General Plan, the closest fault to the City is the Garlock Fault, which lies approximately 30-miles west of the City's core, and 5.75 miles northwest of the project property. The nearest significant active fault is the San Andreas Fault Zone, which is located approximately 37.8 miles from the proposed site. As a result, California City has the potential to experience seismic shaking and seismic-related hazards. The Project will build and construct buildings in accordance with the California Building Code (CBC), which establishes minimum structural and seismic standards for all commercial and industrial buildings.

The Safety Element in the California City General Plan states that liquefaction is the phenomenon in which loose, saturated, granular soils temporarily behave similarly to a fluid when subjected to high intensity ground shaking. Liquefaction occurs when three general conditions are present: shallow groundwater, low-density, silty or fine sandy soils, and high intensity ground motion. Areas of shallow groundwater have a higher susceptibility to liquefaction; however, the groundwater in the City ranges from approximately 350 to 400 feet below ground level, according to the Existing Sewer System Map (Figure 3 – Groundwell #14) in the 2018 California City Local Agency Management Program for Onsite Wastewater Treatment Systems (OWTS), which results in a negligible impact from the effects of liquefaction.

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

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

The California City Slope of Terrain Map in the General Plan (Figure 6-4) classifies the project site's location as having a 0 to 15 percent slope. The City lists two notable slopes within the City being Galilee Hill and Twin Buttes, approximately 15-miles northeast and 6-miles southeast of the project site, respectively. Moreover, there are no significant slopes proposed as part of the proposed development; either on-site or being affected through any off-site grading activities. Based upon the

Project's associated earthmoving activities, it is concluded that risks associated with slope instability at the project property are considered low to negligible. In that vein, potential hazards associated with landslide risks are unlikely at the project site and less than significant impacts are anticipated.

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

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

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

As stated in section 14a), previously, the California City Slope of Terrain Map in the General Plan (Figure 6-4) classifies the project site's location as having a 0 to 15 percent slope, which is the category of least slope available in the City's General Plan. The Project does not propose to alter or modify the topography or ground surface feature in a way that will substantially alter the topography or ground surface relief features; including changes that will possibly impact the operation of subsurface sewage disposal systems. The Project also does not propose to create cut or fill slopes greater than 2:1 or higher than 30-feet; therefore, risks associated with irregular or excessive slopes are considered negligible.

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

Compliance with the City's General Plan Safety Element, construction of underground utilities will be required to interconnect, and provide, water and sanitary sewer to the project site. According to the Existing Sewer System Map (Figure 6) in the 2018 California City Local Agency Management Program for Onsite Wastewater Treatment Systems (OWTS), a 12-inch sewer line currently exists along Yerba Boulevard, which the project will be required to make connection to and initiate service with the City Public Works Department.

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

The project is located within the Mojave Desert Air Basin (MOAB), under the jurisdiction of the Eastern Kern Air Pollution Control District (EKAPCD). Air quality within this region is influenced by the regional

climate as well as the temperature, wind, humidity, precipitation, and amount of sunshine. California City is in the high desert with an elevation range of 2,300 to 4,000 feet above sea level. Its climate is semi-arid, rainfall for the area is less than 6-inches annually, which provides for warm, dry weather in the summer and mild cooler weather in the winter.

The California City Erosion Hazards Map (Figure 6-3) within the General Plan displays most of the City, including the project site, is in an area with none to slight erosion hazards. As previously stated, the project site resides within the Eastern Kern Air Pollution Control District, therefore must comply with the District's Regulation IV, Rule 402. The purpose of this Rule is to prevent, reduce and mitigate ambient concentrations of anthropogenic fugitive dust emissions to an amount sufficient to attain and maintain the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). According to Regulation IV, Rule 402, the project shall implement one or more fugitive dust emission control strategies, in order to limit visible dust emissions (VDE) to no more than 20-percent opacity or meet the conditions for a stabilized surface. Some control strategies include applying dust suppressants, controlling vehicular speed, using water trucks, and implementing track-out avoidance measures. The implementation of the fugitive dust emission control strategies will ensure the reduction of ambient concentrations of fine particulate matter ($PM_{2.5}$) by reducing or mitigating anthropogenic fugitive dust emissions.

In addition to the Dust Control Plan, the project site is also required to implement a Stormwater Pollution Prevention Plan (SWPPP) during the construction of the project, in order to comply with Environmental Protection Agency (EPA) and the National Pollutant Discharge Elimination System (NPDES). The purpose of the SWPPP is to develop a strategy for construction projects to minimize sediment and other pollutants that may be expected to affect the quality of storm water discharges associated with project development. The development and implementation of the SWPPP during project construction will ensure that potential sources of pollution are identified and mitigated through the application of best management practices (BMPs), such as concrete washouts or secondary containment areas, further discussed in the Hydrology Section of this document.

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

According to the Existing Sewer System Map (Figure 6) in the 2018 California City Local Agency Management Program for Onsite Wastewater Treatment Systems (OWTS), a 12-inch sewer line currently exists along Yerba Blvd., which the project intends to connect to by extending the sewer connection easterly from the project site. The extension of these sewer facilities will occur within existing and dedicated City Rights-of-Way. The construction site plan will utilize a portable toilet service in compliance with industry regulations until the construction of the permanent facilities and connection to the existing infrastructure. Design for all disposal systems shall comply with industry regulations, as well as the standards outlined in Title 7, Chapter 2 within California City Municipal Code. No septic systems are proposed. Less than significant impacts are anticipated.

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

Impacts of windborne and waterborne soil erosion at the project site will be controlled during project operation after adequate paving, landscaping, and other means of stabilization is incorporated. Upon completion of the project, the site intends to have both hardscape and softscape surfaces including the industrial and manufacturing uses building, and landscaping (consisting of decomposed granite with soil stabilizers) surrounding the buildings and project perimeter. Following the implementation of the fugitive dust emission control strategies and the SWPPP, as well as the compliance with the adopted procedures for grading, erosion at the project site is anticipated to be less than significant.

The approximately 8.22-acre project site is characterized by relatively flat, undisturbed desert land, with scattered vegetation. The project is located in the M-1 (Light Industrial/Research Zoning District) within the City of California City. The site is not recognized as a unique paleontological or a unique geologic feature. However, per the California City General Plan, if a unique paleontological resource or site or unique geologic feature are found during excavation, all work will be suspended until the area has been thoroughly examined.

Mitigation: **GEO-1:** If a unique paleontological resource or site or unique geologic feature are found during excavation, all work will be suspended until the area has been thoroughly examined.

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

GREENHOUSE GAS EMISSIONS Would the Project				
12. Greenhouse Gas Emissions a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
c)				

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

Findings of Fact: Greenhouse Gas (GHG) is a gaseous compound in the earth's atmosphere that is capable of absorbing infrared radiation, thereby trapping, and holding heat in the atmosphere. Common greenhouse gases in the earth's atmosphere include water vapor, carbon dioxide (C02), methane (CH4), nitrous oxide (NOx), ozone, and to a lesser extent chlorofluorocarbons. Carbon dioxide is the main GHG thought to contribute to climate change. In response to growing concern for long-term adverse impacts associated with global climate change, California's Global Warming Solutions Act of 2006 (AB 32) requires California Air Resource Board (CARB) to reduce statewide emissions of greenhouse gases to 1990 levels by 2020. In 2016, , Governor Jerry Brown signed Senate Bill 32 (SB 32) that requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. In general, the Project will generate GHG emissions through Project-related area sources, energy usage, mobile sources, solid waste disposal, water usage, and wastewater treatment.

The proposed industrial and manufacturing facility will add a new land use, and as a result, an expected increase in operational greenhouse gas emissions is expected. Based upon the CalEEMod Modeling Reporting results (dated January 7, 2022), the operational aspects of the proposed cannabis cultivation

uses is anticipated to generate approximately 218.37 (MT/yr. of CO2e) annually, which is substantially less that the 3,000 Metric Tons per Year of Carbon Dioxide Equivalent (MT/yr. of CO_{2e}) which is identified in the CARB Scoping Plan. The project will operate under the mandatory regulations found in the most recent Cal Green Building Standards Code for non-residential uses.

Table 11-1: Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0744	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.3000e-004	5.3000e-004	0.0000	0.0000	5.6000e-004
Energy	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	60.3389	60.3389	2.2000e-003	6.5000e-004	60.5863
Mobile	0.0216	0.2639	0.2115	1.3900e-003	0.0787	7.3000e-004	0.0794	0.0212	6.8000e-004	0.0219	0.0000	129.8944	129.8944	7.3900e-003	0.0000	130.0792
Waste						0.0000	0.0000		0.0000	0.0000	3.6681	0.0000	3.6681	0.2168	0.0000	9.0874
Water						0.0000	0.0000		0.0000	0.0000	1.0689	13.9785	15.0474	0.1104	2.7100e-003	18.6147
Total	**0.0974**	**0.2762**	**0.2221**	**1.4600e-003**	**0.0787**	**1.6600e-003**	**0.0804**	**0.0212**	**1.6100e-003**	**0.0228**	**4.7370**	**204.2123**	**208.9493**	**0.3367**	**3.3600e-003**	**218.3682**

California's Global Warming Solutions Act of 2006 (AB32) requires California to reduce its GHG emissions to 1990 levels by 2020. California Air Resource Board (CARB) has identified measures to achieve this goal as set forth in the CARB Seeping Plan. The EKAPCD adopted the interim GHG significance threshold for stationary/industrial sources on December 5, 2008 which applies to Projects where the EKAPCD is the lead agency. SB 32 adopted in 2021 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2025 reduction target that was first introduced in Executive Order B-10-11. The project will reduce its GHG emissions to the maximum extent feasible through energy conservation measures and implementation of the current California Green Building Standards Code in addition to the use of natural light for plant growth and water efficient irrigation for plans and landscape design. The project will not interfere with the state's implementation of AB 32 or SB 32. As previously indicated, the project would not exceed the air basin threshold, therefore the project's GHG emissions would not conflict with plans and policies adopted for reducing GHGs emissions. Less than significant impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

HAZARDS AND HAZARDOUS MATERIALS Would the Project				
13. Hazards and Hazardous Materials a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
c) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles	☐	☐	☒	☐

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

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

Findings of Fact: The project site is approximately 8.22 gross acres of vacant desert land and proposes to construct an 80,000 SF industrial and manufacturing uses. The project will not involve the use or storage of hazardous materials other than organic certified fertilizers and California approved natural pesticides and fungicides. These materials will be stored and applied according to manufacturer's instructions to mitigate the potential for incidental release of hazardous materials or explosive reactions.

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

In addition, other hazardous waste materials, requiring special handling and disposal, must comply with applicable Cal-EPA, Cal-OSCHA, and MSDS protocols[5] to reduce their potential to damage public health and the environment. Manufacturer's specifications also dictate the proper use, handling, and disposal methods for the specific substances. Construction of the project is expected to involve the temporary management and use of potentially hazardous substances and petroleum products. The nature and quantities of these products would be limited to what is necessary to carry out construction of the project. Some of these materials would be transported to the site periodically by vehicle and would be stored in designated controlled areas on a short-term basis. When handled properly by trained individuals and consistent with the manufacturer's instructions and industry standards, the risk involved with handling these materials is considerably reduced.

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

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

and Control. These measures outline the required physical improvements and procedures to prevent impacts of pollutants and hazardous materials to workers and the environment during construction. For example, all construction materials, including paints, solvents, and petroleum products, must be stored in controlled areas and according to the manufacturer's specifications. In addition, perimeter controls (fencing with wind screen), linear sediment barriers (gravel bags, fiber rolls, or silt fencing), and access restrictions (gates) would help prevent temporary impacts to the public and environment. Implementation is ensured through the filing of a Notice of Intent (NOI), with the State Regional Water Quality Control Board – Region 5F and the production of a SWPPP to be reviewed and approved by the City's Public Works Department. With such standard measures in place, less than significant impacts are anticipated during construction.

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

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

The Safety Element, within the California City General Plan, addresses safety within the City through goals, policies, and implementation measures that seek to reduce the potential for the loss of life, injuries and property damage associated with natural and human-induced hazards. California City is served by a single Fire Department and Police Department within their City boundaries. The California City Fire Department is located at 20890 Hacienda Boulevard, approximately five (5) driving miles southeast of the Project site. The California City Fire Station is staffed by three full-time fire fighters on a 24-hour basis, including a captain, engineer and fire fighter; however, the Fire Department is designed to be staffed by nine fire fighters. The California City Fire Station has two part-time, seven reserves, and five Fire Department Volunteer positions that City Council has authorized. The fire department is equipped with one wildland patrol unit, one wildland/interface engine, one water tender, and two full-sized fire engines. In addition to fire suppression, additional services the department provides includes Paramedic Advanced Life Support, fire prevention, public education, fire hydrant maintenance, hazardous materials response, nuisance abatement, flood response and aircraft crash and arson investigation. According to the National Fire Protection Association (NFPA), the recommended dispatch-to-arrival time is five (5) minutes, on 90-percent (%) of calls. The California City Fire Department has mutual aid agreements with the Kern County Fire Department, the East Kern Airport District Fire Department, and the Bureau of Land Management. Police protection services within the City are provided by the City's Police Department, located at 21130 Hacienda Boulevard, approximately four (4) driving miles southeast of the project site. The Kern County Coroner's services are provided through the County by the Sheriff's Department and the court system

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

and jails are operated and maintained by Kern County.

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

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

Mitigation: **HAZ-1:** The project operator would be required to provide the proper storage facilities and containers designed to protect and isolate these substances, therefore minimizing the threat to the public or the environment. Facility employees shall be trained on safety rules to prevent personal or public risk. Solid waste produced by the project will be stored in a designated staging area with enclosures and less than significant impacts are expected.

Monitoring: The City's Planning Division will enforce and monitor mitigation measures.

14. Airports a) Result in an inconsistency with an Airport Master Plan?	☐	☐	☒	☐
b) Require review by the Airport Land Use Commission?	☐	☐	☒	☐
c) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☒	☐
d) For a Project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☒	☐

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

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

Findings of Fact: The California City Municipal Airport, located north of the project property, spans over 200-acres within the City. The Kern County Airport Land Use Compatibility Plan maps five zones; related to noise and safety levels, for each airport under their jurisdiction. According to this Plan, the project site is located within California City's Airport Compatibility Zone C, which is identified as the outer safety zone. Limited risks and infrequent noise intrusions vary within Compatibility Zone C. The Kern County Airport Land Use Commission shall restrict the height of buildings, structures, appurtenances, plants, and trees to not more than 35-feet above ground level (unless approved by the Federal Aviation Administration) to prevent a hazard to the safe landing or take-off of aircrafts. In addition, the Project is located outside of the 65 CNEL noise contour zone. According to the 2011 Kern County Airport Land Use Compatibility Plan the project is located outside of the Airport Influence Area (AIA) of the California Municipal Airport, therefore the project does not present an inconsistency with the prescribed land uses already determined to be compatible with the Airport's CLUP.

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

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

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

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

16. HYDROLOGY AND WATER QUALITY Would the Project				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) Result in substantial erosion or siltation on-or offsite; ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff; or iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

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

Findings of Fact: The proposed project is located within the Fremont Hydrologic Unit of the South Lahontan Basin in the Lahontan Region 6V6 (). Within Region 6V, the approved Water Quality Control Plan, prepared by SWRCB, provides guidelines for protecting the beneficial uses of state waters within the Region by preserving and protecting their water quality. The project site is located within the Fremont Hydrologic Unit. The receiving water is the Kohen Dry Lake. Beneficial uses of Kohen Lake includes municipal and domestic supply, agricultural supply, industrial process supply, industrial service supply, groundwater recharge, water contact recreation, noncontact water supply, warm freshwater habitat, Inland saline water habitat and wildlife habitat.

According to the California City 2009 Final Environmental Impact Report (SCH # 1992062069), the only named blue line stream is identified as Cache Creek, which runs through California City from the west towards the northeast, and eventually terminates just south of the Koehn Lakebed outside of the City boundary. Cache Creek lies approximately 6.5-miles south of the project property, and Koehn Lakebed is approximately 11-miles northeast of the project site. The nature and size of the proposed development prompts compliance requirements with the existing regulations pertaining to water quality standards and waste discharge requirements.

The proposed project will result in temporary and permanent disturbance in an area that nearly encompasses one acre in gross area. As a precautionary measure, the developer will comply with the

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

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

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

The project will be designed with on-site stormwater detention facilities that, during the life of the project, will comply with the City's drainage requirements by preventing site discharge and transport of untreated runoff. The project will be required to comply with the most current State standards, as well as the standards outlined in the City of California City Urban Water Management Plan and the Water Quality Control Plan for Lahontan Region (Region 6V). Per the project-specific Final Hydrology Report, current drainage requirements for this project fall under the jurisdiction of the City of California City, which requires the entirety of the storm water from the 30-year, 5-day storm to be retained onsite. The site plan, grading design, storm drain design, and retention facilities of the project must be factored in the project specific WQMP development and documentation. Runoff from the impervious surfaces (buildings, hardscape, and pavement) of each drainage management area will be conveyed via surface and piped flows to either corresponding underground retention chambers or retention basins. Each of the retention basins and underground facilities will be sized to retain the incremental increase between the pre-development and post-development volume per City requirements.

As proposed, the stormwater retention and management strategy are expected to comply with local and regional requirements for protecting surface water quality and preventing waste discharge violations. Less than significant impacts are expected. According to the California City Water Master Plan, California City obtains its water from five groundwater wells and an imported surface water supply from the Antelope Valley-East Kern Water District (AVEK). As previously mentioned, the Project is located within the Fremont Valley Groundwater Basin (FVGB). Historic water levels of groundwater wells between 1955 and 1958 indicates that the FVGB is a closed groundwater basin (without subsurface outflow). Long term groundwater level data obtained from the USGS Ground Water Data water levels indicated the groundwater levels in the FVGB have declined significantly since 1955, probably due to the prolonged drought period from 1945 to 1964 and excessive groundwater extraction in the FVGB in the late 1950s, 1960s and 1970s. The most important storage system is the groundwater aquifer, which holds water at a depth of approximately 320 to 380-feet below ground surface and has slightly risen since 1983.

According to the California City General Plan, the City primarily relies on underground water supplies. Groundwater wells in California City produced over 93-percent (%) of the water supply in 2000 to 2001. Per the Urban Water Management Plan, potable well number 14 is the closest facility within the vicinity of the project site and is located at 22000 Mendiburu Boulevard less than one mile to southeasterly of

the Project site. According to the General Plan, future water demands will be met by the construction of five new water wells and through additional groundwater purchases within the Antelope Valley-East Kern Water (AVEK) District.

The California City Municipal Code also outlines the importance of water conservation (California City Municipal Code Chapter 1, Article 4, Section 7-1.431). Within this code, the City states that water conservation is a goal of high importance in order to be consistent with State of California and City legal responsibilities to the utilization of water resources. All irrigation within the City complies with the State Model Water Efficiency Landscape Ordinance (MWELO) and City Municipal Code that implement water efficiency standards. Additional conservation efforts include the use of drought tolerant landscaping, and new, low flowing plumbing fixtures. Water conserving fixture installations shall be subject to compliance inspection, prior to issuance of final occupancy permits, for the industrial facility. Given the use, and projected low water and wastewater demands, the Project not expected to interfere with groundwater recharge conditions. The project includes both underground retention facilities and retention basins, designed to collect and provide sufficient storage for the 30-year and 5-day storm event. This method of stormwater management will therefore facilitate groundwater recharge through infiltration. Infiltration opportunities are also provided in the form of BMPs and pervious cover areas in and landscaping design within sufficient densities that will mitigate excess evaporation and evapotranspiration. To support this conclusion, an infiltration report was prepared and yielded infiltration rates at 2-inches per hour. Since the majority of soils, within the Project site, are a combination of Soil Types 2 and 3, the infiltration rates identified are within the maximum thresholds required by Table 4.0, contained within the City's Local Agency Management Program for Onsite Wastewater Treatment Systems (2018). Less than significant impacts are expected.

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

In this context, the project has a Zone X FEMA designation, defined as areas determined to be outside the 0.2-percent (%) annual chance floodplain. The current Zone X designation encompasses a majority of the City's undeveloped and developed properties within the vicinity of the Municipal Airport. Project implementation would involve permanent site improvements introducing impervious surfaces in the form of buildings, paving, and hardscape to the previously undeveloped (pervious) land. The size and scope of the Project dictates a low impact development site plan, which does not utilize the entire property to accommodate the proposed facilities and operations through the construction of buildings, parking lot, drive aisles, etc. As a result, opportunities to minimize imperviousness through the use of landscaping, natural areas or other pervious surfaces are ample and are subsequently integrated into Project site plan. To prevent changes to local drainage conditions (patterns, quantities, or velocities) and adverse erosion and sedimentation impacts, the Project will implement a storm drain design with flood control facilities sized to handle the project-specific conditions.

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

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

The proposed project would introduce impervious surfaces (hardscape, asphalt, rooftops, etc.) to a presently undeveloped (pervious) ground condition. In particular, the Project anticipates developing over 50-percent (%) of the project site with impervious materials and coverage. This conversion would typically result in a site-specific increase in the rate and quantity of surface runoff. To manage this on-site condition, the project includes a proposed storm drain design (subject to approval by the City Engineer) with surface and piped conveyances draining into retention basins and underground retention structures. The retention basins and facilities will be required to incorporate a capacity to accept and infiltrate the worst-case increase in runoff volume for the 30-year and 5-day storm event.

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

17. Floodplains				
a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☒	☐	☐
b) Changes in absorption rates or the rate and amount of surface runoff?	☐	☒	☐	☐
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	☐	☐	☒	☐
d) Changes in the amount of surface water in any water body?	☐	☐	☒	☐

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

Findings of Fact: The Project includes stormwater capture, detention, and on-site treatment that will prevent any substantial increase in the rate, velocity, or quantity of runoff generated from the Project as compared to the existing undeveloped, and pervious, site condition. Runoff, from the Project, that exceeds the 30-year, 5-day storm runoff volume for post-development conditions will discharge from the site in a way that perpetuates the existing drainage condition, which flows off-site to the northeast. The project includes approximately less than half-acre of proposed structures, driveways, parking and hardscape (impervious areas) and approximately a quarter-acre of proposed landscape or open space (pervious areas). Runoff will be conveyed primarily via surface flows through biofiltration BMPs and eventually to storm drain inlets with inlet filters. The runoff will subsequently be directed to the detention basins or carried via proposed piped flow to the corresponding underground infiltration structures located under the drive aisles. The City will require that BMPs be incorporated into a Final WQMP, to be reviewed and approved by the City.

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

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

The project is not located near an existing levee or dam; therefore, no impacts are expected pertaining to this topic. The project is not located within a 300-year flood zone based on FEMA FIRM panel 06029M-1920E, effective September 26, 2008. Less than significant impacts are expected. The project site is not located near a body of water that would pose potential seiche or tsunami impacts. The project site is underlain by Hydrologic Soil Type "C", which is characterized for having a slow infiltration rate when thoroughly wet. Type "C" soils consist chiefly of moderately deep or deep, moderately well drained, or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission. With the relatively shallow gradients that characterize the vicinity, the erosive nature and mudflow potential is reduced. As stated previously, the proposed site plan includes retention facilities sized to contain the 30-year, 5-day storm runoff volume for post-development conditions. Only flows in excess of the project's retention requirements would be allowed to exit the project area, therefore, less than significant impacts are expected.

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

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

As stated previously, the proposed site plan includes retention facilities sized to contain the 30-year, 5-day storm runoff volume for post-development conditions. Only flows in excess of the project's retention requirements would be allowed to exit the project area, therefore, less than significant impacts are expected.

Mitigation: **HYD-1**: The Project shall prepare and submit a Water Quality Management Plan (WQMP) and Storm Water Pollution Prevention Plan (SWPPP) prior to the issuance of the first grading permit.

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

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

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028
Findings of Fact: The proposed project site sits on 8.22 gross acres of vacant desert land, located at the southernly of the corner of Yerba Blvd. and adjacent to the westbound lane. The Project is further located northeasterly of Mendiburu Road, and over one (1) mile (5,462.12 linear feet) southeast of the taxiway of the California City Municipal Airport. The project proposes to construct a 80,000 square-foot industrial, and manufacturing uses facility in the City's (M-1) Light Industrial/Research Zoning District. The Project proposal is consistent and authorized by Title 5: Chapter 6 and Title 9: Chapter 29, and the M-1 (Light Industrial/Research Zoning District). The Project includes industrial and manufacturing uses; pursuant to the authorized uses set forth in the M-1 zone. As such, the Project is consistent with the planned zoning and land use patterns of the property and its surrounding property conditions.

The Project proposes an industrial and manufacturing uses, which is consistent with the underlying M-1 (Light Industrial/Research Zoning District). The surrounding zones are a combination of commercial and manufacturing; except for properties located to the west which is inclusive of an existing residential community. The Project is designed to reduce impacts upon adjacent sensitive receptors, within these residential neighborhoods, by complying with the minimum 200-foot setback between cannabis cultivation buildings and existing residential zones. As such, impacts to the surrounding zoning patterns remain enacted. Furthermore, the Project is consistent with the existing and surrounding land uses as it implements the designated land use of commercial. For example, the Project implements Chapter 2 – Land Use Elements describes the existing and future setting of the City and provides guidelines for the management and growth of commercial and industrial land uses. The surrounding land use patterns are compatible with the proposed Project, as directed by Industrial Policy No. 3, which encourages new industrial development to locate adjacent to existing industrial uses along major corridors such as Yerba Blvd.

There are no established community patterns in the project vicinity that would be divided by the proposed project. Therefore, no impacts relative to the division of an established community is

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

expected. As discussed previously, the M-1 (Light Industrial/Research Zoning District), in which the project resides, is designated for service industrial and manufacturing uses and neighborhood commercial facilities and land uses, which do not have potential for detrimental impacts on surrounding properties. The 8.22 gross-acre project site with 80,000 square feet of cannabis industrial and manufacturing uses which is permitted within M-1 (Light Industrial/Research Zoning District) zone, according to California City Municipal Code Title 5 and 9 and is not located within a uniquely establishment community or area of interest. No impacts are anticipated to land use or planning zoning or land use standards.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

MINERAL RESOURCES Would the Project				
22. Mineral Resources a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

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

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

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

The nature of the project does not involve the extraction of mineral deposits. Construction of the proposed cultivation and processing facility would rely on existing local and regional aggregate resources from permitted facilities within the region. The project is not expected to result in a considerable extraction and/or loss of known mineral resources that are considered important to the region or residents of California. Additionally, there are no specific known mineral resource deposits or facilities on or near the project. No impacts are expected related to the loss of availability of known mineral resources. As previously discussed, there are no mineral resources within the City of California City. The closest mineral resource to California City is in the City of Mojave, approximately 30 miles southwest of the project site. As determined in the previous discussion, the project site is located within an area that

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

is not designated, has not been evaluated or studied, and is not historically known to contain mineral and/or aggregate deposits of value. This zone designation applies to areas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources. Overall, the project site is not recognized as a mineral resource recovery site delineated in the City of California City General Plan or the resource maps prepared pursuant to SMARA. No impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

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

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

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

The Project is not located near (or within the vicinity) of any railroad or rail spur. As such, no impact is anticipated to occur. The property is not located near, or within the vicinity, of a major highway. The City's Planning Area is particularly bounded by the State Highway 58, along its southern boundary and State Highway 14 as well along its western boundary. These highways are not located close enough to impact future patrons or employees of the Project. The property is not located near (or within the vicinity) of another major source of noise. The City's Planning Area is particularly bounded by the State Highway 58, along its southern boundary and State Highway 14 as well along its western boundary. These highways are not located close enough to impact future patrons or employees of the Project.

Noise is defined as unwanted sound that disrupts normal activities or that diminishes the quality of the environment. It is usually caused by human activity that adds to the existing acoustic setting of a locale. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies, being less sensitive to low

and high frequencies than to medium frequencies that correspond with human speech. In response to this, the A weighted noise level or scale has been developed to correspond better with peoples' subjective judgment of sound levels. This A-weighted sound level is called the "noise level" referenced in units of dB(A).

Land uses determined to be "sensitive" to noise as defined by the Kern County General Plan (KCGP) include residential areas, schools, hospitals, parks, and recreational areas, senior centers, and churches. The KCGP Noise Element sets a sixty 60-decibel dB(A) limit on exterior noise levels from stationary sources (i.e., non transportation sources) at sensitive receptors. With the exception of periodic noise release from the California City Airport, the ambient noise level can be anticipated to occur below the maximum threshold established by City Ordinance. The Noise Control Ordinance in the Kern County Code of Ordinances (Section 8.36.020 et seq.) prohibits a variety of nuisance noises between the hours of 9 PM and 6 AM on weekdays and 9 PM and 8 AM on weekends. The future marijuana-related facilities would adhere to the provisions of the Kern County Noise Ordinance under both proposed project alternatives. In evaluating human response to noise, acoustical analysis compensates for the response of people to varying frequency or pitch components of sound. The human ear is most sensitive to sounds in the middle frequency range used for human speech and is less sensitive to lower and higher-pitched sounds. The “A” weighted scale, abbreviated dB(A). The noise exposure information developed during the preparation of the Noise Element does not include all conceivable sources of industrial, commercial, or agricultural noise within the City, but rather focuses on the existing sources of noise which have been identified by the City as being significant. Section 19.04.252 in Kern County Zoning Ordinance defines exterior noise levels as "the noise level near the exterior of a structure usually within 50-feet of the structure. Kern County has implemented standards for sensitive areas for new projects, where in those sensitive areas outdoor noise levels are to be mitigated to below or 65 dB Lin and similarly 45 dB(A) or below in interior residential or inside other sensitive interior spaces.

The City of California City has the authority to establish land use noise standards and corresponding restrictions under the City's Noise Ordinance. A range of noise standards apply to different receiving land uses based on sensitivity and compatibility. In general, land uses with a higher sensitivity to noise (residential, schools, libraries, churches, hospitals, nursing homes and recreation) are assigned lower ambient noise thresholds than land uses deemed less sensitive (industrial and commercial). According to the Government Code, noise exposure contours should be developed in terms of the Day-Night Average Level (Ldn) or Community Noise Equivalent Level (CNEL) for transportation-related noise sources. These descriptors represent the weighted energy noise level for a 24-hour day after inclusion of a 30dB(A) penalty for noise levels occurring at night between the houses of 8.22:00 p.m. and 7:00a.m. The CNEL descriptor includes a penalty of about 4.8dB(A for noise levels occurring during the evening hours 7:00 a.m. and 8.22:00 p.m. The CNEL explanation was developed for the quantification of aircraft noise, and its use is required when preparing noise exposure maps for airports within the State of California.

The Noise Element of the City's General Plan identifies vehicular traffic as the principal source of noise in the community. The General Plan Area is particularly bounded by the State Highway 58, along its southern boundary and State highway 14 as well along its western boundary. The front of the project area is located adjacent to Yerba Blvd. and approximately 1,000-feet from the California City Municipal Airport to the North. The project property is currently vacant and is located near the airport, vacant commercial lands, industrial and manufacturing uses to the west and northwest. The

Project proposes to construct a 80,000 square-foot industrial and manufacturing facility. The anticipated noise impacts, from such an industrial and manufacturing use, will not exceed the evaluated noise generation factors established within the commercial land use.

Section 19.80.030. S (1) within Kern County Zoning Ordinances restricts noise generated by commercial or industrial uses within 500-feet of a residential use or residential zone district. The Project will not generate noise that exceeds an average 65 dB/Ldn between the hours of 7 AM and 8.22 PM and shall not generate noise that exceeds 65 dB/Ldn, or which would result in an increase of 5 dB(A) or more from ambient sound levels, both are superior, between the hours of 8.22 PM and 7 AM. Commercial or industrial facilities that are located within the heavy industrial (M-3) zones are exempt from these noise generation limitations.

As discussed previously, the surrounding zones are a combination of residential, commercial, and manufacturing zones with the residential zoning located to the west which is inclusive of an existing residential community. The Project is designed to reduce impacts upon adjacent sensitive receptors, within these residential neighborhoods, by complying with the minimum 200-foot setback between cannabis cultivation buildings and existing residential zones.

The construction activities of the Project are expected to generate short-term noise increases compared to the existing levels. A temporary incremental increase in noise levels along local roadways is expected to occur during the transport of workers and equipment to and from the site. Noise increases will also be generated by the actual on-site construction activities, which based on location and context, will occur within 500-feet of existing residential zoning and occupied units. As such, it is important to acknowledge and disclose the maximum noise levels generated from all possible stationary construction sources.

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

CONSTRUCTION EQUIPMENT REFERENCE NOISE LEVELS

Construction Equipment	Estimated Usage Factor	Noise (d
Air Compressor	40%	
Backhoe	40%	
Cement and Mortar Mixers	40%	
Compactor	20%	
Concrete/Industrial Saw	20%	
Cranes	16%	
Crushing/Proc. Equipment	20%	
Dumpers/Tenders	40%	
Excavator	40%	
Forklift	50%	
Graders	40%	
Haul Trucks	40%	
Jackhammer	20%	
Loader	40%	
Paver	50%	
Pumps	100%	
Rollers	20%	

Based upon this, which is generated from the FHWA Construction Noise Model User's Guide (2006), the loudest source of construction noise is 80 dBA, L_{max}. The shortest distance from the project's construction activity to the residential zone is 145-feet which is more than double the distance displayed in the table above. The noise levels are measured at 50-feet and sound dissipates pursuant to the *inverse square law*; for which it can be shown that for each doubling of distance from a point source, the sound pressure level decreases by approximately 6 dB. Notwithstanding the ambient noise level currently being generated from this segment of Yerba Blvd., the sound attenuation from the point source emitter is calculated by the formula $Lp(R2) = Lp(R1) - 20 \cdot Log_{10}(R2/R1)$. This results in an unmitigated annenuated sound pressure ((dB(A)) of 83.15, at the property line of the adjacent residential zone. City ordinance limits the maximum noise level, in residential zones, to a maximum of 65 dBA, at the property line and a maximum interior noise level of 45 dBA. This results in an excess of approximately 18 dB; however, it is important to account for the noise attenuation characteristics of the residential home construction.

Therefore, we can reasonably assume that standard building construction in warm climate area such as southern California offers an exterior-to-interior attenuation rate of 12 dBA. Taking the more conservative approach, between 20 dB(A) and 12 dB(A) the highest level of stationary construction equipment noise is 90 dB(A), at a maximum of 50- feet, this results in a maximum noise level of 71.15 dB(A), which is in excess of the allowable interior noise level by approximately 27 dB(A) above the maximum base ambient noise level allowed. With the incorporation of a temporary construction noise barrier that complies with the FHWA Noise Barrier Design Handbook.

Any new construction required for a future cannabis facility would generally occur during daytime hours, typically from 6 AM to 6 PM; however, the Kern County Noise Control Ordinance (Title 8 of the Kern County Code of Ordinances) limits all construction activities to take place between 6 AM

and 9 PM, Monday through Friday, and between 8 AM and 9 PM on Saturdays and Sundays. If construction work is performed between dusk and 9 PM or dawn and sunrise (approximately 6 AM), construction crews would use minimal illumination to perform the work safely. California City Noise Ordinance Section 5-1.406 interior noise standards for Residential zones states that between the times of 10:00 p.m. to 7:00 a.m., the allowable interior noise level at 45 dB(A) and 55 dB(A) between 7:00a.m. and 10:00 p.m.

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

During the life of the Project, all industrial and manufacturing operations will be conducted in the interior of enclosed structures, facilities, and buildings, as mandated by the local zoning ordinance. All cultivation and processing operations, including materials management, will occur indoors and within the fenced limits. Outdoor activities will be limited. These include vehicular access and circulation in the Project's parking lot and drive aisles; access to the trash enclosures for waste management (disposal and pick up); access to the outdoor utilities for maintenance purposes (e.g. chillers, septic or sewer systems, storm drain system components). While the Project would result in an increase in noise levels compared to the existing undeveloped condition, the nature and intensity of operations that would occur in the proposed structures are not expected to result in the generation of noise levels that would surpass the community noise and land use compatibility standards. The Project is expected to result in an incremental increase in traffic-related noise levels on the local roadways and less than significant impacts are expected.

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

ground- or structure(s) that causes a normal person to be aware of the vibration by means such as, but not limited to, sensation by touch or visual observation of moving objects.

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

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

The Project is surrounded by vacant land and is separated from the nearest existing residential uses by a minimum distance of approximately 145-feet directly to the west. The existing source of groundborne vibration is attributed to the anticipated circulation of large vehicles and trucks along Mendiburu Road and Yerba Blvd. Construction of the Project is expected to involve the temporary use of vehicles and equipment that would result in short-term groundborne vibration increases within the permitted construction hours established by the City. During the life of the Project, all routine operations will occur within the proposed structure and during the permitted hours of operation, as mandated by the county ordinance and conditioned by the City. The routine operation of vehicles accessing the Project would cause an incremental increase in groundborne vibration, but not in levels that would be deemed inconsistent with the existing industrial setting or excessive in nature, such that would impact residential uses. Less than significant impacts related to excessive groundborne vibration noise levels are expected. The primary permanent noise sources will be vehicles traveling to and from the site and grounds maintenance equipment. The vehicle mix will be comparable with existing vehicles on surrounding roads. The proposed project is not expected to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Noise generated by vendors, visitors and employees is expected to be consistent with noise levels at any Light Industrial/Research development and will not exceed county standards. Project-related vehicles will be consistent with vehicles already using area roadways.

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

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

Most of development in the City has occurred within the central core. An area comprising approximately twelve sections of land (7,680 acres) in the southwest portion of the land area within the City's corporate limits. The remaining development in the City has occurred in the northeastern portion; an area located about twelve miles northeast of the central core along Twenty Mule Team Parkway and Randsburg Mojave Road. The project is located approximately 20-miles west of Twenty Mule Team Parkway and approximately 14-miles from Randsburg-Mojave Road. The City’s General Plan Land Use Element

includes a summary of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

The proposed cultivation and processing site will produce a temporary and intermittent increase in ambient noise levels during construction. During Project site preparation, grading and construction, the contractors will be expected to utilize properly maintained construction equipment consistent with the manufacturer's standards. Construction activities are required to take place within the designated hours established by standards of California City. Less than significant impacts related to temporary or periodic ambient noise levels are expected.

Mitigation:

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

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

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

NOI-4 The applicant shall install a temporary noise control barrier, sound curtain, or other noise control method acceptable to the Planning Manager along the western property line. If a barrier is selected, the barrier shall be at least 16 feet high to block the line-of-sight to adjacent noise- sensitive land uses from equipment operating near the property line. The noise control barrier or sound curtain shall be engineered to reduce construction-related noise by at least 27 decibels for ground-level receptors adjacent to construction activity. The noise control barrier or sound curtain shall be engineered according to applicable codes and shall remain in place until windows are installed on the proposed building.

NOI-5 The construction contractor shall establish a noise disturbance coordinator. The noise

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

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

24. POPULATION AND HOUSING Would the Project				
a) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

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

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

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

The proposed facility consists of 80,000 square feet (sf) of commercial cannabis cultivation and related, but ancillary cannabis processing and manufacturing. The Project is compatible with operations and uses permitted in the M-1 (Light Industrial/Research Zoning District) with approval of a site plan review. The facility is estimated to staff approximately 8.22-13 employees with multiple shifts. The proposed Project may encourage relocation for employment. However, the number of employees is expected to come from existing residents primarily.

The Project does not have a residential component. Improvements to roads and other infrastructure associated with the Project would not induce substantial growth to the area. Less than significant impacts are expected.

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

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

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

25. Fire Services	☐	☐	☒	☐

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

Findings of Fact:

Fire services are provided to the project area by the California City Fire Department (CCFD). The fire department operates out of a single location, located at 20890 Hacienda Blvd, California City, CA 93505, approximately 5-miles from the project site. The station has four paid fire fighters on duty per day. The CCFD maintains a fleet of two structure engines (one front-line and one reserve), one brush engine, one brush patrol, one squad/off road rescue, and two staff SUV's. The CCFD maintains mutual aid and automatic aid agreement with Kern County Fire and Edwards Air Force Base Fire, resulting in the ability of three engines being dispatched; a standard duty response that ensures a minimum number of firefighters arrive at scene per National standards. Mutual aid is an agreement among emergency responders to lend assistance across jurisdictions provided resources are available and is not to the detriment of their own service area. The project proposes the development of the 8.22 gross acre site. The facility will contain space for office use, retail lobby, manufacturing, and cultivation areas. At buildout, the facility will have an approximate building ground floor area (GFA) of approximately a 80,000 square foot facility; under a Class B Occupancy; which does not create a substantial increase in the need for additional fire suppression and planning services.

Development of the project increases demand on fire services, however based on the site proximity to the City's existing fire station, the proposed project could be adequately served without the expansion of a new fire facility and adequate response times would be met. Additionally, the project would be required to implement all applicable and current California Fire Code Standards. This would include installation of fire hydrants as well as sprinkler systems inside the buildings. Furthermore, the project will be reviewed by City and Fire officials to ensure adequate fire service and safety as a result of project implementation. The project will also be required to comply with the City's Development Impact Fees (DIF) to assist with the funding of public facilities and services, including fire, therefore, less than significant impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

26. Police Services	☐	☐	☐	☒

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

Police services are provided to the project area by the California City Police Department (CCPD). The police department operates out of a single location and is located at 21130 Hacienda Blvd, approximately 5-miles from the project site. Per the Police Department website, the CCPD has 13

sworn officers and 6 support staff, totaling 19 positions. Based on the 2021 Census, California City has a population of 13,707 persons, resulting in an officer to resident ratio of 0.95 per 1,000 population. At buildout, the facility will have an approximate building ground floor area (GFA) of approximately an 80,000 square foot facility; under a Class B Occupancy.

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

27. Schools	☐	☐	☐	☒

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

Findings of Fact: The proposed project falls under the Mojave Unified School District (MUSD). Development of the project would not create a direct demand for school service. At buildout, the facility will have an approximate building ground floor area (GFA) of approximately a 80,000 square foot facility; under a Class B Occupancy. Employment generated by the project would not be expected to draw a substantial number of new residents that would generate school age children requiring public education or substantially alter school facilities or the demand for public education and no new facilities would need to be constructed. Additionally, any future development will be required to pay Development Impact Fees (DIF) to the Mojave Unified School District, developer impact fees to assist in offsetting impacts to school facilities. At the time of writing, current development fees are $3.79 a square foot for residential and $0.61 per square foot for commercial/industrial projects (Level I Developer Fee Study for Mojave Unified School District, 2018). Less than significant impacts to school services are expected. As discussed below, the proposed project would not create substantial additional demand for public park facilities, nor result in the need to modify existing or construct new park facilities. No impacts are expected to city parks.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

28. Libraries	☐	☐	☐	☒

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

Findings of Fact: Library services are provided by the Kern County Library system with the nearest branch located in the City at 9507 California City Boulevard. The Kern County Library provides a full range of services and resources to over 850,000 people in every city and unincorporated area of Kern County through a network operated at Kern County Library Headquarters. The Kern County Library system includes 24 branches and 2 bookmobiles available to serve the County population. Development of the project would not create a direct demand for school service. At buildout, the facility will have an approximate building ground floor area (GFA) of approximately a 80,000 square foot facility; under a Class B Occupancy. Employment generated by the project would not be expected to draw a substantial number of new residents that would generate school age children requiring library services or substantially alter existing library branch facilities or the demand for new facilities would need to be constructed.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

29. Health Services	☐	☐	☐	☒

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

Findings of Fact: According to the City Fire Chief, there are multiple choices for hospital care to serve City residents. These choices depend upon the severity and type of medical treatment required. In addition, hospital related care also depends on bed availability and the patients' preference, if not emergent. Since California City spans approximately 201 square miles, there are a number of hospitals that a patient could be transferred to for minor issues such as less critical conditions, stabilizing patience, and minor surgeries. These minor incidences are typically served by Adventist Health-Tehachapi Valley in Tehachapi, which is located approximately 20-miles from the City's western edge. Furthermore, Ridgecrest Regional Hospital is located approximately 30-miles from the east edge of the city and even Barstow Community Hospital; which is located approximately 50-miles from the south west edge of town also provides non-trauma related care. If trauma level care is necessary, patients are transported to the Antelope Valley Hospital in Lancaster, which is located approximately 30-miles from the south edge of the city. While the City does not have any Mutual Aid Agreements in terms of Hospitals in the area; City fire does have Mutual aid for Fire with Kern County and Edwards AFB as you are aware.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

RECREATION				
30. Parks and Recreation a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

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

Findings of Fact: As discussed herein, the proposed project would not create substantial additional demand for public park facilities, nor result in the need to modify existing or construct new park facilities. No impacts are expected to park. As previously discussed, the Project proposes to construct a 80,000 square foot commercial cannabis cultivation and ancillary manufacturing uses. Properties immediately to the north, east, south and west of the project are in a vacant state, with the California City Municipal Airport further to the northwest, with similar conditions to those found on-site. Existing residential dwelling units are located southeast of the Project site; however, according to Google® Earth, the closest residence is approximately 1,200-linear feet from the Project site. Furthermore, approximately 8.22-13 employees will be generated by the Project, the addition of which is not anticipated to cause a substantial increase to the current existing neighborhood community, regional or pocket parks. Therefore, no impacts are expected relative to use or deterioration of existing parks. The construction of the proposed cultivation and processing facility within a Light Industrial/Research zoned area will not substantially degrade any existing or planned recreational facility. In fact, the City will require the Project proponent to construct a Class II Bike Trail adjacent to the curb-line of Yerba Blvd. which is required pursuant to the City's Bike Plan Element of the General Plan.

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

31. Recreational Trails	☐	☐	☐	☒

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

TRANSPORTATION/TRAFFIC Would the Project				
32. Circulation a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Alter waterborne, rail or air traffic?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐

REGULATORY FRAMEWORK

State

Senate Bill 743

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

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

Regional Setting:

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

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.

- Protect the environment and health of residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).

Local

City of California City – General Plan Circulation Element

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

Policies:

- Provide an arterial system that serves the major centers of activity within the urbanized areas and provides capacity for the highest traffic volumes and longest trip lengths. To the extent feasible, direct access onto arterials from individual parcels should be restricted.
- Require that new development of major traffic generating projects restrict direct access onto arterials or collectors through the project design, which may include any combination of the following measures deemed acceptable by the City:
    - Access to other surrounding streets
    - The limitation on the number and location of direct access point; and/or
    - The use of reciprocal access easements with other adjoining properties.
- The City shall require the completion of planned arterial and collector streets as they become necessary to serve new development or to meet cumulative traffic demands in the City.
- This shall be accomplished by the following:
    - Adopt a street improvement program based on a current surface maintainability and traffic impact priority system.
    - Coordinate the street improvement of necessary street facilities as a condition of land development.

THRESHOLDS OF SIGNIFICANCE

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

a. *Conflict with a program, plan, ordinance, or policy addressing the circulation system, considering all modes of transportation including transit, roadway, bicycle, and pedestrian facilities?*
b. *Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
c. *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
d. *Result in inadequate emergency access*

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

The Project is required to detail compliance with the City's *Final California City General Plan Circulation Element (Chapter 3)*, by providing a balance circulation system to meet the needs of the residents,

businesses, and visitors to California City. According to Figure 3-1 and Figure 3-2, of the General Plan, the Project is not subject to any transit, bicycle, pedestrian, or other multi-modal elements established by the City's General Plan. Furthermore, the Project is required to make improvements to both Kennedy and Lincoln Blvds., which are designated as Arterial roadways pursuant to the same exhibit referenced in the General Plan.

Furthermore, each county in California is required to develop a Congestion Management Program (CMP) that analyzes at the links between land use, transportation, and air quality. The Kern County Council of Governments (KERNCOG) is the County's Congestion Management Agency. The KERNCOG prepares and periodically updates the County's CMP to meet federal Congestion Management System guidelines and state CMP legislation. The most recent CMP is included within KERNCOG's Long Range Transportation Plan (LRTP), and was completed in April 2012, does not indicate any roadways or multi-modal improvements established in the KERNCOG CMP, relative to the Project area. According to Appendix A of the LRTP, in the 2011 Kern County Congestion Management Program, Highway 14 and Highway 58 are the only roads in proximity to the Project site listed as part of the CMP System of Highways and Roadways. These roads are not directly adjacent to the Project site. Thus, the Project will not conflict with a CMP due to the distance between the Project site and these covered roadways and their apportionment of traffic trips have been built into the build-out assumptions for the overall city land uses. The GP identifies that sidewalks, bike lanes, off-street trails and golf cart routes are especially important along major roadways in the community. Within the City, adequate public transportation choices including expanded bus routes and service and other transit choices such as shuttles, light rail, and rail where feasible. The City currently provides service through existing public transportation opportunities such as include public transit, Amtrak, and other private carriers such as Greyhound. Transit services include intracity, demand-responsive, and fixed-route operations**.** The Project will not produce a need for increases in transit services or require the substantial alteration of existing facilities and/or services**.** As no facilities currently exists, and the expansion of which is not required or contemplated by the proposed project, then no conflict will occur upon any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the Project will have a less than significant impact.

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

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

VMT Analysis Methodology

At the time of the preparation of this Initial Study, the City has not formally adopted its own VMT analysis guidelines and thresholds. Therefore, for the purposes of this analysis the recommended VMT analysis methodology and thresholds recommended by the Technical Advisory and supported by OPR's Guidelines have been used. As outlined in the Technical Advisory, mixed-use projects such as the proposed Project need to evaluate each component of the project independently and apply the relevant significance threshold for each project type (i.e., office, retail, etc.). For the purposes of this VMT analysis, the evaluation of VMT will focus on the industrial/manufacturing uses (i.e., commercial

cannabis cultivation uses) only. Consistent with Technical Advisory recommendations, local serving retail that is typically less than 50,000 SF will tend to improve retail destination proximity and short trips, which in turn reduces VMT. According to the Technical Advisory, uses such as the lodging, retail, and destination-orientated uses, proposed by the Project are presumed to create a less-than-significant impact.

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

Project Screening Analysis

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

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

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

Project Type Screening

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

The Project Type screening threshold is not met.

Table 32-1: Trip Summary Information:

Land Use	Average Daily Trip Rate			Average VMT
	Weekday	Saturday	Sunday	Unmitigated
Industrial Park	99.55	36.29	10.64	204,004
Parking Lot	0.00	0.00	0.00	
Total	**4,454.**	**2,693.**	**1,634.25**	
Source: Annual CalEEMOD Analysis Results_202201121[7]				

Low VMT Area Screening

The Screening Tool uses the sub-regional Kern COG – VMIP 2 Model Development Report to measure VMT performance within individual traffic analysis zones (TAZ's) within the Kern COG region. The Project's physical location based on parcel number was selected within the Screening Tool to determine the relevant TAZ's VMT as compared to the jurisdictional average. The Project boundary is located in TAZ 1465 and appears to be within a low VMT generating TAZ based on daily total VMT per

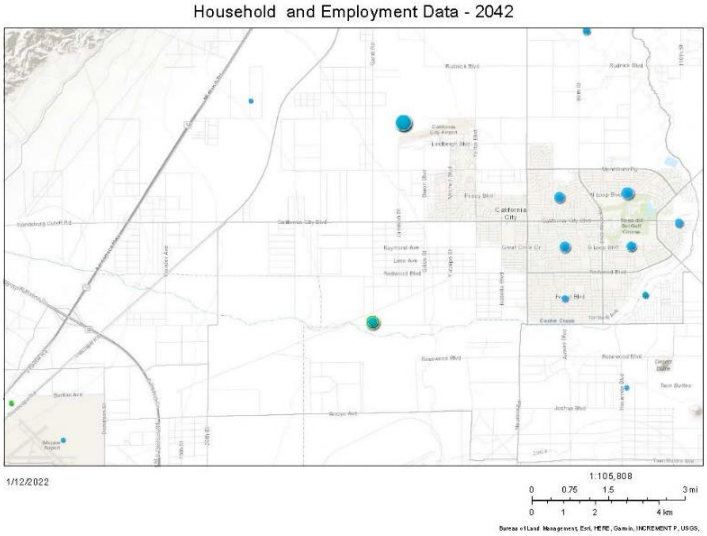
[7] CalEEMod (v. 2016) Annual Modeling Analysis, Rush Environmental, LLC (January 12, 2021)

service population. As measured by the baseline year of 2015, the total of 8 households and 23, non-farm labor related jobs, were identified. The Kern COG model does not anticipate an increase in either households or employment, located within TAZ 1465, by the year 2042.

Table 32-2: Kern County TAZ Data:

Kern County TAZ 1465	
Acres	15,001.38
TAZ	1465.00
2015 Households	165
2042 Households	993
2015 Employment	42
2042 Employment	1846

Figure 32-1: 2042 Household and Employment Data:



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

Based on a review of the land use information contained within TAZ 1465 for the KERNCOG Trip Generation base year (2015) model, the zone includes exceptionally low levels of employment and low amounts of population and household data. The proposed Project would increase the number and type of employment uses within the TAZ. However, the increases are considered incremental as the 15,000-acre project area is 0.006% of the total TAZ area and therefore is consistent with the underlying assumptions considered in TAZ 1465.

The Low VMT Area screening threshold is met.

Conclusions

The Project is located within a Low VMT Traffic Analysis Zone (TAZ) and will not significantly increase the amount of employment or households as compared to the underlying assumptions in the 58,650.10-acre TAZ. Project VMT does not require mitigation measures to reduce trips and levels that would be less-than-significant.

Level of Significance: Less than Significant

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

The proposed Project does not propose any design features that would increase traffic hazards, as the Project is consistent with the City's General Plan Circulation Element, and project-level infrastructure improvements will be established as Conditions of Approval to improve adjacent roadways**.** The Project is located adjacent to Randsburg-Mojave Road, which is classified as an Arterial Highway in the General Plan Circulation Element (Figure 3-1). An Arterial Highway is a divided road with four through lanes, providing for the movement of traffic to and from the planning area; the movement of traffic to and from activity centers within the planning area and the planning sub-areas; and the distribution of traffic to and from the highways. The Project is proposing to construct at-least two (2) access driveways on TMTPR which will be constructed to City standards. The primary driveway will be signalized. The driveways do not have the potential to change the geometric design of TMTPR in a manner that would substantially increase hazards due geometric design feature (e.g., sharp curves or dangerous intersections).

Level of Significance: Less than Significant

d) Result in inadequate emergency access?

The Project does not propose any design features that would increase traffic hazards, as the Project is consistent with the City's General Plan Circulation Element and project-level infrastructure improvements will be established as Conditions of Approval to improve TMTPR**.** The Project can be accessed by Aristotle Drive via Kennedy Blvd., which roadway is classified as a major roadway in the General Plan Circulation Element (Figure 3-1). A major roadway is defined as a divided road with two through lanes, providing for the movement of traffic to and from the development. Kennedy Blvd. is identified in the General Plan as accommodating a maximum daily traffic volume of 24,000 vehicle trips. The Project will provide primary access, through Aristotle Drive to Kennedy Blvd. and secondary access through Bucknell Road, both will be constructed to meet City standards. Project improvements will improve and reduce potential hazards such as existing geometric design features considered unsafe. (e.g., sharp curves or dangerous intersections). Through compliance with these standard City requirements for road improvement, impacts to transportation are less than significant. As a standard condition of approval for future development, access roads shall be provided to within 150-feet to all portions of the exterior building walls and shall have an unobstructed width of not less than 24-feet. The construction of the access roads shall be all weather and capable of sustaining 60,000 lbs., over two (2) axels, for commercial developments. Approved vehicle access, either permanent or temporary, shall be provided during construction.

Level of Significance: Less than Significant

Mitigation: No Mitigation Required.

Monitoring: No Monitoring Necessary.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
33. Tribal Cultural Resources a) Would the Project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k); or,	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c). of Public Resources Code Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance to a California Native tribe.	☐	☐	☒	☐

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

34. Bike Trails	☐	☐	☐	☒

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

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

Findings of Fact: The property, in addition to the surrounding property, were previously analyzed in both the City's General Plan EIR and as part of the KernCOG 2018 Regional Transportation Plan (RTP) and the Project will not increase the need for bike trails, as a function of its proposed use; however, in compliance with the RTP and the City's Bikeways Master Plan, a Class I Bike Trail will be required along Yerba Blvd. This bike trail will be incorporated into the future dedicated R/W and constructed concurrent with the road improvements for Yerba Blvd. In addition, the Project will be required to pay for the balance of park land impacts not offset by the construction of the aforementioned bike trail. IN addition, the City's fees will address the incremental need that results from this Project upon recreational trails, bikeways, or service paths.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

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

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

Findings of Fact: The California City Water Department provides sewer services to the city and the project site. The City's wastewater system consists of numerous gravity lines and lift stations. The Wastewater Operations Division provides maintenance of all wastewater collection and transportation and oversees the treatment for the City in addition to monitoring and implementation of wastewater regulations. Sanitary sewers are cleaned regularly, and their condition is monitored on a regular basis. According to the California City Urban Water Management Plan Update 2017, California City owns and operates 1.5 million gallons per day (MGD) extended aeration activated sludge tertiary treatment facility (WWTP) and all domestic sewer collection systems within the City limits. The existing California City Wastewater Treatment Facility, located at 30835 Nelson Drive, is designed to treat an average flow

of 1.5 MGD and peak flow of 3.0 MGD, where in 2015, the influent flow was 0.8 MGD. A city-maintained sewer line currently lies within Yerba Blvd., the project proposes to connect to the existing infrastructure which will provide service to the project site.

The project is proposing 80,000 square foot retain commercial cannabis cultivation facility. Wastewater is expected to be minimal as the project would only require up to 8.22-15 standard/regular employee, in approximately 3-shifts. The project is not expected to exceed wastewater treatment requirements of the State Regional Water Quality Control Board (SRWQCB) (Fremont Valley Sub-basin). In addition, City and other local and governmental agency review will ensure compliance with all current and applicable wastewater treatment requirements. Less than significant impacts are expected.

California City Water Department provides domestic water and wastewater service in the project vicinity. The City provides approximately 4,430 active service water connections to its incorporated area (203 square miles). The City maintains approximately 313 miles of water main lines ranging in size from 4 to 21 inches in diameter, and a 20-inch transmission line connects the City wells to the reservoirs located in the foothills. As stated in the prior discussion, the California City Wastewater Treatment Facility, which is designed to treat an average flow of 1.5 million gallons per day, and peak flow of 3.0 MD.

The approximately 8.22-acre project site is currently vacant and undeveloped, with scattered vegetation. Existing facilities such as water, sewer and electricity currently run along Yerba Boulevard. The proposed Project will connect to existing water and sewer services available in Yerba Blvd. and served by the City.

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

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

As stated in prior discussions, the groundwater wells in California City produced over 93-percent (%) of the water supply in 2000 to 2001. Per the Water Master Plan, Well No. 14 is the closest well to the project site, located at 22000 Mendiburu Boulevard, approximately 0.60 miles southeast of the project. According to the California City General Plan, future water demands for the City will be met by the construction of new water wells and through additional purchase of AVEK water. According to the 2015 Urban Water Management Plan (UWMP) updated in 2017, the addition of two new wells will assist

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

in the City's goal in meeting future water demands from 2020 through 2040. The following infrastructure includes Well No. 01 in 2018 and Well No. 11 in 2019. As stated in the UWMP, it is projected that in 2040 the City will be using 82.3 percent of the current water production capacity. It is noted that 82.3 percent capacity utilization in 2040 is conservative and that for the foreseeable future, the City has excess production capacity that will handle system demands year around and during worst case summer demand months.

As required by the policies of the General Plan, the City will continue to cooperate with IRWMG and other agencies/jurisdictions in implementing a groundwater replenishment and ensuring the viability of the Fremont Valley Sub-basin. The proposed development will be expected to follow water conservation guidelines to mitigate impacts to public water supplies. Examples of these water conservation methods include water conserving plumbing fixtures, drought tolerant landscaping, and drip irrigation systems. The project proposes to connect to the existing water line located in Yerba Blvd. Additional domestic water improvements necessary to serve this development will be identified by IRWMG and approved by the City of California City. Less than significant impacts to water supply are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

36. Sewer a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☐	☒
b) Result in a determination by the wastewater treatment provider that serves or may service the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City General Plan Land Use Element, Final-15415-LAMP (2018)

Findings of Fact: The City of California City operates one wastewater treatment plant located at 30835 Nelson Drive, approximately 6.50-miles east of the project site. All City sewage is collected into sewage mains and delivered to the 1 MGD sanitary facility. The existing wastewater treatment facility collected domestic wastewater to approximately 8.22 percent of the City's sewer system the remaining 70-percent (%) is served by onsite septic systems. The existing California City Wastewater Treatment Facility is designed to treat an average flow of 1.5 MGD and peak flow of 3.0 MGD. Currently, the average influent flow is 0.8 MGD. The proposed project is designed to connect into the existing water and sewer facilities, as outlined in the 2002 Water Master Plan for California City, and the 2017 Urban Water Management Plan (UWMP). The Project is located in Density Zone #74, which is designated at a 55% of total use at City buildout in 2035. As of 2018, his zone is was at 2.7% total use, according to Table 2 (page 88) of the FINAL LAMP referenced above. Since little development has occurred in the last 2.5 years, the approximate 52% of capacity is adequate to accommodate the Project's operational impacts upon existing sewer facilities. The operation and construction of these facilities will comply with the requirements of the City, and the State Regional Water Quality Control Board. Connections into sewer infrastructure once installed, will undergo review by City Staff to ensure wastewater capacity and compliance. Additionally, sewer installation and connection fees in place at the time of development or connection would be collected. As determined previously, the average influent flow (0.8 MGD) for the

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

Wastewater Treatment Facility is lower than the capable average flow (1.5 MGD) and peak flow (3 MGD). Due to the size and the nature of the project, the wastewater treatment provider is anticipated to have adequate capacity for project implementation. Less than significant impacts to wastewater treatment are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

37. Solid Waste a) Is the Project served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	☐	☐	☐	☒
b) Does the Project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (City Integrated Waste Management Plan)?	☐	☐	☐	☒

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

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

Additionally, solid waste generated by a medical marijuana facility would be minimal and would comply with all cannabis waste regulations. Less than significant impacts to solid waste are expected. Solid waste disposal and recycling services for the City of California City are provided by Waste Management (WM). Solid waste generated by the project would consist of standard household/office waste. Unused plant material will be composted and reintroduced into soil composite. Commercial waste and recycling collected from the proposed Project will be hauled to the CA City Recycling and Transfer Station (15-AA-0401). Waste from this transfer station is then sent to a permitted landfill or recycling facility within Kern County. These include Bena, Boron, Mojave-Rosamond, Ridgecrest, Shafter-Wasco, Taft, and Tehachapi Landfills. CalRecycle data indicates that these landfills have 3% to 90-percent (%) of their remaining estimated capacity, with the Mojave-Rosamond Sanitary Landfill having the lowest remaining capacity, 3-percent (%), and the Boron Sanitary Landfill with approximately 90-percent (%) remaining capacity. Additionally, solid waste generated by a medical marijuana facility would be

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

minimal and would comply with all cannabis waste regulations. Less than significant impacts to solid waste are expected. The City of California City contracts with Waste Management to serve the solid waste disposal needs of the city, including the project. The project will comply with all applicable solid waste statutes and guidelines. No impacts are expected relative to solid waste statues and regulations.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

38. Utilities

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

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

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

Findings of Fact: The Project will not produce an impact upon existing or planned city or district utility services. The addition of a 80,000 s.f. industrial and manufacturing facility will not increase the need for utility services or create the need to substantial retrofit existing utility infrastructure. No impact is anticipated from the proposed Project.

a) Electricity: The property will be served by Southern California Edison (SCE) which has an obligation to serve and provides electrical service to several properties along Yerba Blvd. As such, no impact is anticipated. In the circumstance that electrical service is delayed by SCE, the project will utilize CARB-certified generators on a temporary basis.

b) Natural Gas: Recently, the City has expanded natural gas service to the north and eastern planning areas. The property will not likely require natural gas service, but service is available if needed. As such, no impact is anticipated.

c) Communications: The Project will not require telecommunications service. As such, no impact is anticipated.

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

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

f) Maintenance of public facilities; including roads: The Project will be required to dedicate and construct the necessary roadway improvements, along the property frontage of Yerba Blvd. The City Public Works Department will accept a dedication of the ultimate improvements prior to the commencement of Project operations. Maintenance of the road will be provided by a public entity, the City. As such, no impact is anticipated.

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

g) Other government services: The operations of the future Project will comply with the City's Cannabis Program and all provisions of the City Municipal Code.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

39. WILDFIRE. If located in or near state responsibility areas classified as very high hazard severity zone, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate pollutant concentrations from a wildlife or uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

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

Findings of Fact:

a) The Project will not result in an impact to an adopted emergency response plan or emergency evacuation plan due to the infill nature of the Project. The anticipated structures will comply with county and local fire codes, including the development of an evacuation plan which is required by City Ordinance.

b) The Project is not located on a parcel of land that is constrained by slopes or subject to other factors that will exacerbate wildfire risks. The property is sparsely vegetated with low-lying scrub brush and mostly decomposed granite, having been compacted for decade through wind and water erosion.

c) The Project is located on an in-fill parcel, with existing paved access along Yerba Blvd. and is not within an area designated as high fire. The construction of public infrastructure improvements will have no impact upon wildfire risks.

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

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
40. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

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

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

41. Does the Project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, other current projects, and probable future Projects)?	☐	☐	☐	☒

Source: Staff review, Project Application Materials

Findings of Fact The project is in a partially developed setting designated for Community Commercial uses. Cultivation of commercial cannabis is allowed within the M-1 Zoning District (Light Industrial/Research Land Use Designation) with cannabis cultivation and manufacturing permit from the City of California City and must follow all applicable state and local laws and regulations pertaining to the industrial and manufacturing cultivation permit business and activities, including the duty of obtaining any required state licenses. The facility would be compatible with the existing and future land uses within the M-1 zone. Based upon the information and mitigation measures provided within this Initial Study and implementation of the proposed cultivation and processing facility is not expected to result in impacts that, when considered in relation to other past, current, or probable future projects, would be cumulatively considerable. Less than significant impacts are expected.

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

Source: Staff review, Project application

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

V. EARLIER ANALYSES

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

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

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

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

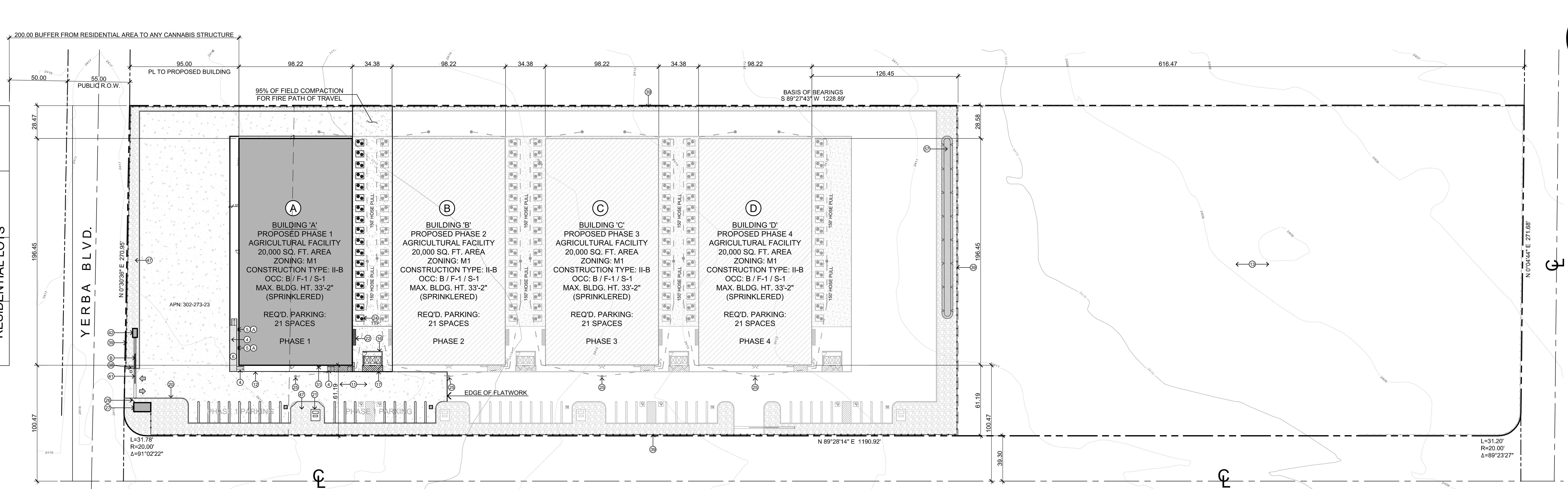
VI. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 23083 and 23083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 23080(c), 23080.1, 23080.3, 23082.1, 23083, 23083.05, 23083.3, 23093, 23094, 23095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka (2007)* 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 121 Cal.App.4th at 1309; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 302 Cal.App.4th 656.

APPENDIX A

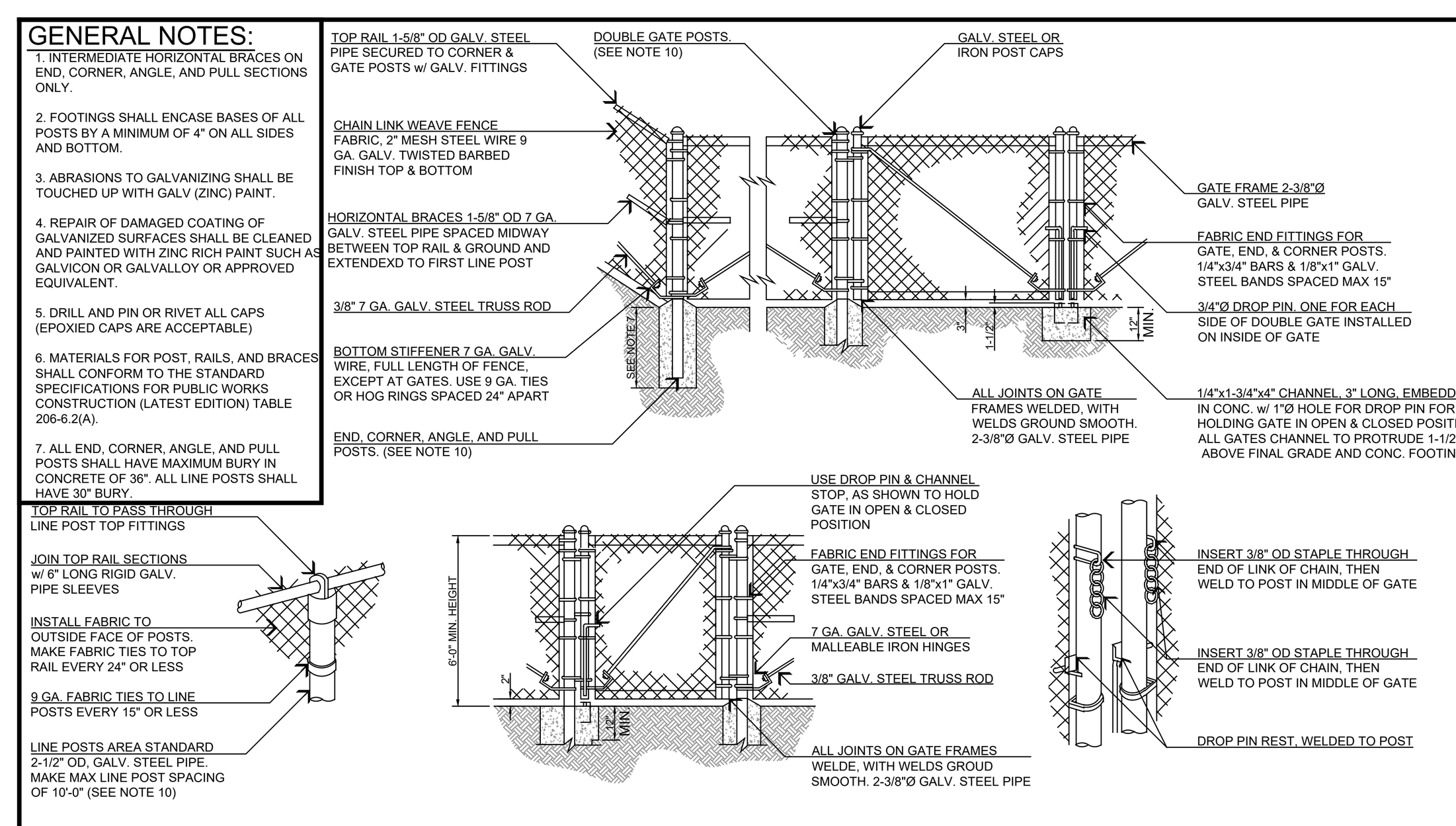
PRELIMINARY SITE PLAN EXHIBIT

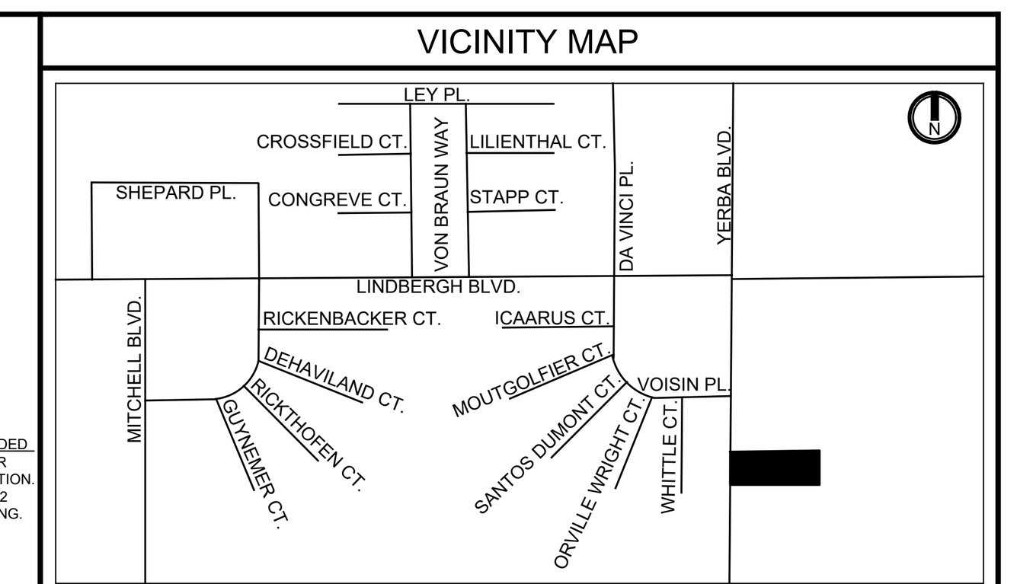
(APN: 302-273-23)



PROPOSED SITE PLAN - PHASE 1

SCALE = 1:40





BUILDING DATA

SQUARE FOOTAGE CALCULATIONS DO NOT INCLUDE WALLS

BUILDING	S.F.	RATIO	OCCUPANCY	OCCUPANTS
BUILDING 'A' OFFICES	190 SQ.FT.	150	B	2
BUILDING 'A' CULTIVATION	19,810 SQ.FT.	300	F-1	66
BUILDING 'B' OFFICES	190 SQ.FT.	150	B	2
BUILDING 'B' CULTIVATION	19,810 SQ.FT.	300	F-1	66
BUILDING 'C' CULTIVATION	190 SQ.FT.	150	B	2
BUILDING 'C' CULTIVATION	19,810 SQ.FT.	300	F-1	66
BUILDING 'D CULTIVATION	190 SQ.FT.	150	B	2
BUILDING 'D' CULTIVATION	19,810 SQ.FT.	300	F-1	66
TOTALS =	80,000 SQ.FT.		68 PER BUILDING	

PARKING DATA

REQUIRED PARKING PER G.F.A.:

BUILDING	RATIO	SQ. FT.	SPACED REQ.
PROPOSED BUILDING 'A' - PHASE 1			
TOTAL PROVIDED			20 SPACES PROVIDED
9' x 20' ACCESSIBLE PARKING STALLS		=	2 SPACES
9' x 19' STANDARD PARKING STALLS		=	18 SPACES

SITE DATA

ZONE:	C-2
OCCUPANCY'S:	B / F-1
CONSTRUCTION TYPE:	II B
STORIES:	SINGLE STORY
FIRE SPRINKLERS:	YES (PER. CBC - 903.3.1.1)

A.P.N.: 302 - 273 - 23

PROPERTY ADDRESS: 302 - 273 - 23

APPLICANT:
MO+RE DESIGN SOLUTIONS
14176 AMARGOSA RD.
VICTORVILLE, CA 92392
PH: 760 - 552 - 4164

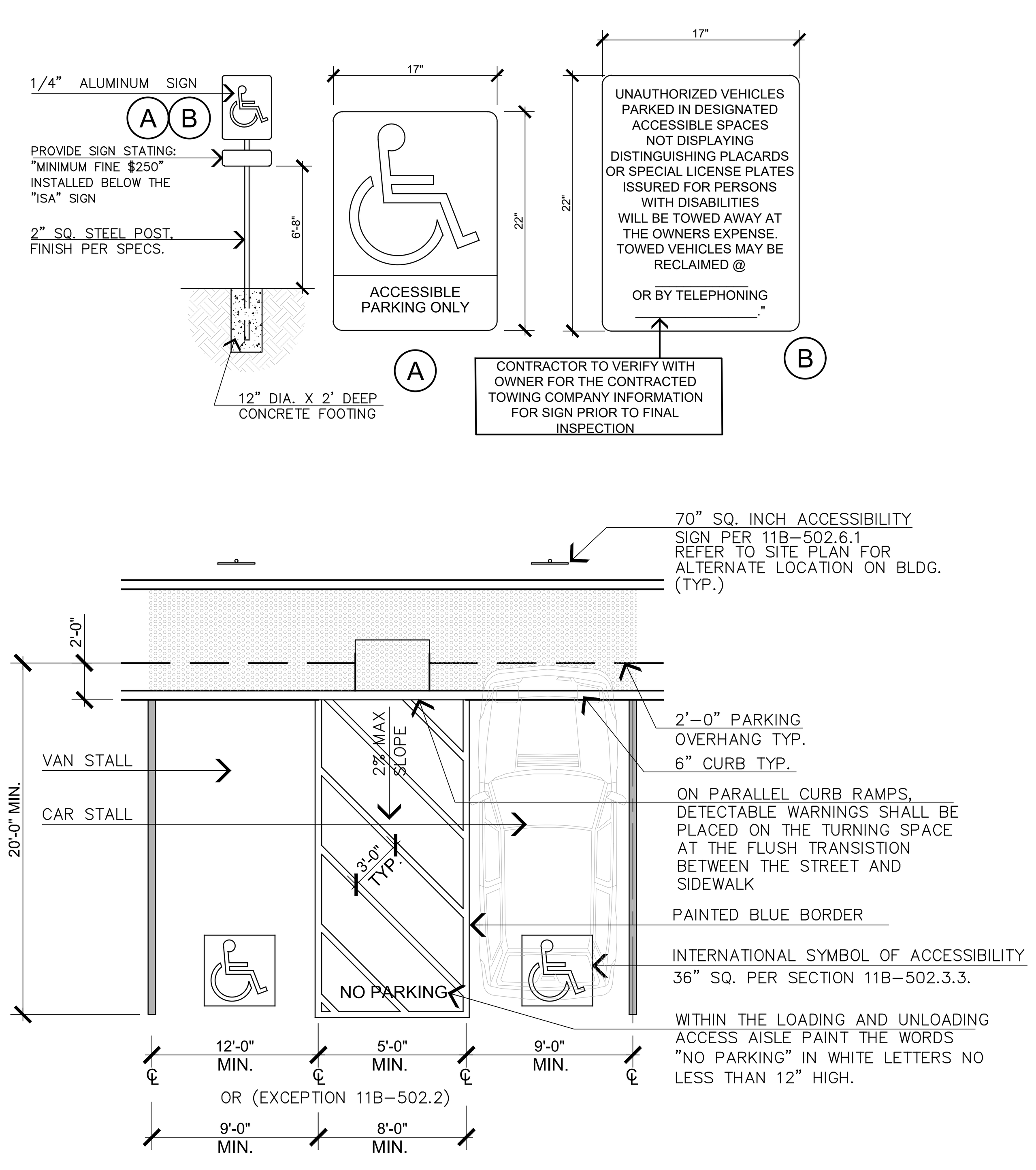
PROPERTY OWNER:
HAYK DERMENJYAN
13409 BRYSON ST.
PANORAMA CITY, CA 91402

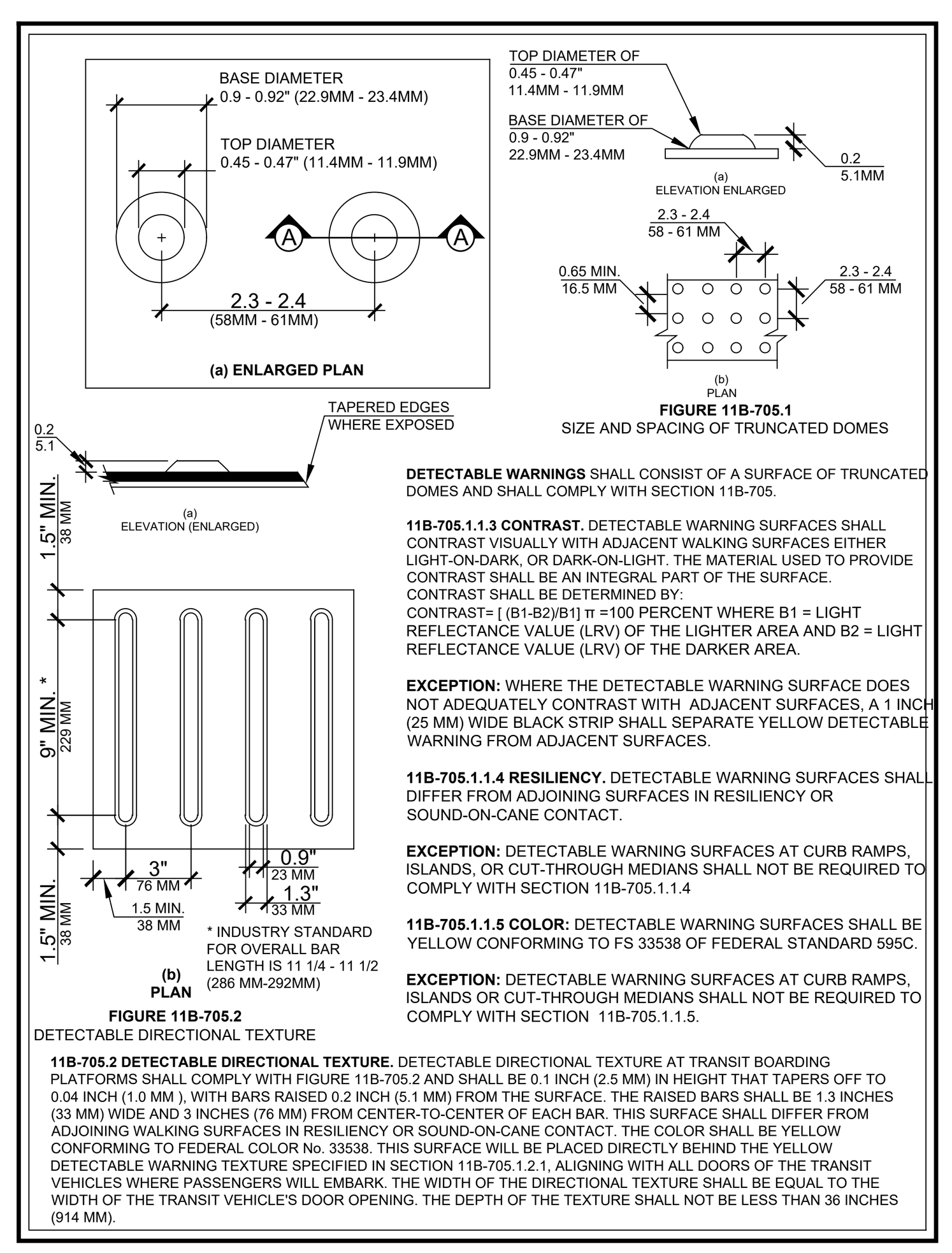
SITE AREA

AREA	SQ. FT.
GROSS LAND AREA	358,198 SQ. FT.

PROPOSED LAND AREA & COVERAGE

AREA	SQ. FT.	% COVERAGE
BUILDING AREA 'A' - PHASE 1	20,000 SQ. FT.	5.6%
BUILDING AREA 'B' - PHASE 2	20,000 SQ. FT.	5.6%
BUILDING AREA 'C' - PHASE 3	20,000 SQ. FT.	5.6%
BUILDING AREA 'D' - PHASE 4	20,000 SQ. FT.	5.6%
A/C PAVING	74,753 SQ. FT.	20.9%
CONCRETE HARDSCAPE & CURBING	17,463 SQ. FT.	4.9%
TOTAL NET LAND AREA COVERAGE =	172,216 SQ. FT.	48.2%
PROPOSED LANDSCAPE AREAS	41,144 SQ. FT.	11.5%
PROPOSED UNDEVELOPED AREAS	144,838 SQ. FT.	NOT-A-PART





PROPOSED ACCESSIBILITY SIGN, STRIPING AND TRUNCATED DOMES DETAILS

SCALE = NTS

SHEET INDEX

NO.	SHEET NAME
A-0	PROPOSED SITE PLAN & PROJECT INFO.
A-1	PROPOSED FLOOR PLAN - 20,000 SQ. FT. BUILDING A
A-2	PROPOSED ROOF PLAN & EXTERIOR ELEVATIONS - 20,000 SQ. FT. BUILDING A
A-3	PROPOSED REFLECTIVE CEILING PLAN - 20,000 SQ. FT. BUILDING A
A-4	PROPOSED OCCUPANCY PLAN - 20,000 SQ. FT. BUILDING A
A-5	PROPOSED EGRESS PLAN - 20,000 SQ. FT. BUILDING A
A-6	PROPOSED DOOR MANEUVERING PLAN - 20,000 SQ. FT. BUILDING A
A-7 - A-15	ACCESSIBILITY BULLETINS & GENERAL STANDARDS
A-16	GENERAL NOTES
A-17 - A-19	CALIFORNIA GREEN BUILDING STANDARDS & NON RESIDENTIAL MANDATORY MEASURES

KEYED NOTES

1. 9'x20' VAN ACCESSIBLE PARKING SPACE. SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE W/ PROPOSED CONC. WHEEL STOP
2. ACCESSIBILITY STALL EMBLEM PAINTED AS SHOWN
3. 8'x20' WIDE ACCESSIBILITY ACCESS BAY AREA W/ 4" WD. BLUE STRIPES
4. 4' WD. MIN. A.D.A. RAMP PER 2016 C.B.C. STANDARD, NOT TO EXCEED 5% OF SLOPE ON THE DIRECTION OF TRAVEL AND 2% OF CROSS SLOPE.
5. WARNING SIGNAGE REGARDING UNAUTHORIZED USE OF DISABLED PARKING SPACES
6. TRUNCATED DOMES, 36" DEEP ON DIRECTION OF TRAVEL x 'WIDTH' OF RAMP
7. 4' WD. MIN. A.D.A. PATH OF TRAVEL PER 2016 C.B.C. STANDARD, NOT TO EXCEED 5% OF SLOPE ON THE DIRECTION OF TRAVEL AND 2% OF CROSS SLOPE.
8. PROPOSED 8" CONCRETE CURB & GUTTER PER S.B. COUNTY STANDARDS
9. PROPOSED 6" WD. CONCRETE CURB
10. PROPOSED 4" NOM. THK. SIDEWALK W/ 5% MAX. SLOPE ON THE DIRECTION OF TRACEL AND 2% MAX. SLOPE CROSS PATH TRACEL.
11. PROPOSED A.C. PAVING OVER BASE, SEE GEOTECHNICAL REPORT
12. PROPOSED EDGE OF PAVEMENT
13. PROPOSED LANDSCAPED AREA
14. 20' HI. SITE LIGHT STANDARD, SEE PLAN FOR NUMBER OF HEADS w/ LIGHT SHEILDING
15. TRAFFIC FLOW DIRECTIONAL ARROWS PAINTED ON PAVING AS SHOWN ON PLAN
16. PROPOSED 120 SQ. FT. X 6' HI. ACCESSIBLE TRASH ENCLOSURE PER CITY/COUNTY STANDARD (MIN. 160 SQ. FT. REFUSE & MIN. 48 SQ. FT. RECYCLING) SEE DETAILS A-F ON SHEET SD-1 FOR DETAILS
17. 8" THK. REINFORCED CONCRETE LOADING PAD W/ 2% MAXIMUM SLOPE AWAY FROM TRASH ENCLOSURE
18. PROPOSED LOCATION OF BIO-SWALE. SEE HYDROLOGY STUDY FOR SPECIFICATIONS.
19. WATER RUN OFF DIRECTION
20. PROPOSED CURB PAINTED RED FOR FIRE DEPARTMENT ACCESS, 'FIRE LANE'
21. PROPOSED LOCATION OF ELECTRICAL TRANSFORMER
22. LOCATION OF ELECTRICAL SERVICE OUTDOOR SWITCH GEAR
23. PROPOSED LOCATION OF GAS METER
24. LOCATION OF MECHANICAL CONDENSER UNIT
25. LINE INDICATES 150' FIRE HOSE PULL LENGTH
26. PROPOSED 8' CHAIN LINK GATE, PROVIDE PRIVACY SLATS
27. PROPOSED MONUMENT SIGN LOCATION (TYPE & TEXT NOT SPECIFIED - SIGN INFORMATION IS TO BE PROVIDED AT A LATER DATE)
28. UNDERGROUND 6" Ø FIRE LINE
29. LOCATION OF EXISTING STRUCTURES TO BE REMOVED @ DASHED LINES
30. EXISTING OFF-SITE FIRE HYDRANT
31. PROPOSED WATER METER
32. PROPOSED DOMESTIC WATER LINE, SEE UTILITY PLAN FOR SIZE
33. PROPOSED PROPERTY SEWER LATERAL
34. HAIRPIN PARKING STRIPE PER CITY/COUNTY STANDARDS (TYP.)
35. PROPOSED CONCRETE WHEEL STOP
36. PROPERTY LINE
37. 6"Ø STEEL PROTECTION BOLLARD FILLED WITH CONCRETE
38. PROPOSED LOCATION OF KNOX BOX
39. PROPOSED 8' HI. CHAIN LINK FENCE WITH SCREENING AS REQ'D.
40. 6' HI. MASONRY WALL W/ DECORATIVE 8" WD. BLOCK
41. 26' LG. AUTOMATED GATE W/ DECORATIVE WROUGHT IRON
42. PROPOSED GATE OPENER MOTOR LOCATION
43. 16" SQ. DECORATIVE PILLAR WITH STACKED STONE VENEER
44. DOUBLE DETECTOR CHECK VALVE LOCATION
45. P.I.V. & F.D.C. PER CITY AND COUNTY FIRE DEPARTMENT STANDARDS
46. PROVIDE CRUSHED VOLCANIC ROCK TO COVER EX. NATIVE SOIL FOR DUST CONTROL MEASURES
47. PROPOSED 3/4" MIN. GRAVEL AREAS w/ 6" CURBING
48. KEY NOTE NOT IN USE
49. PROPOSED SIDEWALK PER COUNTY STANDARD 109 TYPE "C"
50. PROPOSED 30' DRIVEWAY APPROACH PER COUNTY STANDARD 129B
51. CURB DRAINAGE INLET WITH TRAFFIC RATED GRATE
52. 24" WIDE x 4" THICK CONCRETE DRAINAGE SWALES
53. FIRE TURNING RADIUS PER COUNTY FIRE DEPARTMENT STANDARD # A-1
54. DASHED LINE @ AWNING
55. PROVIDE PERMANENTLY ANCHORED BICYCLE RACK WITHIN 200' OF THE ENTRANCE W/ CAPACITY FOR 5% OF PARKING STALLS & A MIN. OF (1) TWO-BIKE CAPACITY RACK
56. COVERED, LOCKABLE ENCLOSURES WITH PERMANENTLY ANCHORED RACKS FOR BICYCLES (MINIMUM OF 3) PER CGBC 5.106.4
57. PROPOSED RETENTION BASIN, PER HYDROLOGY REPORT

PREPARED BY
|MO+RE|
DESIGN SOLUTIONS
14176 AMARGOSA RD. STE C
VICTORVILLE, CA. 92392
WWW.GETMOREDESIGNSOLUTIONS.COM
EMAIL:
CONTACT@GETMOREDESIGNSOLUTIONS.COM
PH: (760) 552-4164

PROJECT DESIGNER:
RIGOBERTO AVALOS REYES

PROJECT ADDRESS:
APN: 302-273-23

PROPERTY INFO:
THE SOUTH ONE-HALF OF THE SOUTH ONE-HALF OF THE NORTHWEST ONE-QUARTER OF SEC. 15, TOWNSHIP 32 COUTH, RANGE 37 EAST M.D. B.N., ACCORDING TO THE OFFICIAL PLAT OF SAID LAND, APPROVED BY THE SURVEYOR GEN. ON JANUARY 19, 1856; ALSO BEING PARCEL 2, AS SHOWN ON PARCEL MAP NO. 79, FILED FOR RECORD JULY 24, 1970 IN BOOK 1 OF PARCEL MAPS, AT PAGE 157, OFFICIAL RECORDS.

SIGNATURE:

GOVERNING

THESE PLANS SHALL COMPLY WITH THE 2019 CALIFORNIA BUILDING CODE WHICH ADOPTS THE 2019 CMC, 2019 CPC, 2019 CEC, 2019 CGC, 2019 CRC AND THE 2019 ENERGY STANDARDS AS WELL AS MUNICIPAL CODE ON WHICH THE PROJECTS IT'S D E V E L O P E D

No.	REVISION DATE

PROJECT: COMMERCIAL DEVELOPMENT BLDG. A

CONTENT: APN: 302 -273 - 23

SITE PLAN & PROJECT INFO.

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PROJECT NO: 2020-C-167

DATE: 06/11/2021

DRAFTER: RIGO AVALOS

PG. NO. 1 OF 24

SCALE: 1:40

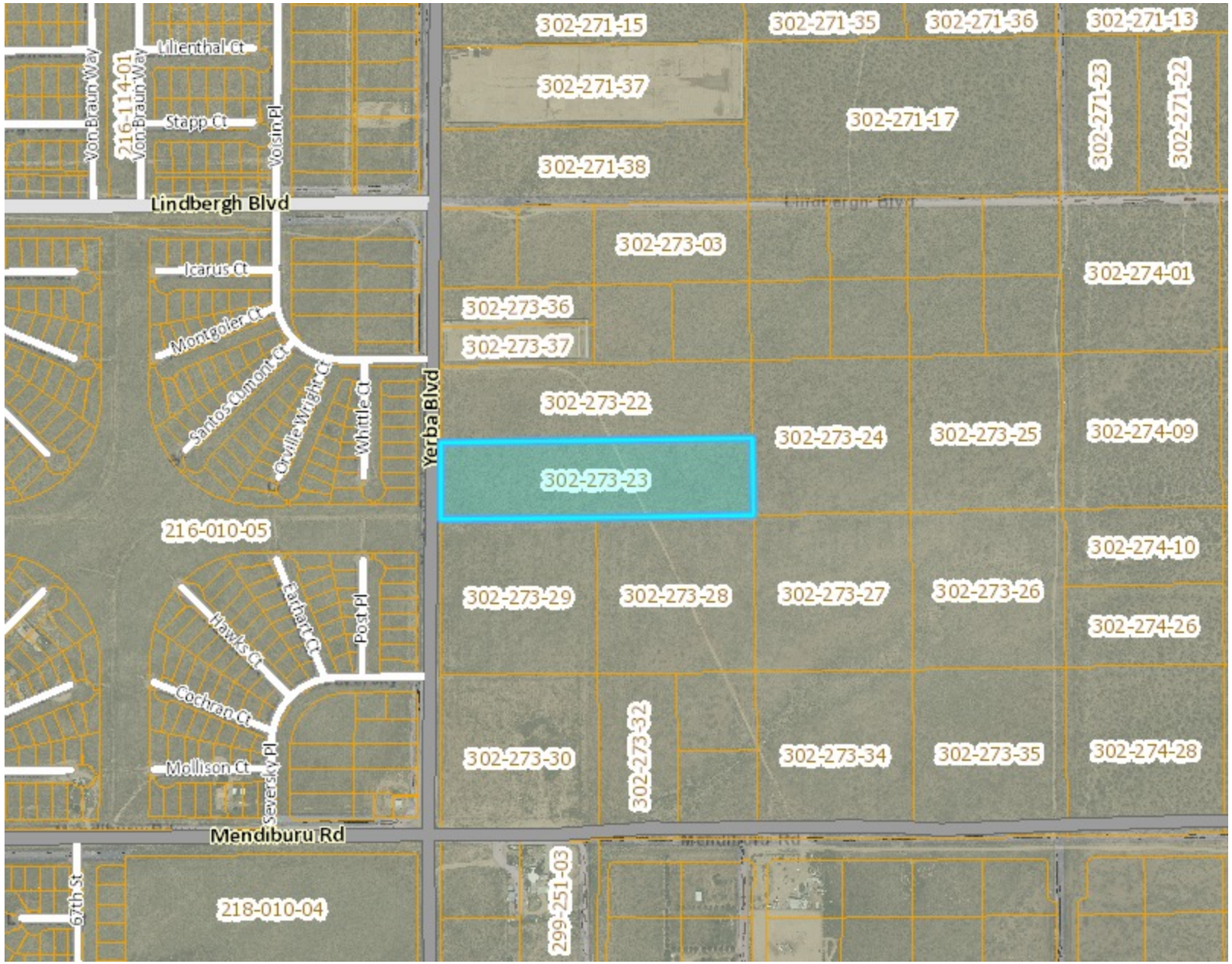
SHEET: A-0

APPENDIX B

PROJECT EXHIBITS

(APN: 302-273-23)

AERIAL & STREET MAP



Legend

Roads 5k-10k

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

Functional Classification

Traffic Signals

- DARREN TRUE
- FLASHER
- RJ CASTILLO

Parcels Land

1: 9,028

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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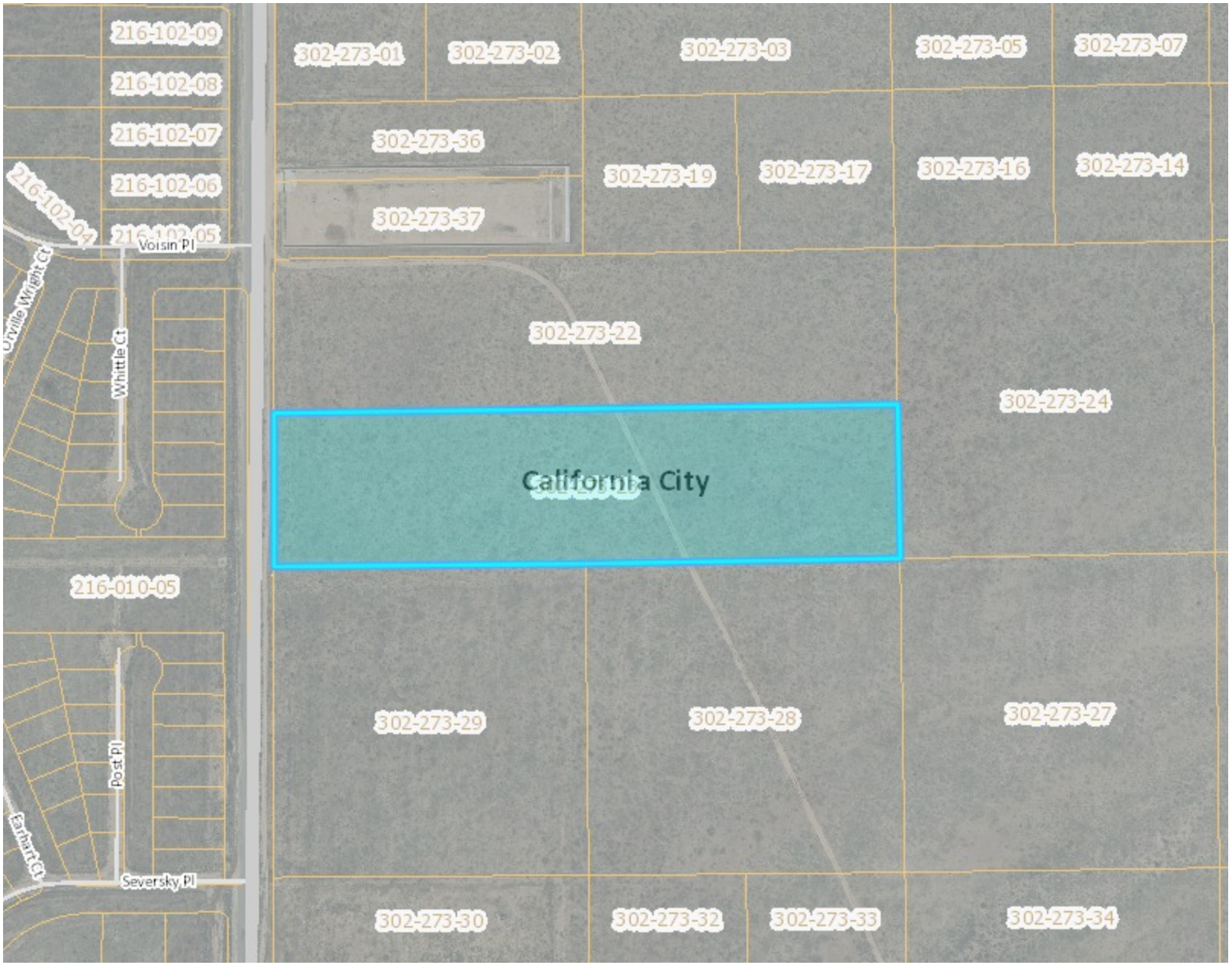
Notes

Kern County
Online Mapping System

Project Aerial Map (2020)



Legend

Roads 3k-5k
- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

City Incorporated 100k
- CITIES
- CITY OF BAKERSFIELD

Parcels Land

County Facilities

1: 4,514

0.1 0 0.07 0.1 Miles

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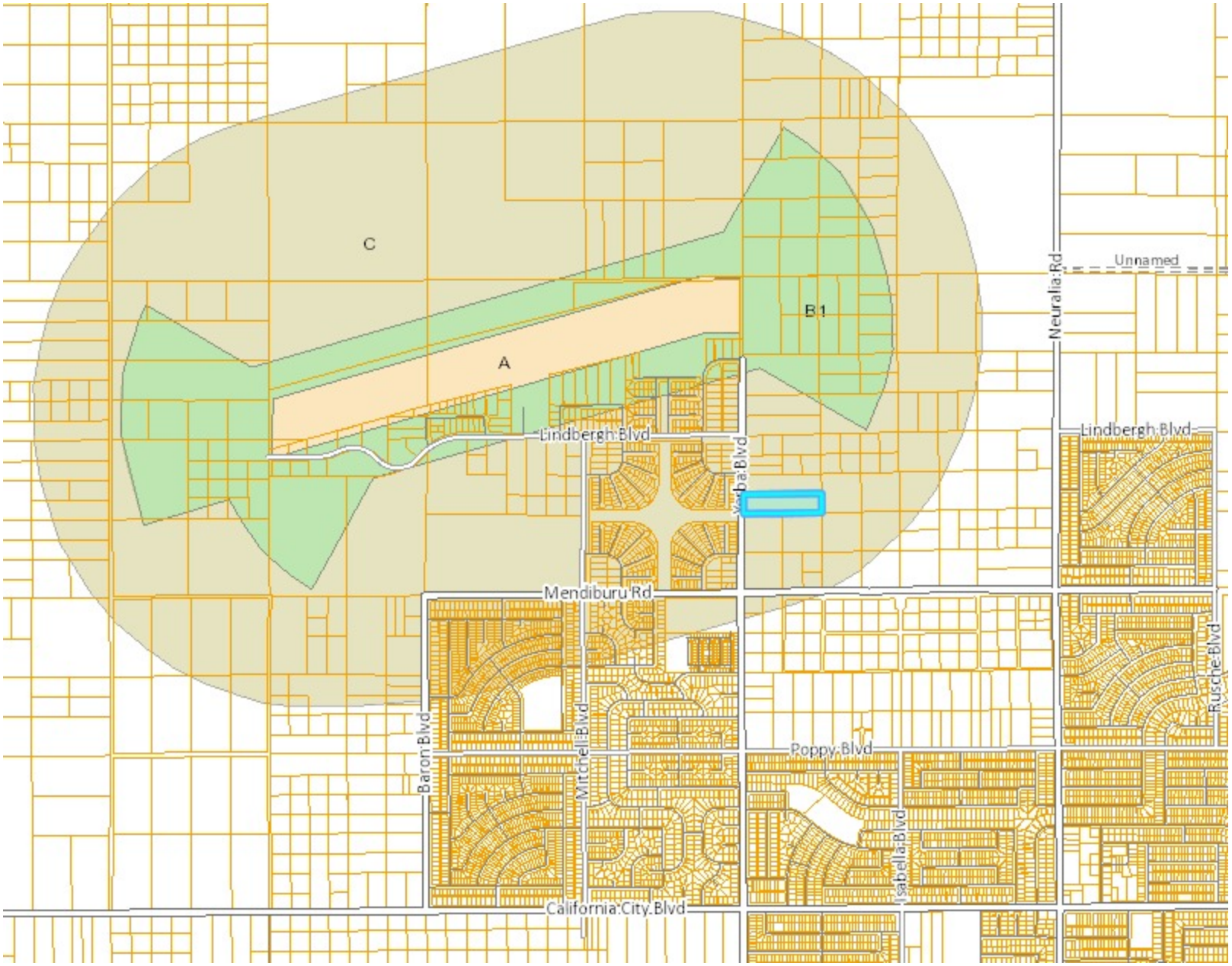
Notes

AIA/CAL CITY AIRPORT SOI



Legend

Roads 24k-50k

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

Functional Classification

Traffic Signals

- DARREN TRUE
- FLASHER
- RJ CASTILLO

Parcels Land

Airport Land Use Plan

- A
- B1
- B2
- C
- D
- D*
- E1
- E2

1: 36,112

1.1 0 0.57 1.1 Miles

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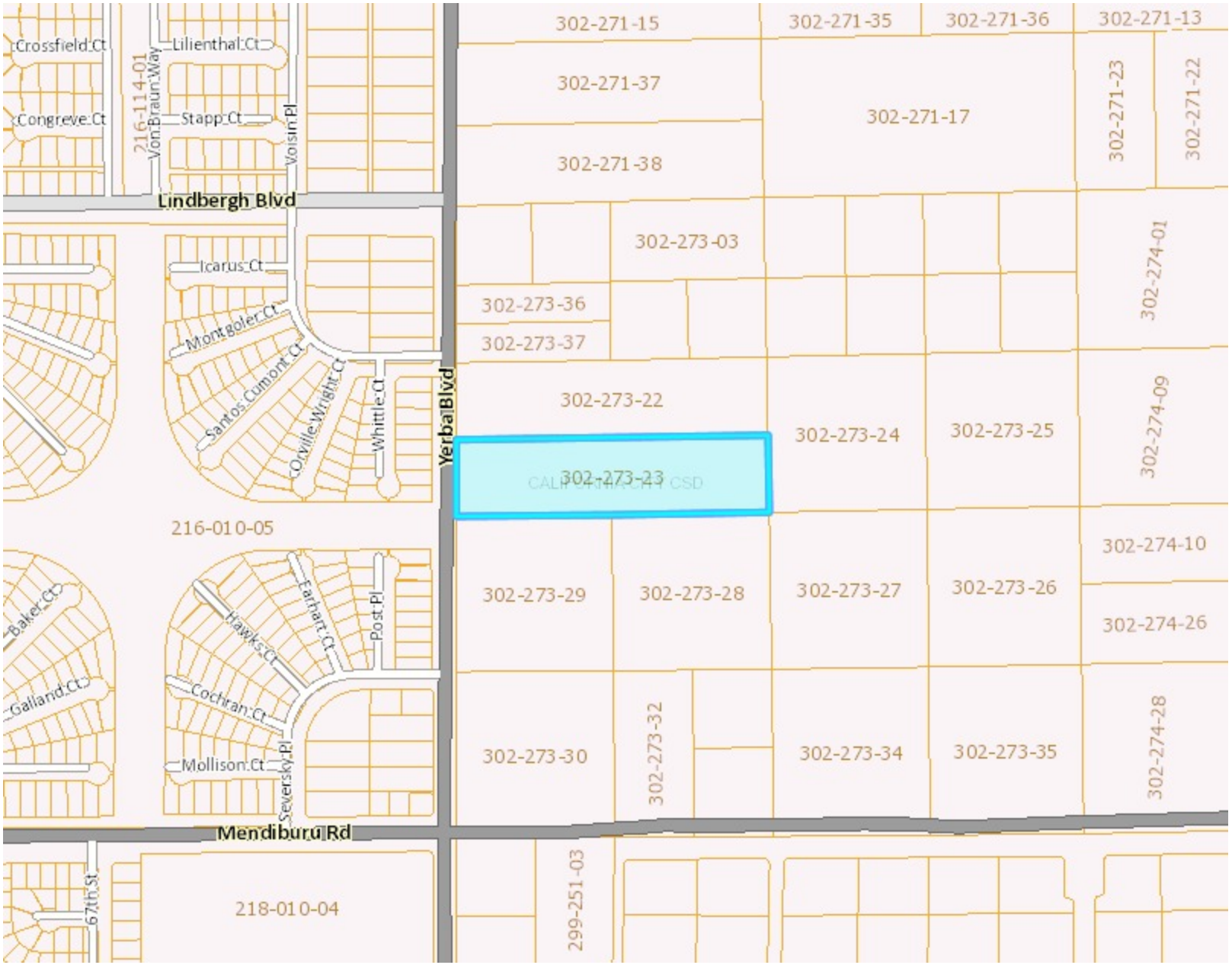
Notes

CAL CITY CSD



Legend

Roads 5k-10k

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

Functional Classification

Traffic Signals

- DARREN TRUE
- FLASHER
- RJ CASTILLO

Community Services Districts

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

1: 9,028

0.3 0 0.14 0.3 Miles

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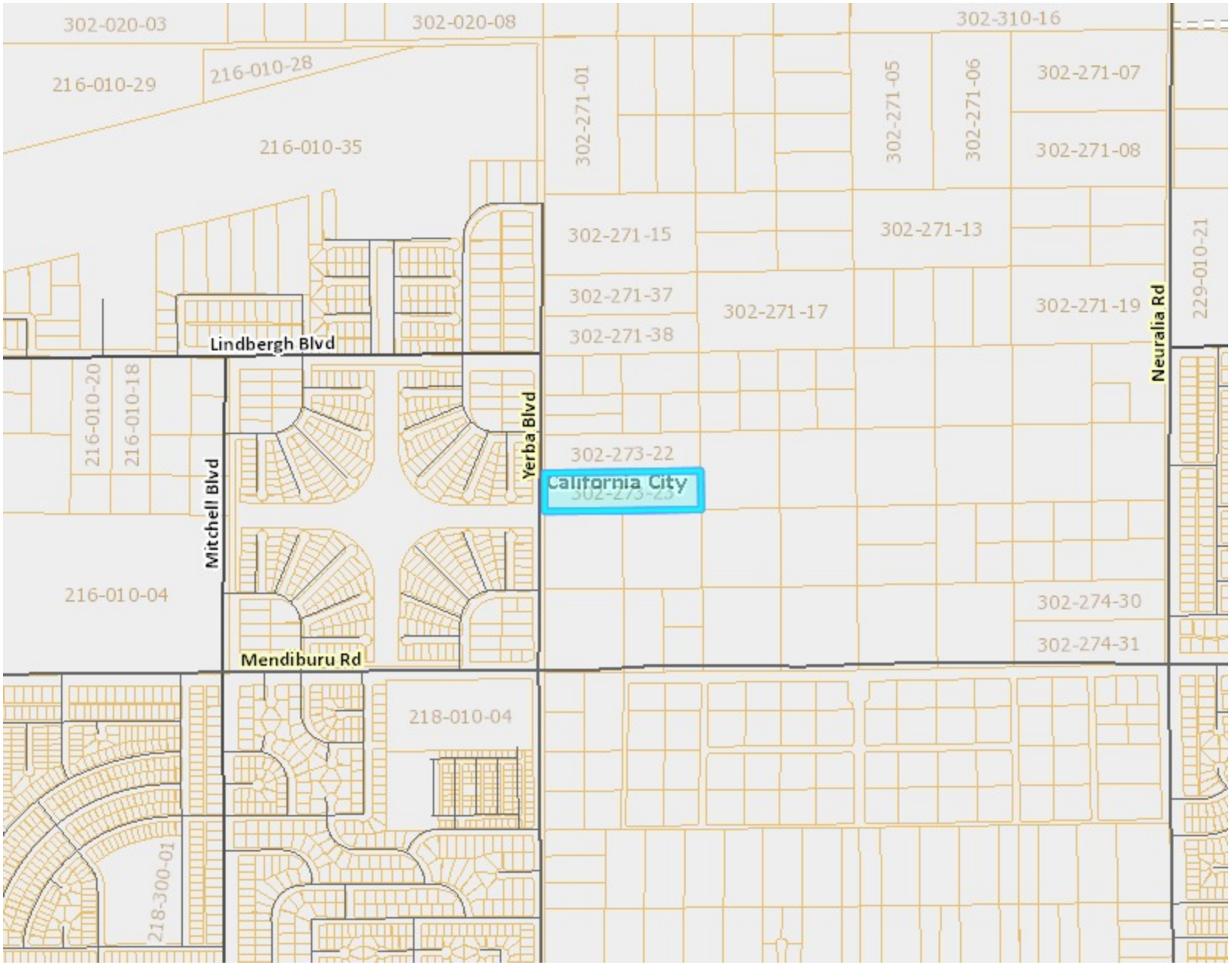
Notes

Kern County
Online Mapping System

CITY BOUNDARIES & SOI



Legend

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

Functional Classification

Traffic Signals
- DARREN TRUE
- FLASHER
- RJ CASTILLO

City Spheres of Influence

City Incorporated >250k

Parcels Land

1: 18,056

0.6 0 0.28 0.6 Miles

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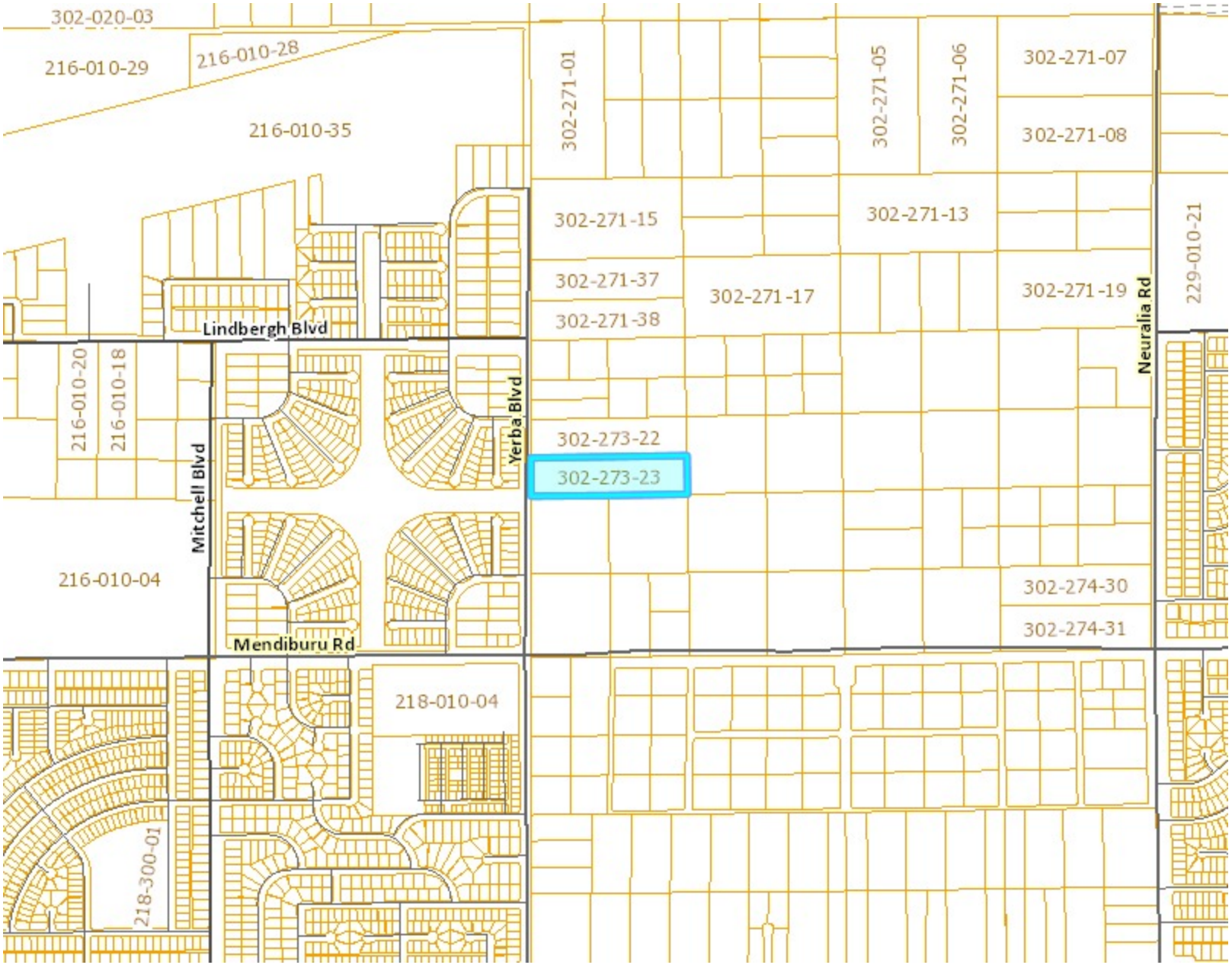
Notes

CSA AREA MAP

Kern County Online Mapping System



Legend

- CSA-County Service Areas
- CSA Trunk Lines
  - Allen I Trunk-line
  - Allen II Trunk-line
  - Brimhall Trunk-line
  - Coffee Road Trunk-line
  - Olive Drive Trunk-line
  - Renfro Trunk-line
  - Wegis Trunk-line
- CSA-71 Planned Sewer Areas
  - Planned Sewer Area 1
  - Planned Sewer Area 2
  - Planned Sewer Area 3
  - Planned Sewer Area 4
  - Planned Sewer Area 5
  - Planned Sewer Area A
  - Planned Sewer Area B
- Roads 10k-24k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- Parcels Land

1: 18,056

0.6 0 0.28 0.6 Miles

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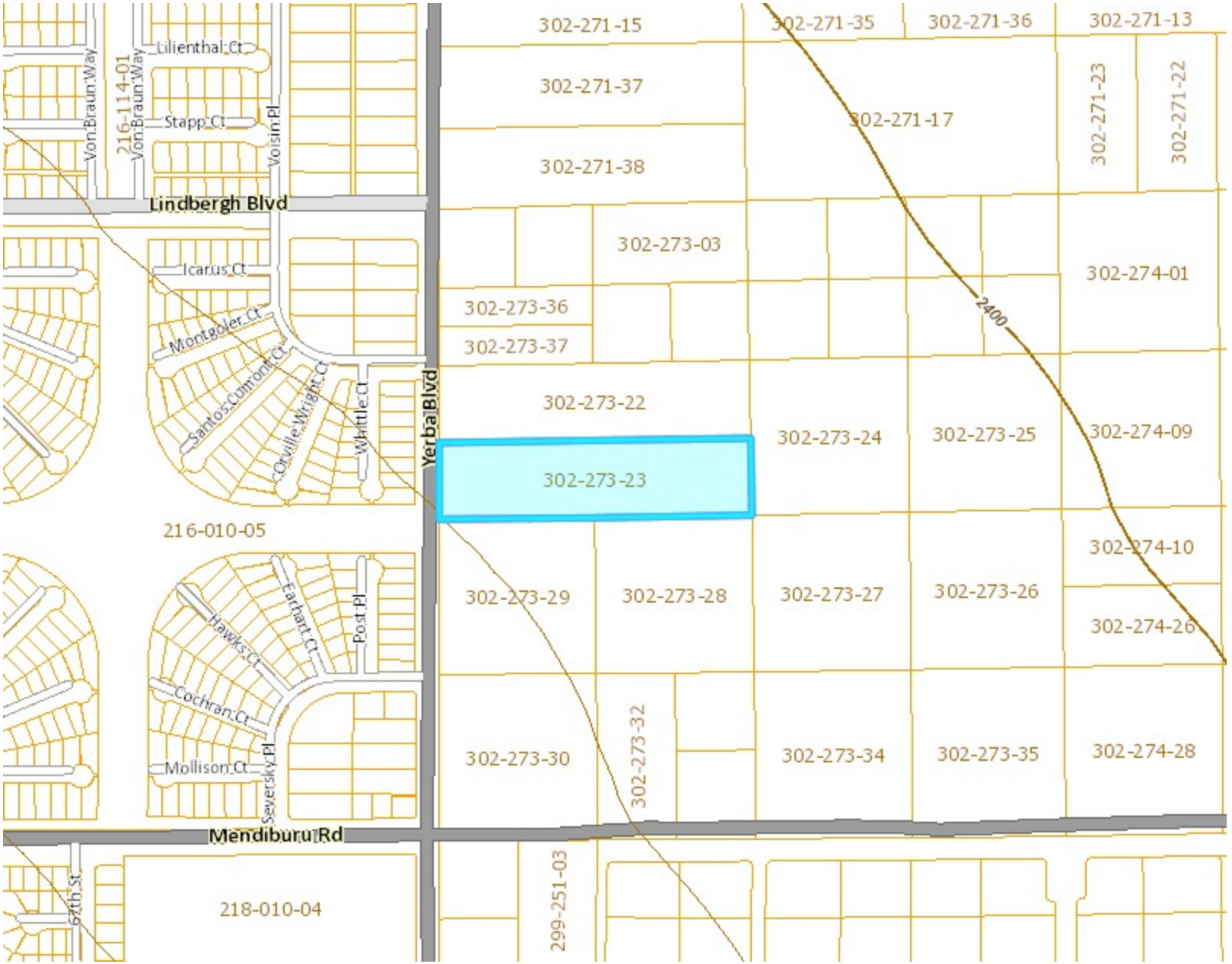
Notes

Kern County
Online Mapping System

ELEVATIONS & CONTOURS



Legend

- Elevation Contours
  - Depression
  - Index
  - Intermediate
- Roads 5k-10k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- Functional Classification
- Traffic Signals
  - DARREN TRUE
  - FLASHER
  - RJ CASTILLO
- Parcels Land

1: 9,028

0.3 0 0.14 0.3 Miles

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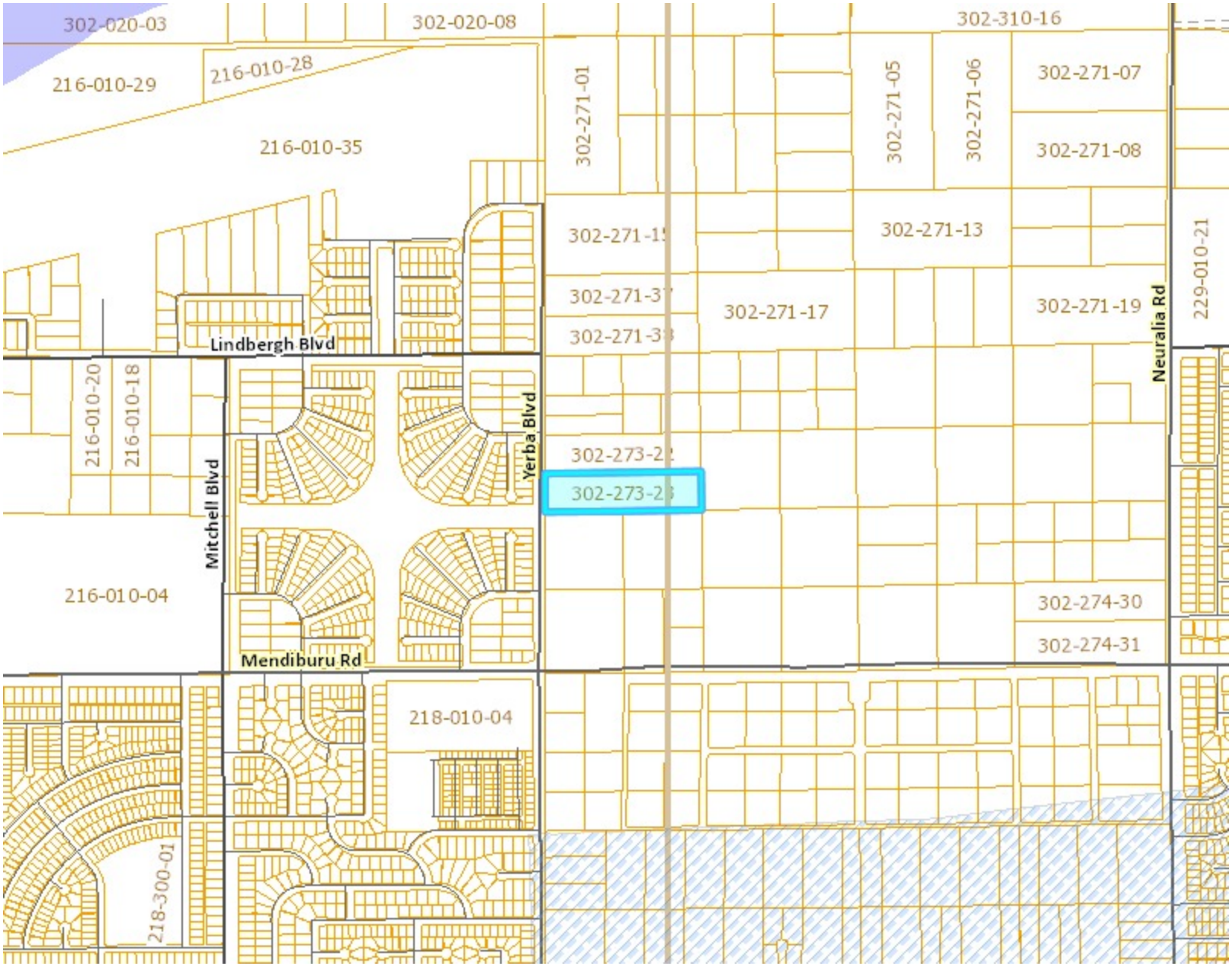
Notes

FLOODING/DRAINAGE



Legend

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

DFIRM Panels

Floodways

Flood Warning Gage

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

Parcels Land

1: 18,056

0.6 0 0.28 0.6 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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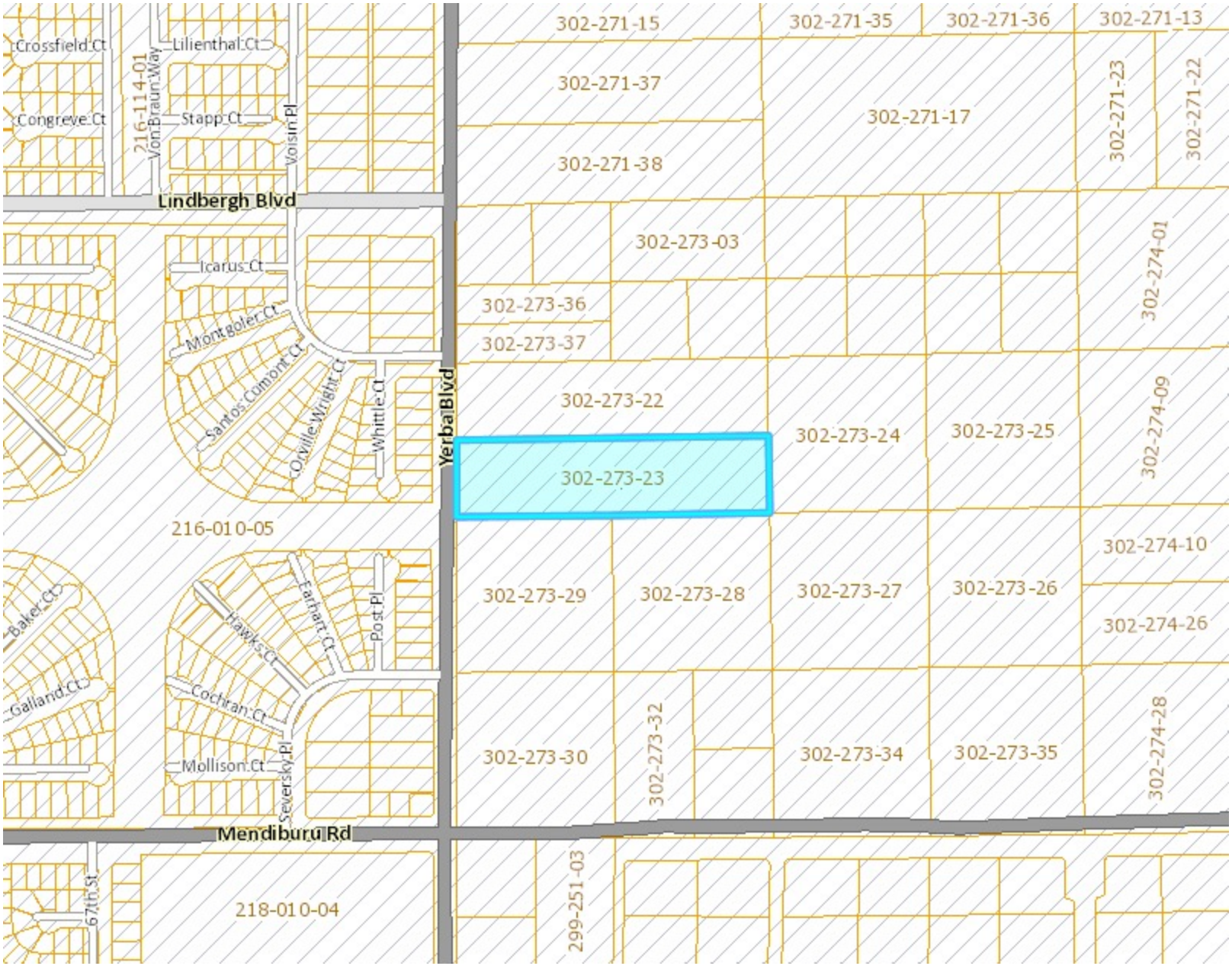
Notes

GENERAL PLAN LUD



Legend

Roads 5k-10k

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

Functional Classification

Traffic Signals

- DARREN TRUE
- FLASHER
- RJ CASTILLO

Parcels Land

General Plan

- 1.1
- 1.2
- 3.1
- 3.2
- 3.3
- 3.4
- 3.4.1
- 3.7
- 4.1
- 4.2
- 4.3

1: 9,028

0.3 0 0.14 0.3 Miles

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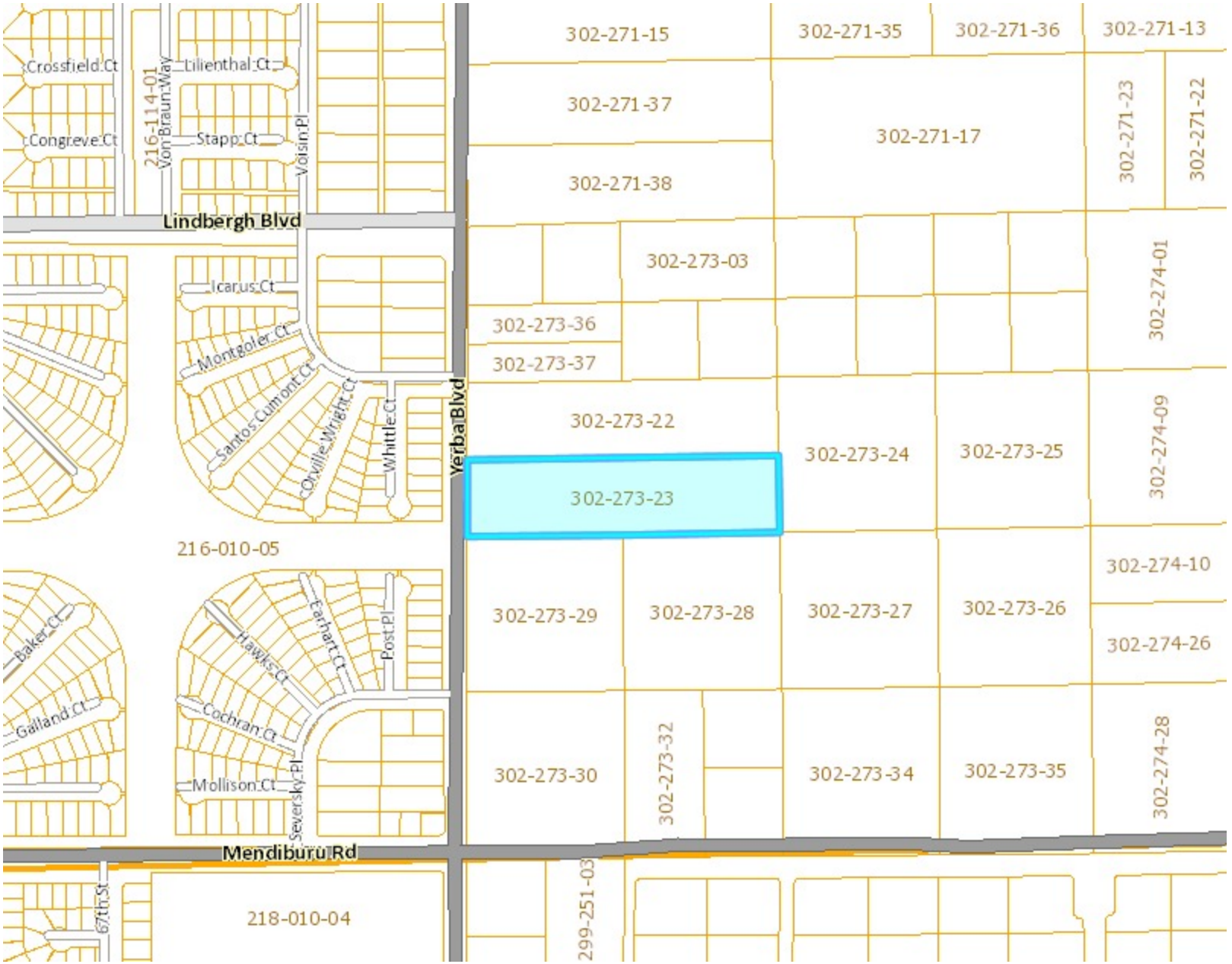
Notes

Kern Circulation Element



Legend

Roads 5k-10k

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

Functional Classification

Traffic Signals

- DARREN TRUE
- FLASHER
- RJ CASTILLO

Parcels Land

Kern Circulation Element

- arterial/major highway
- arterial/major hwy (6 lanes)
- collector
- freeway/expressway
- future freeway
- local
- railroad

1: 9,028

0.3 0 0.14 0.3 Miles

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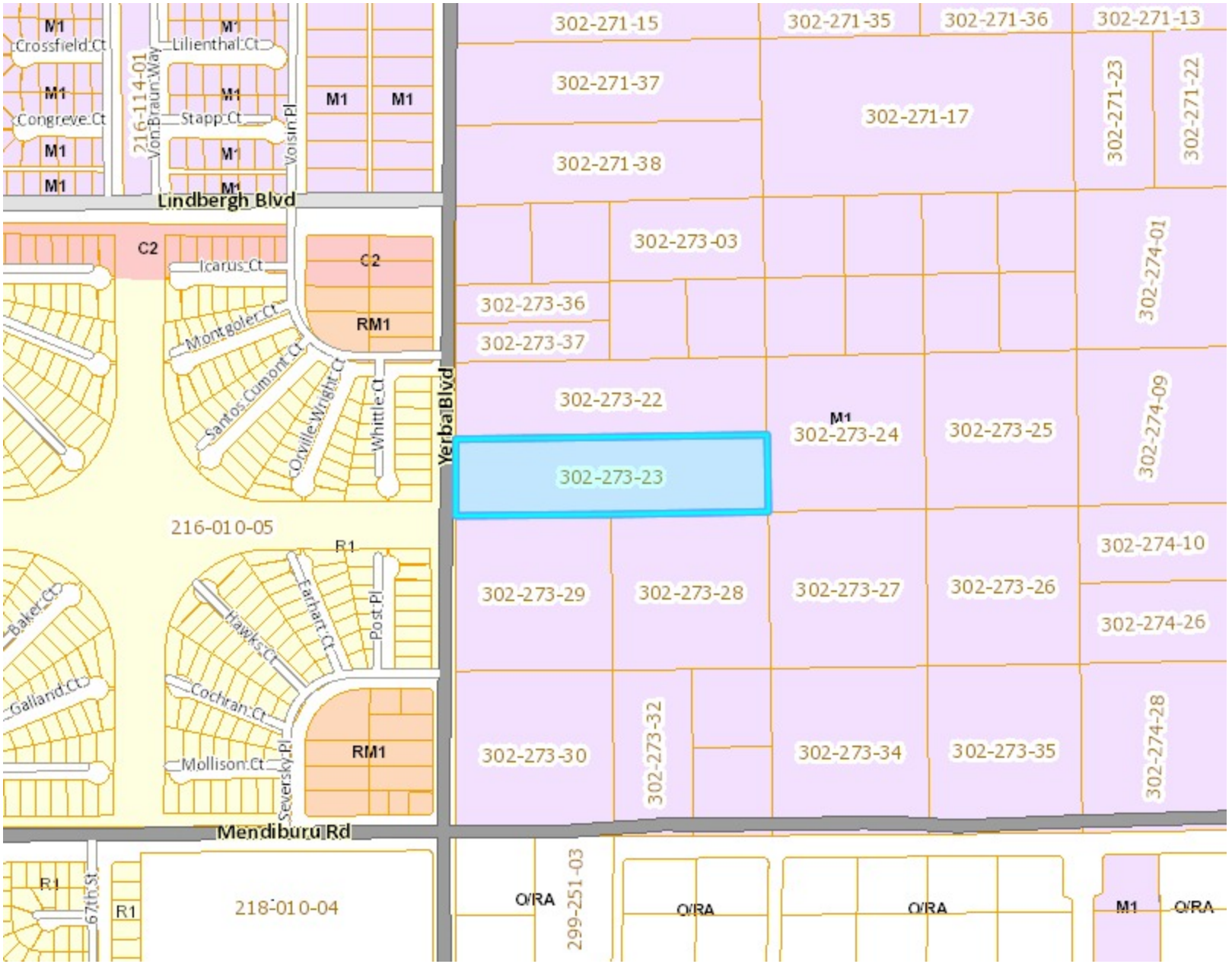
Notes

Kern County
Online Mapping System

PLANNING & ZONING



Legend

Roads 5k-10k
- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

Functional Classification

Traffic Signals
- DARREN TRUE
- FLASHER
- RJ CASTILLO

Parcels Land

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

1: 9,028

0.3 0 0.14 0.3 Miles

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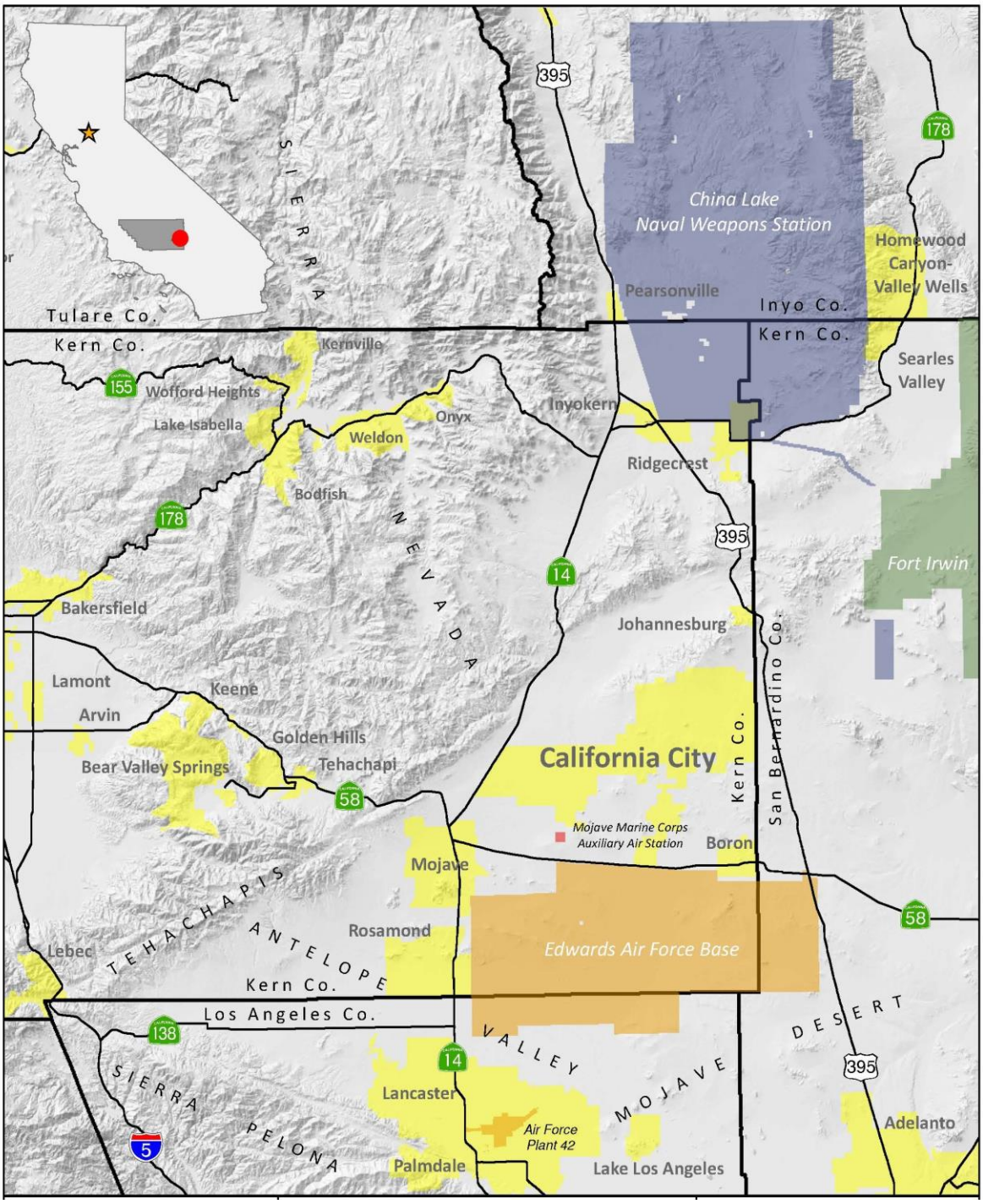
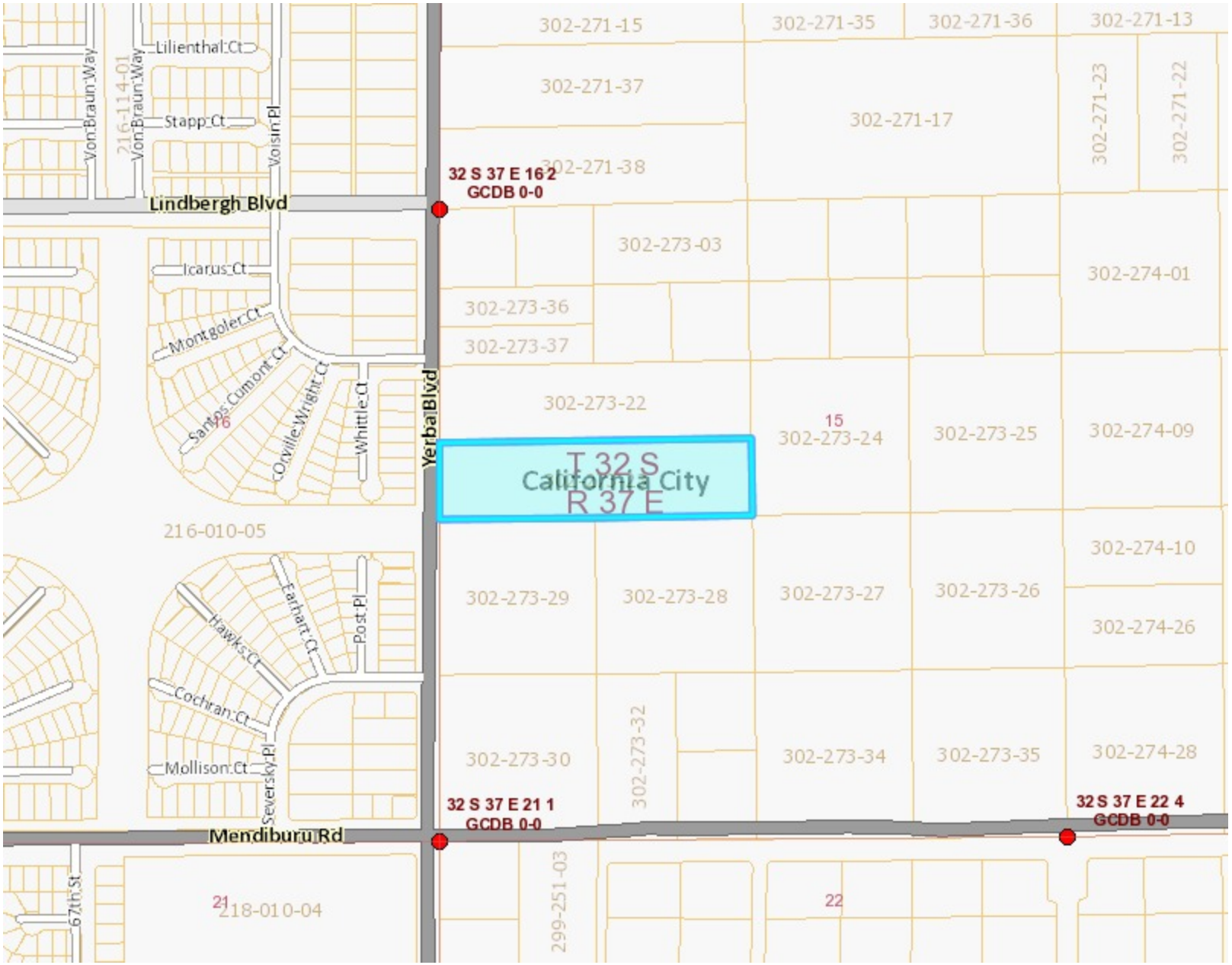
Notes

Regional Location Map



TOWNSHIP, RANGE, SECTION

Kern County Online Mapping System



Legend

- Townships
- Sections
- Section Corners
- Roads 5k-10k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- City Incorporated 100k
  - CITIES
  - CITY OF BAKERSFIELD
- Parcels Land

1: 9,028

0.3 0 0.14 0.3 Miles

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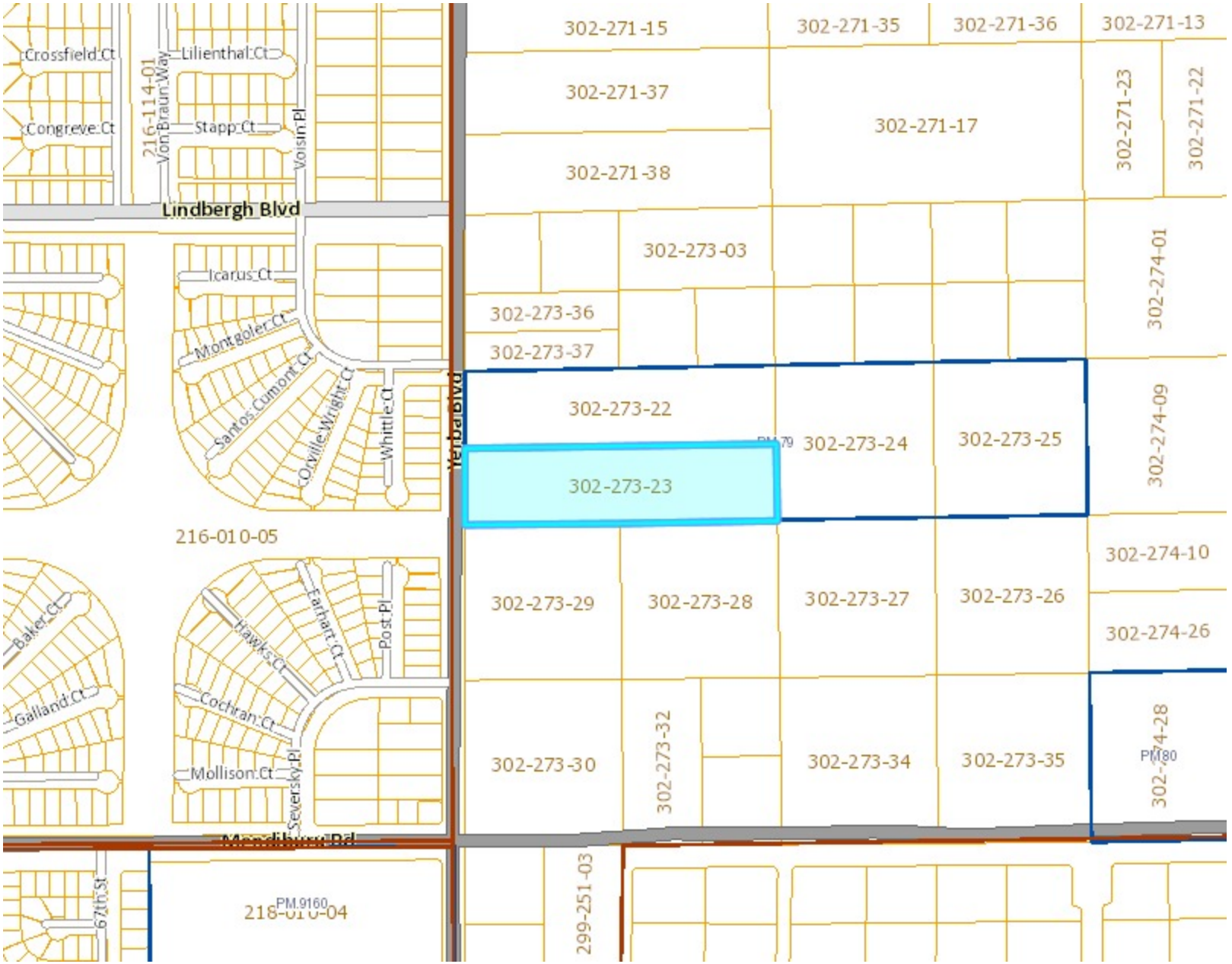
Notes

Kern County
Online Mapping System

SUBDIVISION MAP



Legend

- Tract Maps
- Tentative Tract Maps
- Parcel Maps
- Tentative Parcel Maps
- Roads 5k-10k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- Parcels Land

1: 9,028

0.3 0 0.14 0.3 Miles

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Notes

SURVEY MAP

Legend

Roads 5k-10k

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

Parcels Land

1: 9,028

0.3 0 0.14 0.3 Miles

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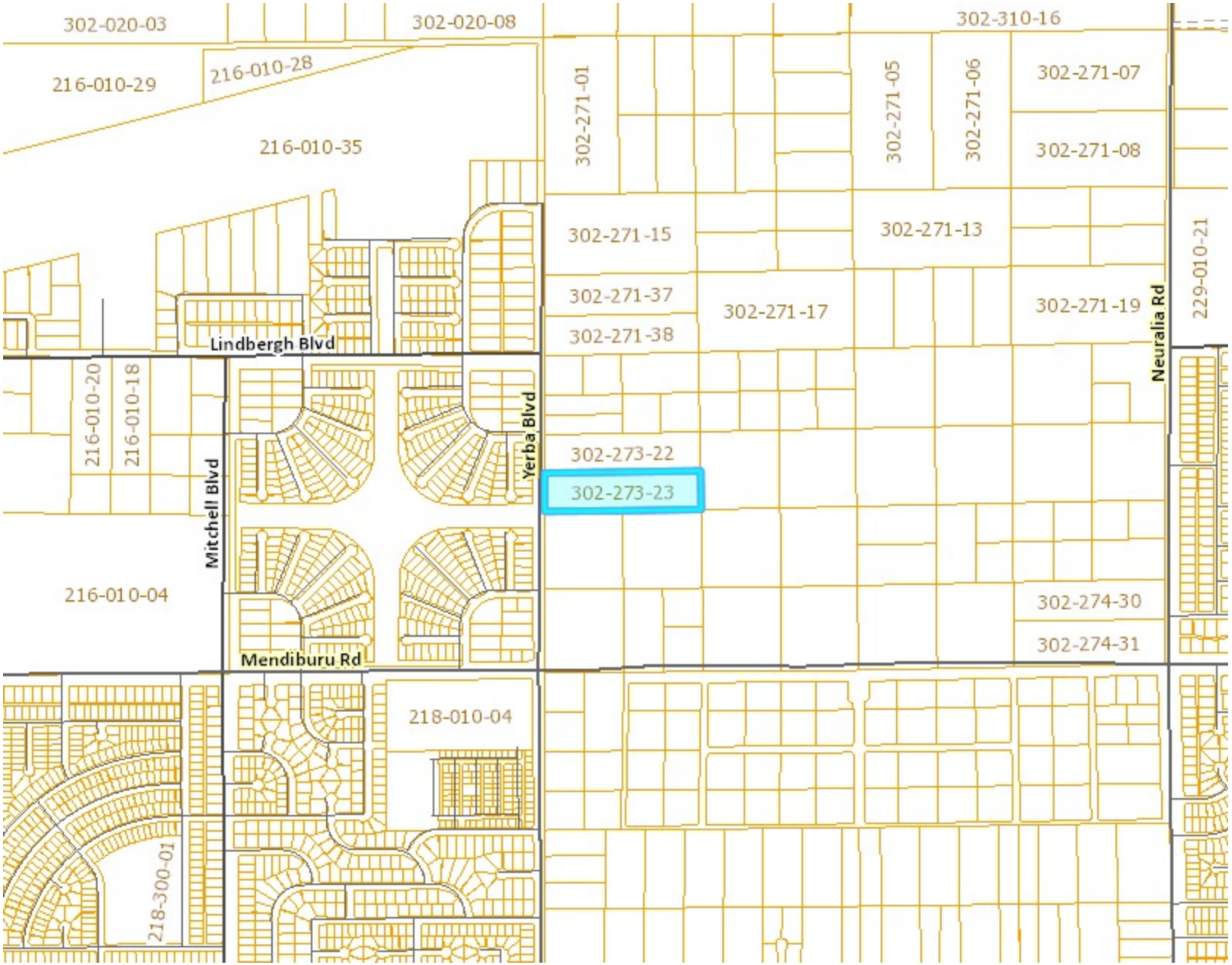
Notes

Kern County
Online Mapping System

TRANSPORTATION & CIRCULATION



Legend

- County Maintained Roads
- Roads 10k-24k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- Functional Classification
- Traffic Signals
  - DARREN TRUE
  - FLASHER
  - RJ CASTILLO
- Railroad
- Parcels Land

1: 18,056

0.6 0 0.28 0.6 Miles

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Notes

APPENDIX C

CalEEMOD Modeling Results & Analysis

(Summer, Winter, Annual)

(APN: 302-273-23)

March 3, 2022

Hannabis Cultivation (Yerba Blvd.)

Kern-Mojave Desert County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	80.00	1000sqft	1.84	80,000.00	25
Parking Lot	50.00	Space	0.45	20,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	32
Climate Zone	7			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Project Description

Construction Phase - Project Description

Construction Off-road Equipment Mitigation - Per Mitigation Measures incorporated

Area Mitigation - Per Project Description

Waste Mitigation -

Energy Mitigation - Per Project Mitigation/Description

Water Mitigation -

Architectural Coating - Per Site Plan

Area Coating - Per Project Mitigation Measures

Table Name	Column Name	Default Value	New Value
tblApplianceMitigation	PercentImprovement	30.00	100.00
tblApplianceMitigation	PercentImprovement	15.00	100.00
tblApplianceMitigation	PercentImprovement	50.00	100.00
tblApplianceMitigation	PercentImprovement	15.00	100.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	40,000.00	35,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	120,000.00	80,000.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	150
tblAreaCoating	Area_EF_Parking	250	150
tblAreaCoating	Area_Nonresidential_Exterior	40000	35000
tblAreaCoating	Area_Nonresidential_Interior	120000	80000
tblAreaCoating	ReapplicationRatePercent	10	5
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	100
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	150	100
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	150	100
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	10
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	100
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	7
tblConstructionPhase	NumDays	10.00	15.00
tblConstructionPhase	PhaseEndDate	6/12/2023	6/2/2023
tblConstructionPhase	PhaseEndDate	6/28/2022	5/31/2022
tblConstructionPhase	PhaseStartDate	5/30/2023	5/15/2023
tblLandUse	Population	0.00	25.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1335	1.0888	1.0085	2.1300e-003	0.0500	0.0471	0.0970	0.0179	0.0450	0.0629	0.0000	182.4149	182.4149	0.0300	0.0000	183.1657
2023	0.7702	0.7719	0.8089	1.6800e-003	0.0225	0.0323	0.0548	6.0800e-003	0.0309	0.0370	0.0000	143.8354	143.8354	0.0228	0.0000	144.4046
Maximum	**0.7702**	**1.0888**	**1.0085**	**2.1300e-003**	**0.0500**	**0.0471**	**0.0970**	**0.0179**	**0.0450**	**0.0629**	**0.0000**	**182.4149**	**182.4149**	**0.0300**	**0.0000**	**183.1657**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1335	1.0888	1.0085	2.1300e-003	0.0334	0.0471	0.0804	0.0104	0.0450	0.0554	0.0000	182.4147	182.4147	0.0300	0.0000	183.1655
2023	0.7702	0.7719	0.8089	1.6800e-003	0.0206	0.0323	0.0529	5.6300e-003	0.0309	0.0365	0.0000	143.8353	143.8353	0.0228	0.0000	144.4045
Maximum	**0.7702**	**1.0888**	**1.0085**	**2.1300e-003**	**0.0334**	**0.0471**	**0.0804**	**0.0104**	**0.0450**	**0.0554**	**0.0000**	**182.4147**	**182.4147**	**0.0300**	**0.0000**	**183.1655**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**25.52**	**0.00**	**12.18**	**33.10**	**0.00**	**7.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2022	8-31-2022	0.4197	0.4197
2	9-1-2022	11-30-2022	0.5981	0.5981
3	12-1-2022	2-28-2023	0.5591	0.5591
4	3-1-2023	5-31-2023	1.0603	1.0603
5	6-1-2023	8-31-2023	0.0652	0.0652
		Highest	1.0603	1.0603

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3340	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3200e-003	2.3200e-003	1.0000e-005	0.0000	2.4700e-003
Energy	7.4200e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003	0.0000	329.7487	329.7487	0.0120	3.5400e-003	331.1020
Mobile	0.1184	1.4487	1.1607	7.6400e-003	0.4320	3.9900e-003	0.4360	0.1162	3.7400e-003	0.1199	0.0000	712.9711	712.9711	0.0406	0.0000	713.9853
Waste						0.0000	0.0000		0.0000	0.0000	20.1367	0.0000	20.1367	1.1901	0.0000	49.8878
Water						0.0000	0.0000		0.0000	0.0000	5.8692	76.7522	82.6214	0.6060	0.0149	102.2083
Total	**0.4599**	**1.5161**	**1.2185**	**8.0400e-003**	**0.4320**	**9.1100e-003**	**0.4411**	**0.1162**	**8.8600e-003**	**0.1250**	**26.0059**	**1,119.4744**	**1,145.4803**	**1.8486**	**0.0184**	**1,197.1858**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3039	1.0000e-005	6.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2500e-003	1.2500e-003	0.0000	0.0000	1.3200e-003
Energy	5.3300e-003	0.0485	0.0407	2.9000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003	0.0000	52.7517	52.7517	1.0100e-003	9.7000e-004	53.0652
Mobile	0.1184	1.4487	1.1607	7.6400e-003	0.4320	3.9900e-003	0.4360	0.1162	3.7400e-003	0.1199	0.0000	712.9711	712.9711	0.0406	0.0000	713.9853
Waste						0.0000	0.0000		0.0000	0.0000	14.0957	0.0000	14.0957	0.8330	0.0000	34.9215
Water						0.0000	0.0000		0.0000	0.0000	5.2823	69.0770	74.3593	0.5454	0.0134	91.9875
Total	**0.4276**	**1.4972**	**1.2021**	**7.9300e-003**	**0.4320**	**7.6700e-003**	**0.4397**	**0.1162**	**7.4200e-003**	**0.1236**	**19.3780**	**834.8011**	**854.1791**	**1.4200**	**0.0144**	**893.9607**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**7.01**	**1.25**	**1.35**	**1.37**	**0.00**	**15.81**	**0.33**	**0.00**	**16.25**	**1.15**	**25.49**	**25.43**	**25.43**	**23.19**	**22.03**	**25.33**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	5/31/2022	5	20	
2	Site Preparation	Site Preparation	6/29/2022	7/1/2022	5	3	
3	Grading	Grading	7/2/2022	7/11/2022	5	6	
4	Building Construction	Building Construction	7/12/2022	5/15/2023	5	220	
5	Paving	Paving	5/16/2023	5/29/2023	5	10	
6	Architectural Coating	Architectural Coating	5/15/2023	6/2/2023	5	15	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 0.45

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 80,000; Non-Residential Outdoor: 35,000; Striped Parking Area: 1,200 (Architectural Coating – sqft)

OffRoad Equipment

Hannabis Cultivation (Yerba Blvd.) - Kern-Mojave Desert County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	42.00	16.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0700e-003	0.0235	0.0151	4.0000e-005		8.9000e-004	8.9000e-004		8.2000e-004	8.2000e-004	0.0000	3.2321	3.2321	1.0500e-003	0.0000	3.2582
Total	**2.0700e-003**	**0.0235**	**0.0151**	**4.0000e-005**	**2.3900e-003**	**8.9000e-004**	**3.2800e-003**	**2.6000e-004**	**8.2000e-004**	**1.0800e-003**	**0.0000**	**3.2321**	**3.2321**	**1.0500e-003**	**0.0000**	**3.2582**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	2.0000e-005	2.6000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0825	0.0825	0.0000	0.0000	0.0825
Total	**4.0000e-005**	**2.0000e-005**	**2.6000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0825**	**0.0825**	**0.0000**	**0.0000**	**0.0825**

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.4000e-004	0.0000	8.4000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0700e-003	0.0235	0.0151	4.0000e-005		8.9000e-004	8.9000e-004		8.2000e-004	8.2000e-004	0.0000	3.2321	3.2321	1.0500e-003	0.0000	3.2582
Total	**2.0700e-003**	**0.0235**	**0.0151**	**4.0000e-005**	**8.4000e-004**	**8.9000e-004**	**1.7300e-003**	**9.0000e-005**	**8.2000e-004**	**9.1000e-004**	**0.0000**	**3.2321**	**3.2321**	**1.0500e-003**	**0.0000**	**3.2582**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	2.0000e-005	2.6000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0825	0.0825	0.0000	0.0000	0.0825
Total	**4.0000e-005**	**2.0000e-005**	**2.6000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0825**	**0.0825**	**0.0000**	**0.0000**	**0.0825**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6200e-003	0.0510	0.0277	6.0000e-005		2.2300e-003	2.2300e-003		2.0500e-003	2.0500e-003	0.0000	5.4308	5.4308	1.7600e-003	0.0000	5.4747
Total	**4.6200e-003**	**0.0510**	**0.0277**	**6.0000e-005**	**0.0197**	**2.2300e-003**	**0.0219**	**0.0101**	**2.0500e-003**	**0.0122**	**0.0000**	**5.4308**	**5.4308**	**1.7600e-003**	**0.0000**	**5.4747**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	6.0000e-005	6.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.2062	0.2062	0.0000	0.0000	0.2063
Total	**1.0000e-004**	**6.0000e-005**	**6.4000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2062**	**0.2062**	**0.0000**	**0.0000**	**0.2063**

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.9000e-003	0.0000	6.9000e-003	3.3500e-003	0.0000	3.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6200e-003	0.0510	0.0277	6.0000e-005		2.2300e-003	2.2300e-003		2.0500e-003	2.0500e-003	0.0000	5.4308	5.4308	1.7600e-003	0.0000	5.4747
Total	**4.6200e-003**	**0.0510**	**0.0277**	**6.0000e-005**	**6.9000e-003**	**2.2300e-003**	**9.1300e-003**	**3.3500e-003**	**2.0500e-003**	**5.4000e-003**	**0.0000**	**5.4308**	**5.4308**	**1.7600e-003**	**0.0000**	**5.4747**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	6.0000e-005	6.4000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2062	0.2062	0.0000	0.0000	0.2063
Total	**1.0000e-004**	**6.0000e-005**	**6.4000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.2062**	**0.2062**	**0.0000**	**0.0000**	**0.2063**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1150	0.9055	0.8899	1.5500e-003		0.0435	0.0435		0.0417	0.0417	0.0000	128.7617	128.7617	0.0248	0.0000	129.3827
Total	**0.1150**	**0.9055**	**0.8899**	**1.5500e-003**		**0.0435**	**0.0435**		**0.0417**	**0.0417**	**0.0000**	**128.7617**	**128.7617**	**0.0248**	**0.0000**	**129.3827**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0400e-003	0.1034	0.0191	2.8000e-004	6.6200e-003	2.5000e-004	6.8700e-003	1.9100e-003	2.4000e-004	2.1500e-003	0.0000	26.8049	26.8049	1.9900e-003	0.0000	26.8546
Worker	8.5500e-003	5.3700e-003	0.0559	2.0000e-004	0.0210	1.4000e-004	0.0211	5.5700e-003	1.3000e-004	5.7000e-003	0.0000	17.8968	17.8968	3.9000e-004	0.0000	17.9066
Total	**0.0116**	**0.1088**	**0.0750**	**4.8000e-004**	**0.0276**	**3.9000e-004**	**0.0280**	**7.4800e-003**	**3.7000e-004**	**7.8500e-003**	**0.0000**	**44.7017**	**44.7017**	**2.3800e-003**	**0.0000**	**44.7612**

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1150	0.9055	0.8899	1.5500e-003		0.0435	0.0435		0.0417	0.0417	0.0000	128.7615	128.7615	0.0248	0.0000	129.3826
Total	**0.1150**	**0.9055**	**0.8899**	**1.5500e-003**		**0.0435**	**0.0435**		**0.0417**	**0.0417**	**0.0000**	**128.7615**	**128.7615**	**0.0248**	**0.0000**	**129.3826**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0400e-003	0.1034	0.0191	2.8000e-004	6.1500e-003	2.5000e-004	6.4100e-003	1.8000e-003	2.4000e-004	2.0400e-003	0.0000	26.8049	26.8049	1.9900e-003	0.0000	26.8546
Worker	8.5500e-003	5.3700e-003	0.0559	2.0000e-004	0.0192	1.4000e-004	0.0193	5.1300e-003	1.3000e-004	5.2600e-003	0.0000	17.8968	17.8968	3.9000e-004	0.0000	17.9066
Total	**0.0116**	**0.1088**	**0.0750**	**4.8000e-004**	**0.0253**	**3.9000e-004**	**0.0257**	**6.9300e-003**	**3.7000e-004**	**7.3000e-003**	**0.0000**	**44.7017**	**44.7017**	**2.3800e-003**	**0.0000**	**44.7612**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0823	0.6540	0.6823	1.2000e-003		0.0295	0.0295		0.0282	0.0282	0.0000	99.6970	99.6970	0.0189	0.0000	100.1683
Total	**0.0823**	**0.6540**	**0.6823**	**1.2000e-003**		**0.0295**	**0.0295**		**0.0282**	**0.0282**	**0.0000**	**99.6970**	**99.6970**	**0.0189**	**0.0000**	**100.1683**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6600e-003	0.0611	0.0123	2.1000e-004	5.1300e-003	6.0000e-005	5.1900e-003	1.4800e-003	6.0000e-005	1.5400e-003	0.0000	20.2398	20.2398	1.0500e-003	0.0000	20.2661
Worker	6.1600e-003	3.7200e-003	0.0396	1.5000e-004	0.0163	1.1000e-004	0.0164	4.3200e-003	1.0000e-004	4.4100e-003	0.0000	13.3344	13.3344	2.7000e-004	0.0000	13.3412
Total	**7.8200e-003**	**0.0649**	**0.0519**	**3.6000e-004**	**0.0214**	**1.7000e-004**	**0.0215**	**5.8000e-003**	**1.6000e-004**	**5.9500e-003**	**0.0000**	**33.5742**	**33.5742**	**1.3200e-003**	**0.0000**	**33.6073**

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0823	0.6540	0.6823	1.2000e-003		0.0295	0.0295		0.0282	0.0282	0.0000	99.6969	99.6969	0.0189	0.0000	100.1682
Total	**0.0823**	**0.6540**	**0.6823**	**1.2000e-003**		**0.0295**	**0.0295**		**0.0282**	**0.0282**	**0.0000**	**99.6969**	**99.6969**	**0.0189**	**0.0000**	**100.1682**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6600e-003	0.0611	0.0123	2.1000e-004	4.7600e-003	6.0000e-005	4.8200e-003	1.3900e-003	6.0000e-005	1.4500e-003	0.0000	20.2398	20.2398	1.0500e-003	0.0000	20.2661
Worker	6.1600e-003	3.7200e-003	0.0396	1.5000e-004	0.0148	1.1000e-004	0.0149	3.9700e-003	1.0000e-004	4.0700e-003	0.0000	13.3344	13.3344	2.7000e-004	0.0000	13.3412
Total	**7.8200e-003**	**0.0649**	**0.0519**	**3.6000e-004**	**0.0196**	**1.7000e-004**	**0.0198**	**5.3600e-003**	**1.6000e-004**	**5.5200e-003**	**0.0000**	**33.5742**	**33.5742**	**1.3200e-003**	**0.0000**	**33.6073**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179
Paving	5.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.9900e-003**	**0.0431**	**0.0584**	**9.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0000e-003**	**2.0000e-003**	**0.0000**	**7.7564**	**7.7564**	**2.4600e-003**	**0.0000**	**7.8179**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.4000e-004	1.4700e-003	1.0000e-005	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4961	0.4961	1.0000e-005	0.0000	0.4963
Total	**2.3000e-004**	**1.4000e-004**	**1.4700e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.1000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4961**	**0.4961**	**1.0000e-005**	**0.0000**	**0.4963**

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178
Paving	5.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.9900e-003**	**0.0431**	**0.0584**	**9.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0000e-003**	**2.0000e-003**	**0.0000**	**7.7564**	**7.7564**	**2.4600e-003**	**0.0000**	**7.8178**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.4000e-004	1.4700e-003	1.0000e-005	5.5000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4961	0.4961	1.0000e-005	0.0000	0.4963
Total	**2.3000e-004**	**1.4000e-004**	**1.4700e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.6000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4961**	**0.4961**	**1.0000e-005**	**0.0000**	**0.4963**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6732					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4400e-003	9.7700e-003	0.0136	2.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	1.9149	1.9149	1.1000e-004	0.0000	1.9178
Total	**0.6747**	**9.7700e-003**	**0.0136**	**2.0000e-005**		**5.3000e-004**	**5.3000e-004**		**5.3000e-004**	**5.3000e-004**	**0.0000**	**1.9149**	**1.9149**	**1.1000e-004**	**0.0000**	**1.9178**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	1.1000e-004	1.1800e-003	0.0000	4.8000e-004	0.0000	4.9000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3969	0.3969	1.0000e-005	0.0000	0.3971
Total	**1.8000e-004**	**1.1000e-004**	**1.1800e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.9000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3969**	**0.3969**	**1.0000e-005**	**0.0000**	**0.3971**

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6732					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4400e-003	9.7700e-003	0.0136	2.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	1.9149	1.9149	1.1000e-004	0.0000	1.9178
Total	**0.6747**	**9.7700e-003**	**0.0136**	**2.0000e-005**		**5.3000e-004**	**5.3000e-004**		**5.3000e-004**	**5.3000e-004**	**0.0000**	**1.9149**	**1.9149**	**1.1000e-004**	**0.0000**	**1.9178**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	1.1000e-004	1.1800e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3969	0.3969	1.0000e-005	0.0000	0.3971
Total	**1.8000e-004**	**1.1000e-004**	**1.1800e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3969**	**0.3969**	**1.0000e-005**	**0.0000**	**0.3971**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1184	1.4487	1.1607	7.6400e-003	0.4320	3.9900e-003	0.4360	0.1162	3.7400e-003	0.1199	0.0000	712.9711	712.9711	0.0406	0.0000	713.9853
Unmitigated	0.1184	1.4487	1.1607	7.6400e-003	0.4320	3.9900e-003	0.4360	0.1162	3.7400e-003	0.1199	0.0000	712.9711	712.9711	0.0406	0.0000	713.9853

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	546.40	199.20	58.40	1,119,745	1,119,745
Parking Lot	0.00	0.00	0.00		
Total	546.40	199.20	58.40	1,119,745	1,119,745

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.492592	0.029877	0.172571	0.108744	0.015451	0.005259	0.018880	0.146151	0.001599	0.001570	0.005698	0.000896	0.000711
Parking Lot	0.492592	0.029877	0.172571	0.108744	0.015451	0.005259	0.018880	0.146151	0.001599	0.001570	0.005698	0.000896	0.000711

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Kilowatt Hours of Renewable Electricity Generated

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	-0.0016	-0.0016	0.0000	0.0000	-0.0016
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	256.3628	256.3628	0.0106	2.1900e-003	257.2799
NaturalGas Mitigated	5.3300e-003	0.0485	0.0407	2.9000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003	0.0000	52.7533	52.7533	1.0100e-003	9.7000e-004	53.0668
NaturalGas Unmitigated	7.4200e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003	0.0000	73.3859	73.3859	1.4100e-003	1.3500e-003	73.8220

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	1.3752e+006	7.4200e-003	0.0674	0.0566	4.0000e-004		5.1200e-003	5.1200e-003		5.1200e-003	5.1200e-003	0.0000	73.3859	73.3859	1.4100e-003	1.3500e-003	73.8220
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.4200e-003**	**0.0674**	**0.0566**	**4.0000e-004**		**5.1200e-003**	**5.1200e-003**		**5.1200e-003**	**5.1200e-003**	**0.0000**	**73.3859**	**73.3859**	**1.4100e-003**	**1.3500e-003**	**73.8220**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	988560	5.3300e-003	0.0485	0.0407	2.9000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003	0.0000	52.7533	52.7533	1.0100e-003	9.7000e-004	53.0668
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.3300e-003**	**0.0485**	**0.0407**	**2.9000e-004**		**3.6800e-003**	**3.6800e-003**		**3.6800e-003**	**3.6800e-003**	**0.0000**	**52.7533**	**52.7533**	**1.0100e-003**	**9.7000e-004**	**53.0668**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	797600	254.1325	0.0105	2.1700e-003	255.0416
Parking Lot	7000	2.2304	9.0000e-005	2.0000e-005	2.2383
Total		**256.3628**	**0.0106**	**2.1900e-003**	**257.2799**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	-2.5	-0.0008	0.0000	0.0000	-0.0008
Parking Lot	-2.5	-0.0008	0.0000	0.0000	-0.0008
Total		**-0.0016**	**0.0000**	**0.0000**	**-0.0016**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3039	1.0000e-005	6.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2500e-003	1.2500e-003	0.0000	0.0000	1.3200e-003
Unmitigated	0.3340	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3200e-003	2.3200e-003	1.0000e-005	0.0000	2.4700e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0202					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3200e-003	2.3200e-003	1.0000e-005	0.0000	2.4700e-003
Total	**0.3340**	**1.0000e-005**	**1.1900e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.3200e-003**	**2.3200e-003**	**1.0000e-005**	**0.0000**	**2.4700e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0135					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2904					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	1.0000e-005	6.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2500e-003	1.2500e-003	0.0000	0.0000	1.3200e-003
Total	**0.3039**	**1.0000e-005**	**6.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.2500e-003**	**1.2500e-003**	**0.0000**	**0.0000**	**1.3200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Reclaimed Water

Use Grey Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	74.3593	0.5454	0.0134	91.9875
Unmitigated	82.6214	0.6060	0.0149	102.2083

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	18.5 / 0	82.6214	0.6060	0.0149	102.2083
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**82.6214**	**0.6060**	**0.0149**	**102.2083**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	16.65 / 0	74.3593	0.5454	0.0134	91.9875
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**74.3593**	**0.5454**	**0.0134**	**91.9875**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	14.0957	0.8330	0.0000	34.9215
Unmitigated	20.1367	1.1901	0.0000	49.8878

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	99.2	20.1367	1.1901	0.0000	49.8878
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**20.1367**	**1.1901**	**0.0000**	**49.8878**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	69.44	14.0957	0.8330	0.0000	34.9215
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**14.0957**	**0.8330**	**0.0000**	**34.9215**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Hannabis Cultivation (Yerba Blvd.)

Kern-Mojave Desert County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	80.00	1000sqft	1.84	80,000.00	25
Parking Lot	50.00	Space	0.45	20,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	32
Climate Zone	7			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Project Description

Construction Phase - Project Description

Construction Off-road Equipment Mitigation - Per Mitigation Measures incorporated

Area Mitigation - Per Project Description

Waste Mitigation -

Energy Mitigation - Per Project Mitigation/Description

Water Mitigation -

Architectural Coating - Per Site Plan

Area Coating - Per Project Mitigation Measures

Table Name	Column Name	Default Value	New Value
tblApplianceMitigation	PercentImprovement	30.00	100.00
tblApplianceMitigation	PercentImprovement	15.00	100.00
tblApplianceMitigation	PercentImprovement	50.00	100.00
tblApplianceMitigation	PercentImprovement	15.00	100.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	40,000.00	35,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	120,000.00	80,000.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	150
tblAreaCoating	Area_EF_Parking	250	150
tblAreaCoating	Area_Nonresidential_Exterior	40000	35000
tblAreaCoating	Area_Nonresidential_Interior	120000	80000
tblAreaCoating	ReapplicationRatePercent	10	5
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	100
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	150	100
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	150	100
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	10
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	100
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	7
tblConstructionPhase	NumDays	10.00	15.00
tblConstructionPhase	PhaseEndDate	6/12/2023	6/2/2023
tblConstructionPhase	PhaseEndDate	6/28/2022	5/31/2022
tblConstructionPhase	PhaseStartDate	5/30/2023	5/15/2023
tblLandUse	Population	0.00	25.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0616	17.0028	15.7035	0.0332	6.6345	0.8386	7.3773	3.3893	0.7835	4.0727	0.0000	3,124.2766	3,124.2766	0.7697	0.0000	3,136.3505
2023	91.8785	16.2762	17.4292	0.0366	0.5192	0.6883	1.2075	0.1402	0.6624	0.8026	0.0000	3,445.1571	3,445.1571	0.5626	0.0000	3,457.1831
Maximum	**91.8785**	**17.0028**	**17.4292**	**0.0366**	**6.6345**	**0.8386**	**7.3773**	**3.3893**	**0.7835**	**4.0727**	**0.0000**	**3,445.1571**	**3,445.1571**	**0.7697**	**0.0000**	**3,457.1831**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0616	17.0028	15.7035	0.0332	2.3749	0.8386	3.1177	1.1364	0.7835	1.8198	0.0000	3,124.2766	3,124.2766	0.7697	0.0000	3,136.3505
2023	91.8785	16.2762	17.4292	0.0366	0.4758	0.6883	1.1641	0.1295	0.6624	0.7920	0.0000	3,445.1571	3,445.1571	0.5626	0.0000	3,457.1831
Maximum	**91.8785**	**17.0028**	**17.4292**	**0.0366**	**2.3749**	**0.8386**	**3.1177**	**1.1364**	**0.7835**	**1.8198**	**0.0000**	**3,445.1571**	**3,445.1571**	**0.7697**	**0.0000**	**3,457.1831**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**60.15**	**0.00**	**50.12**	**64.13**	**0.00**	**46.43**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8310	1.2000e-004	0.0133	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0285	0.0285	7.0000e-005		0.0303
Energy	0.0406	0.3694	0.3103	2.2200e-003		0.0281	0.0281		0.0281	0.0281		443.2554	443.2554	8.5000e-003	8.1300e-003	445.8895
Mobile	0.9965	10.1082	8.9436	0.0567	3.0938	0.0280	3.1217	0.8306	0.0262	0.8568		5,820.0997	5,820.0997	0.3058		5,827.7447
Total	**2.8681**	**10.4777**	**9.2671**	**0.0589**	**3.0938**	**0.0561**	**3.1499**	**0.8306**	**0.0543**	**0.8849**		**6,263.3836**	**6,263.3836**	**0.3144**	**8.1300e-003**	**6,273.6645**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6654	7.0000e-005	7.6800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0153	0.0153	3.0000e-005		0.0161
Energy	0.0292	0.2655	0.2230	1.5900e-003		0.0202	0.0202		0.0202	0.0202		318.6334	318.6334	6.1100e-003	5.8400e-003	320.5268
Mobile	0.9965	10.1082	8.9436	0.0567	3.0938	0.0280	3.1217	0.8306	0.0262	0.8568		5,820.0997	5,820.0997	0.3058		5,827.7447
Total	**2.6911**	**10.3738**	**9.1743**	**0.0582**	**3.0938**	**0.0482**	**3.1419**	**0.8306**	**0.0464**	**0.8770**		**6,138.7484**	**6,138.7484**	**0.3119**	**5.8400e-003**	**6,148.2876**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**6.17**	**0.99**	**1.00**	**1.07**	**0.00**	**14.12**	**0.25**	**0.00**	**14.58**	**0.89**	**0.00**	**1.99**	**1.99**	**0.77**	**28.17**	**2.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	5/31/2022	5	20	
2	Site Preparation	Site Preparation	6/29/2022	7/1/2022	5	3	
3	Grading	Grading	7/2/2022	7/11/2022	5	6	
4	Building Construction	Building Construction	7/12/2022	5/15/2023	5	220	
5	Paving	Paving	5/16/2023	5/29/2023	5	10	
6	Architectural Coating	Architectural Coating	5/15/2023	6/2/2023	5	15	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 0.45

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 80,000; Non-Residential Outdoor: 35,000; Striped Parking Area: 1,200 (Architectural Coating – sqft)

OffRoad Equipment

Hannabis Cultivation (Yerba Blvd.) - Kern-Mojave Desert County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	42.00	16.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476		2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**1.5908**	**0.5952**	**2.1859**	**0.1718**	**0.5476**	**0.7193**		**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0301	0.0154	0.2032	6.7000e-004	0.0657	4.3000e-004	0.0662	0.0174	4.0000e-004	0.0178		66.9361	66.9361	1.5000e-003		66.9735
Total	**0.0301**	**0.0154**	**0.2032**	**6.7000e-004**	**0.0657**	**4.3000e-004**	**0.0662**	**0.0174**	**4.0000e-004**	**0.0178**		**66.9361**	**66.9361**	**1.5000e-003**		**66.9735**

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5584	0.0000	0.5584	0.0569	0.0000	0.0569			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476	0.0000	2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**0.5584**	**0.5952**	**1.1535**	**0.0569**	**0.5476**	**0.6045**	**0.0000**	**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0301	0.0154	0.2032	6.7000e-004	0.0600	4.3000e-004	0.0604	0.0160	4.0000e-004	0.0164		66.9361	66.9361	1.5000e-003		66.9735
Total	**0.0301**	**0.0154**	**0.2032**	**6.7000e-004**	**0.0600**	**4.3000e-004**	**0.0604**	**0.0160**	**4.0000e-004**	**0.0164**		**66.9361**	**66.9361**	**1.5000e-003**		**66.9735**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**6.5523**	**0.7423**	**7.2946**	**3.3675**	**0.6829**	**4.0504**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0376	0.0192	0.2541	8.4000e-004	0.0822	5.4000e-004	0.0827	0.0218	4.9000e-004	0.0223		83.6701	83.6701	1.8700e-003		83.7169
Total	**0.0376**	**0.0192**	**0.2541**	**8.4000e-004**	**0.0822**	**5.4000e-004**	**0.0827**	**0.0218**	**4.9000e-004**	**0.0223**		**83.6701**	**83.6701**	**1.8700e-003**		**83.7169**

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2999	0.0000	2.2999	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**2.2999**	**0.7423**	**3.0422**	**1.1163**	**0.6829**	**1.7992**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0376	0.0192	0.2541	8.4000e-004	0.0750	5.4000e-004	0.0756	0.0200	4.9000e-004	0.0205		83.6701	83.6701	1.8700e-003		83.7169
Total	**0.0376**	**0.0192**	**0.2541**	**8.4000e-004**	**0.0750**	**5.4000e-004**	**0.0756**	**0.0200**	**4.9000e-004**	**0.0205**		**83.6701**	**83.6701**	**1.8700e-003**		**83.7169**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731		2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**		**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0481	1.6484	0.2833	4.6200e-003	0.1085	4.0100e-003	0.1125	0.0312	3.8400e-003	0.0351		483.5810	483.5810	0.0334		484.4166
Worker	0.1580	0.0807	1.0670	3.5200e-003	0.3450	2.2600e-003	0.3473	0.0915	2.0800e-003	0.0936		351.4144	351.4144	7.8600e-003		351.6110
Total	**0.2061**	**1.7291**	**1.3503**	**8.1400e-003**	**0.4535**	**6.2700e-003**	**0.4598**	**0.1228**	**5.9200e-003**	**0.1287**		**834.9953**	**834.9953**	**0.0413**		**836.0276**

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731	0.0000	2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**	**0.0000**	**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0481	1.6484	0.2833	4.6200e-003	0.1008	4.0100e-003	0.1048	0.0294	3.8400e-003	0.0332		483.5810	483.5810	0.0334		484.4166
Worker	0.1580	0.0807	1.0670	3.5200e-003	0.3150	2.2600e-003	0.3173	0.0842	2.0800e-003	0.0862		351.4144	351.4144	7.8600e-003		351.6110
Total	**0.2061**	**1.7291**	**1.3503**	**8.1400e-003**	**0.4158**	**6.2700e-003**	**0.4221**	**0.1135**	**5.9200e-003**	**0.1194**		**834.9953**	**834.9953**	**0.0413**		**836.0276**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0340	1.2632	0.2388	4.5100e-003	0.1085	1.2400e-003	0.1097	0.0312	1.1800e-003	0.0324		471.6037	471.6037	0.0229		472.1754
Worker	0.1467	0.0723	0.9784	3.3900e-003	0.3450	2.2000e-003	0.3472	0.0915	2.0200e-003	0.0935		338.1690	338.1690	7.0200e-003		338.3444
Total	**0.1807**	**1.3355**	**1.2172**	**7.9000e-003**	**0.4535**	**3.4400e-003**	**0.4570**	**0.1228**	**3.2000e-003**	**0.1260**		**809.7726**	**809.7726**	**0.0299**		**810.5197**

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0340	1.2632	0.2388	4.5100e-003	0.1008	1.2400e-003	0.1020	0.0294	1.1800e-003	0.0305		471.6037	471.6037	0.0229		472.1754
Worker	0.1467	0.0723	0.9784	3.3900e-003	0.3150	2.2000e-003	0.3172	0.0842	2.0200e-003	0.0862		338.1690	338.1690	7.0200e-003		338.3444
Total	**0.1807**	**1.3355**	**1.2172**	**7.9000e-003**	**0.4158**	**3.4400e-003**	**0.4192**	**0.1135**	**3.2000e-003**	**0.1167**		**809.7726**	**809.7726**	**0.0299**		**810.5197**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.1179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9981**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**		**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0524	0.0258	0.3494	1.2100e-003	0.1232	7.9000e-004	0.1240	0.0327	7.2000e-004	0.0334		120.7746	120.7746	2.5100e-003		120.8373
Total	**0.0524**	**0.0258**	**0.3494**	**1.2100e-003**	**0.1232**	**7.9000e-004**	**0.1240**	**0.0327**	**7.2000e-004**	**0.0334**		**120.7746**	**120.7746**	**2.5100e-003**		**120.8373**

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.1179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9981**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**	**0.0000**	**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0524	0.0258	0.3494	1.2100e-003	0.1125	7.9000e-004	0.1133	0.0301	7.2000e-004	0.0308		120.7746	120.7746	2.5100e-003		120.8373
Total	**0.0524**	**0.0258**	**0.3494**	**1.2100e-003**	**0.1125**	**7.9000e-004**	**0.1133**	**0.0301**	**7.2000e-004**	**0.0308**		**120.7746**	**120.7746**	**2.5100e-003**		**120.8373**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	89.7645					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**89.9562**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0279	0.0138	0.1864	6.5000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.9000e-004	0.0178		64.4131	64.4131	1.3400e-003		64.4465
Total	**0.0279**	**0.0138**	**0.1864**	**6.5000e-004**	**0.0657**	**4.2000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**64.4131**	**64.4131**	**1.3400e-003**		**64.4465**

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	89.7645					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**89.9562**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0279	0.0138	0.1864	6.5000e-004	0.0600	4.2000e-004	0.0604	0.0160	3.9000e-004	0.0164		64.4131	64.4131	1.3400e-003		64.4465
Total	**0.0279**	**0.0138**	**0.1864**	**6.5000e-004**	**0.0600**	**4.2000e-004**	**0.0604**	**0.0160**	**3.9000e-004**	**0.0164**		**64.4131**	**64.4131**	**1.3400e-003**		**64.4465**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9965	10.1082	8.9436	0.0567	3.0938	0.0280	3.1217	0.8306	0.0262	0.8568		5,820.0997	5,820.0997	0.3058		5,827.7447
Unmitigated	0.9965	10.1082	8.9436	0.0567	3.0938	0.0280	3.1217	0.8306	0.0262	0.8568		5,820.0997	5,820.0997	0.3058		5,827.7447

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	546.40	199.20	58.40	1,119,745	1,119,745
Parking Lot	0.00	0.00	0.00		
Total	546.40	199.20	58.40	1,119,745	1,119,745

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.492592	0.029877	0.172571	0.108744	0.015451	0.005259	0.018880	0.146151	0.001599	0.001570	0.005698	0.000896	0.000711
Parking Lot	0.492592	0.029877	0.172571	0.108744	0.015451	0.005259	0.018880	0.146151	0.001599	0.001570	0.005698	0.000896	0.000711

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Kilowatt Hours of Renewable Electricity Generated

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0292	0.2655	0.2230	1.5900e-003		0.0202	0.0202		0.0202	0.0202		318.6334	318.6334	6.1100e-003	5.8400e-003	320.5268
NaturalGas Unmitigated	0.0406	0.3694	0.3103	2.2200e-003		0.0281	0.0281		0.0281	0.0281		443.2554	443.2554	8.5000e-003	8.1300e-003	445.8895

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	3767.67	0.0406	0.3694	0.3103	2.2200e-003		0.0281	0.0281		0.0281	0.0281		443.2554	443.2554	8.5000e-003	8.1300e-003	445.8895
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0406**	**0.3694**	**0.3103**	**2.2200e-003**		**0.0281**	**0.0281**		**0.0281**	**0.0281**		**443.2554**	**443.2554**	**8.5000e-003**	**8.1300e-003**	**445.8895**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	2.70838	0.0292	0.2655	0.2230	1.5900e-003		0.0202	0.0202		0.0202	0.0202		318.6334	318.6334	6.1100e-003	5.8400e-003	320.5268
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0292**	**0.2655**	**0.2230**	**1.5900e-003**		**0.0202**	**0.0202**		**0.0202**	**0.0202**		**318.6334**	**318.6334**	**6.1100e-003**	**5.8400e-003**	**320.5268**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6654	7.0000e-005	7.6800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0153	0.0153	3.0000e-005		0.0161
Unmitigated	1.8310	1.2000e-004	0.0133	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0285	0.0285	7.0000e-005		0.0303

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1107					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.7191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2200e-003	1.2000e-004	0.0133	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0285	0.0285	7.0000e-005		0.0303
Total	**1.8310**	**1.2000e-004**	**0.0133**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0285**	**0.0285**	**7.0000e-005**		**0.0303**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0738					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5911					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.2000e-004	7.0000e-005	7.6800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0153	0.0153	3.0000e-005		0.0161
Total	**1.6654**	**7.0000e-005**	**7.6800e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0153**	**0.0153**	**3.0000e-005**		**0.0161**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Reclaimed Water

Use Grey Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Hannabis Cultivation (Yerba Blvd.)

Kern-Mojave Desert County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	80.00	1000sqft	1.84	80,000.00	25
Parking Lot	50.00	Space	0.45	20,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	32
Climate Zone	7			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Project Description

Construction Phase - Project Description

Construction Off-road Equipment Mitigation - Per Mitigation Measures incorporated

Area Mitigation - Per Project Description

Waste Mitigation -

Energy Mitigation - Per Project Mitigation/Description

Water Mitigation -

Architectural Coating - Per Site Plan

Area Coating - Per Project Mitigation Measures

Table Name	Column Name	Default Value	New Value
tblApplianceMitigation	PercentImprovement	30.00	100.00
tblApplianceMitigation	PercentImprovement	15.00	100.00
tblApplianceMitigation	PercentImprovement	50.00	100.00
tblApplianceMitigation	PercentImprovement	15.00	100.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	40,000.00	35,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	120,000.00	80,000.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	150
tblAreaCoating	Area_EF_Parking	250	150
tblAreaCoating	Area_Nonresidential_Exterior	40000	35000
tblAreaCoating	Area_Nonresidential_Interior	120000	80000
tblAreaCoating	ReapplicationRatePercent	10	5
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	100
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	150	100
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	150	100
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	10
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	100
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	7
tblConstructionPhase	NumDays	10.00	15.00
tblConstructionPhase	PhaseEndDate	6/12/2023	6/2/2023
tblConstructionPhase	PhaseEndDate	6/28/2022	5/31/2022
tblConstructionPhase	PhaseStartDate	5/30/2023	5/15/2023
tblLandUse	Population	0.00	25.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0536	17.0056	15.5632	0.0326	6.6345	0.8386	7.3773	3.3893	0.7835	4.0727	0.0000	3,061.8662	3,061.8662	0.7695	0.0000	3,074.0235
2023	91.8692	16.2917	17.2517	0.0359	0.5192	0.6883	1.2076	0.1402	0.6625	0.8027	0.0000	3,376.6265	3,376.6265	0.5621	0.0000	3,388.6984
Maximum	**91.8692**	**17.0056**	**17.2517**	**0.0359**	**6.6345**	**0.8386**	**7.3773**	**3.3893**	**0.7835**	**4.0727**	**0.0000**	**3,376.6265**	**3,376.6265**	**0.7695**	**0.0000**	**3,388.6984**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0536	17.0056	15.5632	0.0326	2.3749	0.8386	3.1177	1.1364	0.7835	1.8198	0.0000	3,061.8662	3,061.8662	0.7695	0.0000	3,074.0235
2023	91.8692	16.2917	17.2517	0.0359	0.4758	0.6883	1.1641	0.1295	0.6625	0.7920	0.0000	3,376.6265	3,376.6265	0.5621	0.0000	3,388.6984
Maximum	**91.8692**	**17.0056**	**17.2517**	**0.0359**	**2.3749**	**0.8386**	**3.1177**	**1.1364**	**0.7835**	**1.8198**	**0.0000**	**3,376.6265**	**3,376.6265**	**0.7695**	**0.0000**	**3,388.6984**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**60.15**	**0.00**	**50.12**	**64.13**	**0.00**	**46.43**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8310	1.2000e-004	0.0133	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0285	0.0285	7.0000e-005		0.0303
Energy	0.0406	0.3694	0.3103	2.2200e-003		0.0281	0.0281		0.0281	0.0281		443.2554	443.2554	8.5000e-003	8.1300e-003	445.8895
Mobile	0.8021	10.1400	8.2700	0.0521	3.0938	0.0282	3.1219	0.8306	0.0264	0.8570		5,356.8564	5,356.8564	0.3316		5,365.1451
Total	**2.6738**	**10.5095**	**8.5935**	**0.0543**	**3.0938**	**0.0563**	**3.1501**	**0.8306**	**0.0545**	**0.8851**		**5,800.1403**	**5,800.1403**	**0.3401**	**8.1300e-003**	**5,811.0649**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6654	7.0000e-005	7.6800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0153	0.0153	3.0000e-005		0.0161
Energy	0.0292	0.2655	0.2230	1.5900e-003		0.0202	0.0202		0.0202	0.0202		318.6334	318.6334	6.1100e-003	5.8400e-003	320.5268
Mobile	0.8021	10.1400	8.2700	0.0521	3.0938	0.0282	3.1219	0.8306	0.0264	0.8570		5,356.8564	5,356.8564	0.3316		5,365.1451
Total	**2.4967**	**10.4056**	**8.5007**	**0.0537**	**3.0938**	**0.0484**	**3.1421**	**0.8306**	**0.0466**	**0.8772**		**5,675.5051**	**5,675.5051**	**0.3377**	**5.8400e-003**	**5,685.6881**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**6.62**	**0.99**	**1.08**	**1.16**	**0.00**	**14.07**	**0.25**	**0.00**	**14.53**	**0.89**	**0.00**	**2.15**	**2.15**	**0.71**	**28.17**	**2.16**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	5/31/2022	5	20	
2	Site Preparation	Site Preparation	6/29/2022	7/1/2022	5	3	
3	Grading	Grading	7/2/2022	7/11/2022	5	6	
4	Building Construction	Building Construction	7/12/2022	5/15/2023	5	220	
5	Paving	Paving	5/16/2023	5/29/2023	5	10	
6	Architectural Coating	Architectural Coating	5/15/2023	6/2/2023	5	15	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 0.45

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 80,000; Non-Residential Outdoor: 35,000; Striped Parking Area: 1,200 (Architectural Coating – sqft)

OffRoad Equipment

Hannabis Cultivation (Yerba Blvd.) - Kern-Mojave Desert County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	42.00	16.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476		2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**1.5908**	**0.5952**	**2.1859**	**0.1718**	**0.5476**	**0.7193**		**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0281	0.0176	0.1660	5.8000e-004	0.0657	4.3000e-004	0.0662	0.0174	4.0000e-004	0.0178		58.2270	58.2270	1.2900e-003		58.2592
Total	**0.0281**	**0.0176**	**0.1660**	**5.8000e-004**	**0.0657**	**4.3000e-004**	**0.0662**	**0.0174**	**4.0000e-004**	**0.0178**		**58.2270**	**58.2270**	**1.2900e-003**		**58.2592**

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5584	0.0000	0.5584	0.0569	0.0000	0.0569			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476	0.0000	2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**0.5584**	**0.5952**	**1.1535**	**0.0569**	**0.5476**	**0.6045**	**0.0000**	**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0281	0.0176	0.1660	5.8000e-004	0.0600	4.3000e-004	0.0604	0.0160	4.0000e-004	0.0164		58.2270	58.2270	1.2900e-003		58.2592
Total	**0.0281**	**0.0176**	**0.1660**	**5.8000e-004**	**0.0600**	**4.3000e-004**	**0.0604**	**0.0160**	**4.0000e-004**	**0.0164**		**58.2270**	**58.2270**	**1.2900e-003**		**58.2592**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**6.5523**	**0.7423**	**7.2946**	**3.3675**	**0.6829**	**4.0504**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0351	0.0220	0.2076	7.3000e-004	0.0822	5.4000e-004	0.0827	0.0218	4.9000e-004	0.0223		72.7838	72.7838	1.6100e-003		72.8240
Total	**0.0351**	**0.0220**	**0.2076**	**7.3000e-004**	**0.0822**	**5.4000e-004**	**0.0827**	**0.0218**	**4.9000e-004**	**0.0223**		**72.7838**	**72.7838**	**1.6100e-003**		**72.8240**

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2999	0.0000	2.2999	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**2.2999**	**0.7423**	**3.0422**	**1.1163**	**0.6829**	**1.7992**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0351	0.0220	0.2076	7.3000e-004	0.0750	5.4000e-004	0.0756	0.0200	4.9000e-004	0.0205		72.7838	72.7838	1.6100e-003		72.8240
Total	**0.0351**	**0.0220**	**0.2076**	**7.3000e-004**	**0.0750**	**5.4000e-004**	**0.0756**	**0.0200**	**4.9000e-004**	**0.0205**		**72.7838**	**72.7838**	**1.6100e-003**		**72.8240**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731		2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**		**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0508	1.6584	0.3383	4.4600e-003	0.1085	4.1600e-003	0.1127	0.0312	3.9800e-003	0.0352		466.8930	466.8930	0.0379		467.8400
Worker	0.1472	0.0923	0.8717	3.0700e-003	0.3450	2.2600e-003	0.3473	0.0915	2.0800e-003	0.0936		305.6919	305.6919	6.7500e-003		305.8606
Total	**0.1981**	**1.7507**	**1.2100**	**7.5300e-003**	**0.4535**	**6.4200e-003**	**0.4599**	**0.1228**	**6.0600e-003**	**0.1288**		**772.5849**	**772.5849**	**0.0446**		**773.7006**

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731	0.0000	2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**	**0.0000**	**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0508	1.6584	0.3383	4.4600e-003	0.1008	4.1600e-003	0.1049	0.0294	3.9800e-003	0.0333		466.8930	466.8930	0.0379		467.8400
Worker	0.1472	0.0923	0.8717	3.0700e-003	0.3150	2.2600e-003	0.3173	0.0842	2.0800e-003	0.0862		305.6919	305.6919	6.7500e-003		305.8606
Total	**0.1981**	**1.7507**	**1.2100**	**7.5300e-003**	**0.4158**	**6.4200e-003**	**0.4222**	**0.1135**	**6.0600e-003**	**0.1196**		**772.5849**	**772.5849**	**0.0446**		**773.7006**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0359	1.2664	0.2788	4.3500e-003	0.1085	1.2600e-003	0.1098	0.0312	1.2000e-003	0.0325		455.4139	455.4139	0.0259		456.0613
Worker	0.1373	0.0827	0.7958	2.9500e-003	0.3450	2.2000e-003	0.3472	0.0915	2.0200e-003	0.0935		294.2027	294.2027	6.0100e-003		294.3530
Total	**0.1732**	**1.3490**	**1.0746**	**7.3000e-003**	**0.4535**	**3.4600e-003**	**0.4570**	**0.1228**	**3.2200e-003**	**0.1260**		**749.6166**	**749.6166**	**0.0319**		**750.4143**

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0359	1.2664	0.2788	4.3500e-003	0.1008	1.2600e-003	0.1020	0.0294	1.2000e-003	0.0306		455.4139	455.4139	0.0259		456.0613
Worker	0.1373	0.0827	0.7958	2.9500e-003	0.3150	2.2000e-003	0.3172	0.0842	2.0200e-003	0.0862		294.2027	294.2027	6.0100e-003		294.3530
Total	**0.1732**	**1.3490**	**1.0746**	**7.3000e-003**	**0.4158**	**3.4600e-003**	**0.4193**	**0.1135**	**3.2200e-003**	**0.1167**		**749.6166**	**749.6166**	**0.0319**		**750.4143**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.1179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9981**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**		**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0490	0.0295	0.2842	1.0500e-003	0.1232	7.9000e-004	0.1240	0.0327	7.2000e-004	0.0334		105.0724	105.0724	2.1500e-003		105.1261
Total	**0.0490**	**0.0295**	**0.2842**	**1.0500e-003**	**0.1232**	**7.9000e-004**	**0.1240**	**0.0327**	**7.2000e-004**	**0.0334**		**105.0724**	**105.0724**	**2.1500e-003**		**105.1261**

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.1179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9981**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**	**0.0000**	**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0490	0.0295	0.2842	1.0500e-003	0.1125	7.9000e-004	0.1133	0.0301	7.2000e-004	0.0308		105.0724	105.0724	2.1500e-003		105.1261
Total	**0.0490**	**0.0295**	**0.2842**	**1.0500e-003**	**0.1125**	**7.9000e-004**	**0.1133**	**0.0301**	**7.2000e-004**	**0.0308**		**105.0724**	**105.0724**	**2.1500e-003**		**105.1261**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	89.7645					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**89.9562**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0262	0.0157	0.1516	5.6000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.9000e-004	0.0178		56.0386	56.0386	1.1400e-003		56.0672
Total	**0.0262**	**0.0157**	**0.1516**	**5.6000e-004**	**0.0657**	**4.2000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**56.0386**	**56.0386**	**1.1400e-003**		**56.0672**

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	89.7645					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**89.9562**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0262	0.0157	0.1516	5.6000e-004	0.0600	4.2000e-004	0.0604	0.0160	3.9000e-004	0.0164		56.0386	56.0386	1.1400e-003		56.0672
Total	**0.0262**	**0.0157**	**0.1516**	**5.6000e-004**	**0.0600**	**4.2000e-004**	**0.0604**	**0.0160**	**3.9000e-004**	**0.0164**		**56.0386**	**56.0386**	**1.1400e-003**		**56.0672**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8021	10.1400	8.2700	0.0521	3.0938	0.0282	3.1219	0.8306	0.0264	0.8570		5,356.8564	5,356.8564	0.3316		5,365.1451
Unmitigated	0.8021	10.1400	8.2700	0.0521	3.0938	0.0282	3.1219	0.8306	0.0264	0.8570		5,356.8564	5,356.8564	0.3316		5,365.1451

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	546.40	199.20	58.40	1,119,745	1,119,745
Parking Lot	0.00	0.00	0.00		
Total	546.40	199.20	58.40	1,119,745	1,119,745

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.492592	0.029877	0.172571	0.108744	0.015451	0.005259	0.018880	0.146151	0.001599	0.001570	0.005698	0.000896	0.000711
Parking Lot	0.492592	0.029877	0.172571	0.108744	0.015451	0.005259	0.018880	0.146151	0.001599	0.001570	0.005698	0.000896	0.000711

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Kilowatt Hours of Renewable Electricity Generated

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0292	0.2655	0.2230	1.5900e-003		0.0202	0.0202		0.0202	0.0202		318.6334	318.6334	6.1100e-003	5.8400e-003	320.5268
NaturalGas Unmitigated	0.0406	0.3694	0.3103	2.2200e-003		0.0281	0.0281		0.0281	0.0281		443.2554	443.2554	8.5000e-003	8.1300e-003	445.8895

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	3767.67	0.0406	0.3694	0.3103	2.2200e-003		0.0281	0.0281		0.0281	0.0281		443.2554	443.2554	8.5000e-003	8.1300e-003	445.8895
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0406**	**0.3694**	**0.3103**	**2.2200e-003**		**0.0281**	**0.0281**		**0.0281**	**0.0281**		**443.2554**	**443.2554**	**8.5000e-003**	**8.1300e-003**	**445.8895**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	2.70838	0.0292	0.2655	0.2230	1.5900e-003		0.0202	0.0202		0.0202	0.0202		318.6334	318.6334	6.1100e-003	5.8400e-003	320.5268
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0292**	**0.2655**	**0.2230**	**1.5900e-003**		**0.0202**	**0.0202**		**0.0202**	**0.0202**		**318.6334**	**318.6334**	**6.1100e-003**	**5.8400e-003**	**320.5268**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6654	7.0000e-005	7.6800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0153	0.0153	3.0000e-005		0.0161
Unmitigated	1.8310	1.2000e-004	0.0133	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0285	0.0285	7.0000e-005		0.0303

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1107					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.7191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2200e-003	1.2000e-004	0.0133	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0285	0.0285	7.0000e-005		0.0303
Total	**1.8310**	**1.2000e-004**	**0.0133**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0285**	**0.0285**	**7.0000e-005**		**0.0303**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0738					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5911					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.2000e-004	7.0000e-005	7.6800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0153	0.0153	3.0000e-005		0.0161
Total	**1.6654**	**7.0000e-005**	**7.6800e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0153**	**0.0153**	**3.0000e-005**		**0.0161**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Reclaimed Water

Use Grey Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX D

BIOLOGICAL RESOURCE ASSESSMENT

(APN: 302-273-23)

Biological Resource Assessment of
APN 302-273-23
California City, California

September 22, 2020

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B.S. Degree, Wildlife Management
Humboldt State University

Biological Resource Assessment of APN 302-273-23, California City, California

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

Abstract

Development has been proposed for APN 302-273-23, California City, California. The approximately 10 acre (4 ha) study area was located north of Mendiburu Road and east of Yerba Boulevard, T32S, R37E, the S1/2 of the S1/2 of the NW1/4 of the SW1/4 of Section 15, M.D.B.M. A line transect survey was conducted on 14 September 2020 to inventory biological resources. The proposed project area was characteristic of a highly impacted creosote bush (*Larrea tridentata*) scrub plant community. A total of thirty-one plant species and nineteen wildlife species or their sign were observed during the line transect survey. No desert tortoises (*Gopherus agassizii*) or their sign were observed within the study area. The study site did not provide suitable habitat for Mohave ground squirrels (*Xerospermophilus mohavensis*). No desert kit foxes (*Vulpes macrotis*) or their sign were observed within the study area. No burrowing owls (*Athene cunicularia*), or their sign were observed during the field survey. California ground squirrel burrows (*Citellus beecheyi)* were observed within the study area. California ground squirrel burrows can provide cover sites for burrowing owls. Sensitive plants, specifically, alkali mariposa lily (*Calochortus striatus*), desert cymopterus (*Cymopterus deserticola*), and Barstow woolly sunflower (*Eriophyllum mohanense*) are not expected to occur within the study area due to lack of suitable habitat. Prairie falcons (*Falco mexicanus*) and other raptors may fly over the site, but there are no nesting or roosting opportunities available within the study site. Migratory birds would not be expected to nest in the limited vegetation within the study site. No state or federally listed species are expected to occur within the proposed project area. No ephemeral streams or washes were present within the study area.

Recommended Protection Measures:

A burrowing owl survey should be accomplished within 30 days prior to construction activities to ensure burrowing owls have not moved into the study area. If burrowing owls are discovered the guidance outlined in the publication titled "Staff Report on Burrowing Owl Mitigation" will be used for addressing burrowing owl issues on the study site (California Department of Fish and Game 2012).

Based on the condition of the habitat, the small size of the study area, surrounding land use, and lack of sensitive wildlife sign, no other protection measures are recommended.

Significance: This project is not expected to result in a significant adverse impact to biological resources.

Development has been proposed for APN 302-273-23, California City, California (Figure 1). Development would include installation of access roads, utilities (water, sewer, electric, etc.), parking areas, etc. The entire area would likely be graded prior to construction activities.

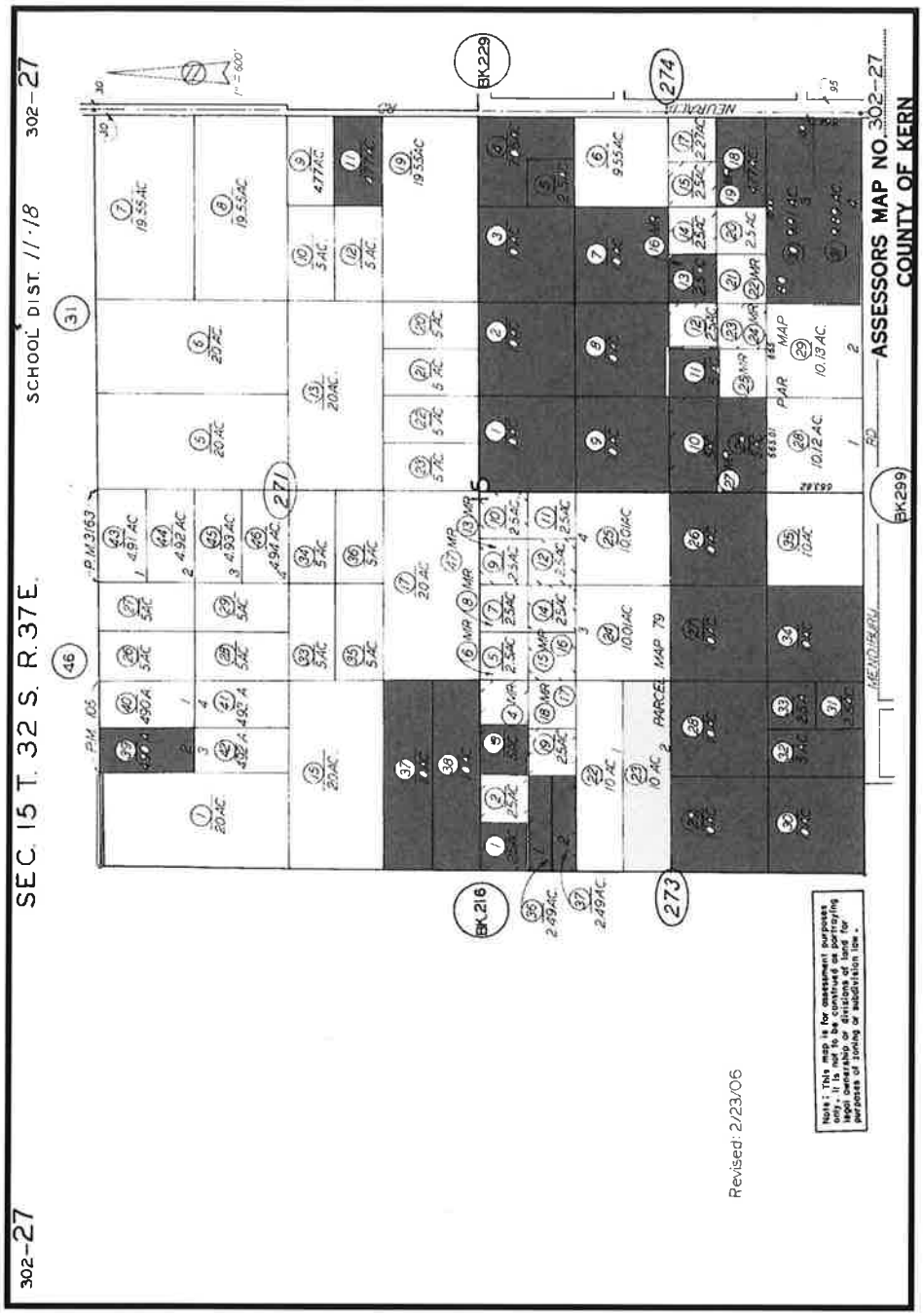

Figure 1. Approximate location of proposed project area as depicted on APN map. Study site is highlighted in yellow. Previous surveys accomplished in the surrounding area are highlighted in red.

An environmental analysis should be conducted prior to any development project. An assessment of biological resources is an integral part of environmental analyses (Gilbert and Dodds 1987). The purpose of this study was to provide an assessment of biological resources potentially occurring within or utilizing the proposed project area. Specific focus was on the presence/absence of rare, threatened and endangered species of plants and wildlife. Species of concern included the desert tortoise (*Gopherus agassizii*), Mohave ground squirrel (*Xerospermophilus mohavensis*), burrowing owl (*Athene cunicularia*), desert kit fox (*Vulpes macrotis)*, prairie falcon (*Falco mexicanus*), desert cymopterus (*Cymopterus deserticola*), Barstow woolly sunflower (*Eriophyllum mohanense*), and alkali mariposa lily (*Calochortus striatus*).

Study Area

The approximately 10 acre (4 ha) study area was located north of Mendiburu Road and east of Yerba Boulevard, T32S, R37E, the S1/2 of the S1/2 of the NW1/4 of the SW1/4 of Section 15, M.D.B.M. (Figure 2). Highly impacted creosote bush scrub (*Larrea tridentata*) habitat was present adjacent to the north and east sides of the study site (Figure 3). A block wall was present within 330 feet (106 m) north of the study site. Remnants of an abandoned orchard and highly impacted rabbit brush field were present to the south of the study site. Yerba Boulevard formed the western boundary of the study site. Topography of the study area ranged from approximately 2,411 to 2,418 feet (778 to 780 m) above sea level.

Methods

A line transect survey was conducted to inventory plant and wildlife species occurring within the proposed project area (Cooperrider et al. 1986, Davis 1990). The USFWS (2010) has provided recommendations for survey methodology to determine presence/absence and abundance/distribution of desert tortoises. Line transects were walked in an east-west orientation. Line transects were approximately 1,320 feet (426 m) long and spaced about 30 feet (10 m) apart (U.S. Fish & Wildlife Service 2010). The California Department of Fish and Game (2012) prepared recommendations for burrowing owl survey methodology. Consistent with the survey protocol the entire site was surveyed and adjacent areas were evaluated (CDFG 2012). A habitat assessment was conducted for Mohave ground squirrels to determine whether habitat was present for the species (CDFW 2019, Leitner and Leitner 2017).

All observations of plant and animal species were recorded in field notes. Field guides were used to aid in the identification of plant and animal species (Arnett and Jacques 1981, Borror and White 1970, Burt and Grossenheider 1976, Gould 1981, Jaeger 1969, Knobel 1980, Robbins et al. 1983, Stark 2000). Observations were aided with the use of 10x42 binoculars. Observations of animal tracks, scat, and burrows were also utilized to determine the presence of wildlife species inhabiting the proposed project area (Cooperrider et al. 1986, Halfpenny 1986, Lowrey 2006, Murie 1974). Aerial photographs, California Natural Diversity Database, and the USGS topographic map were reviewed. Results from previous surveys of surrounding study sites were considered (Figure 1, Hagan 2016a-c, 2017a-m, 2018a-b, 2020). Photographs of the study site were taken (Figure 4).

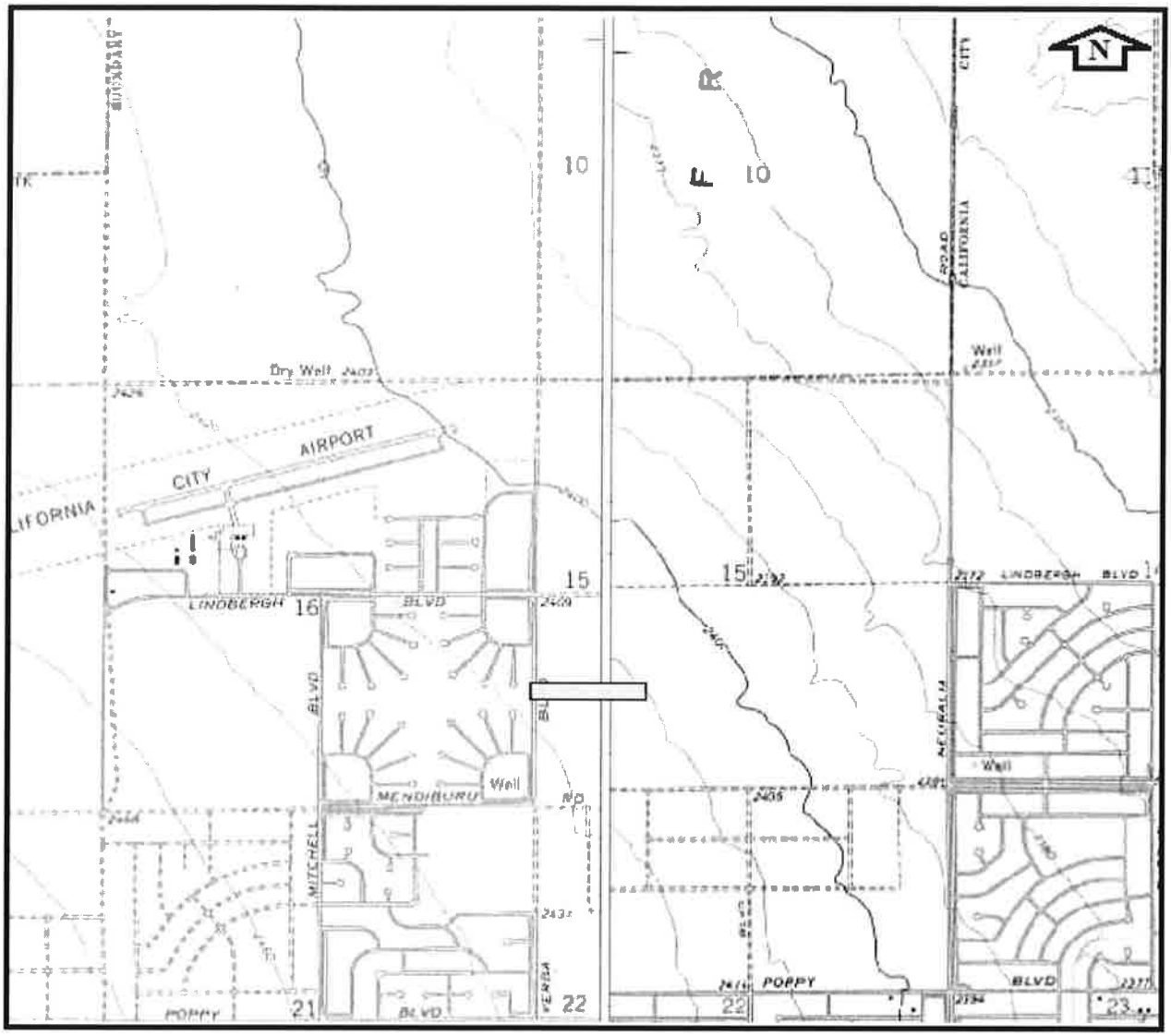

Figure 2. Approximate location of study area as depicted on excerpt from USGS Quadrangle, California City North, Calif., 7.5' 1973.

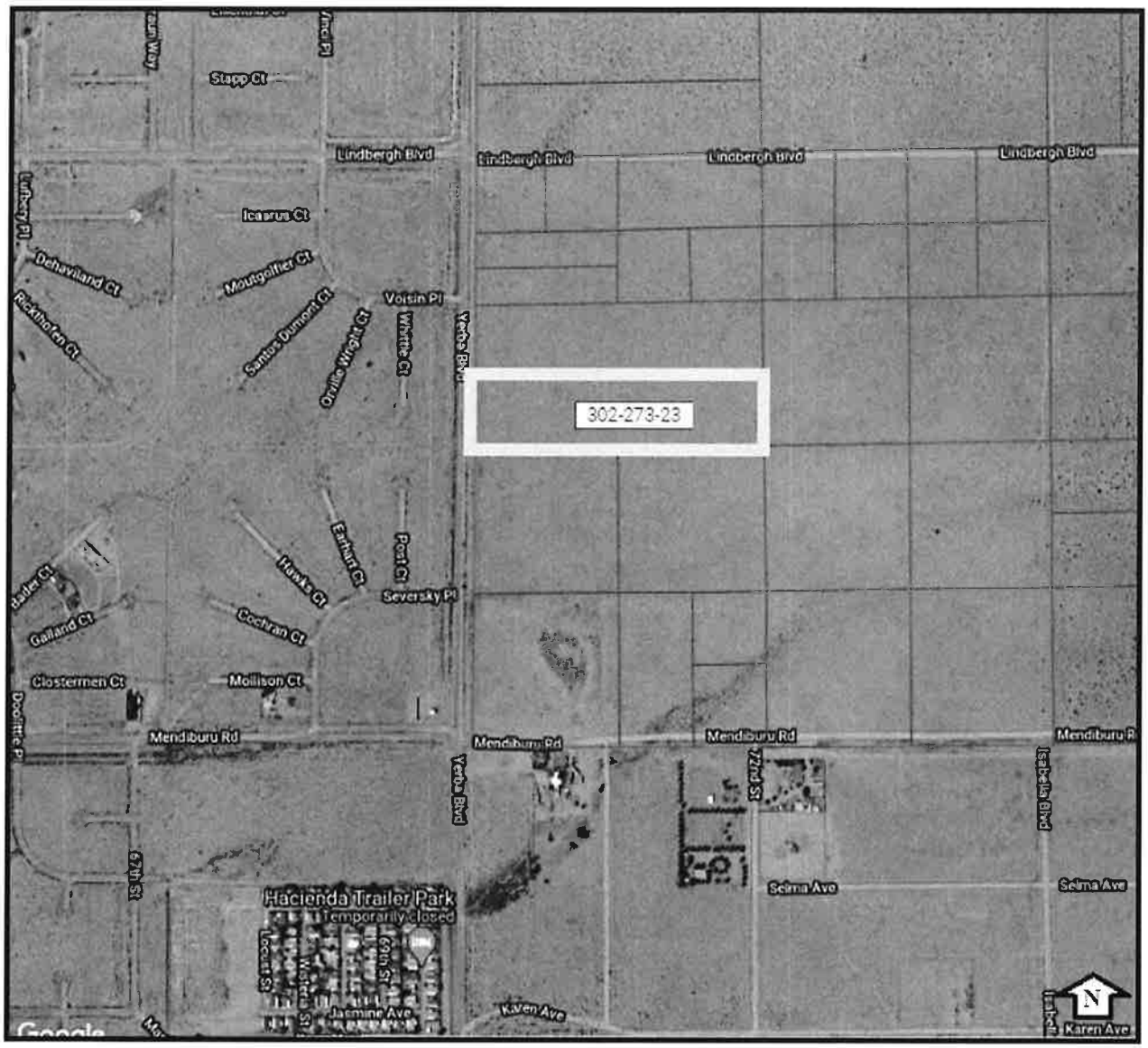

Figure 3. Aerial photo showing surrounding land use, Google Earth from Kern County GIS Assessor Site, accessed 13 September 2020.

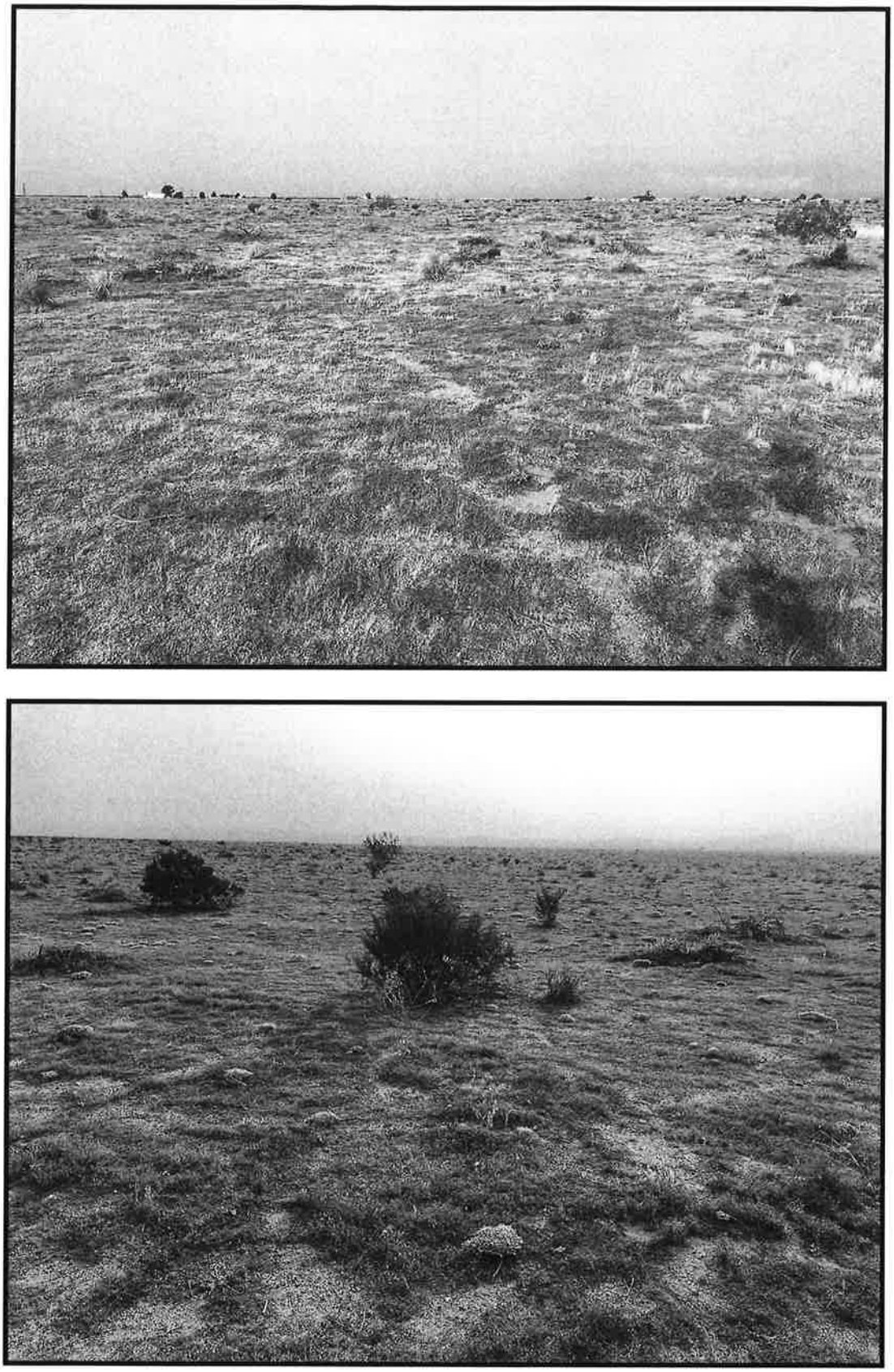

Figure 4. Photographs depicting the general habitat within the study site.

Results

A total of 8 line transects were walked on 14 September 2020. Weather conditions consisted of warm temperatures (estimated 75 degrees F), 100% smoke cover, and no winds. A sandy loam surface soil texture was characteristic within the study area. No blue line streams within this study site were noted on the USGS topographic map or aerial photographs. No wetlands or desert washes were observed within or adjacent to the study area.

The proposed project area was characteristic of a highly impacted creosote bush scrub plant community. (Barbour and Major 1988). A total of thirty-one plant species were observed during the line transect survey (Table 1). Shrubs are sparse throughout the study area. Red stemmed filaree (*Erodium cicutarium*) was the dominant annual species throughout the study area. No alkali mariposa lilies, Barstow woolly sunflowers, desert cymopterus, or suitable habitat, for these plant species were observed within the study site.

A total of nineteen wildlife species, or their sign were observed during the line transect survey (Table 2). No desert tortoises or their sign were observed during the field survey. No suitable desert tortoise habitat was observed within the study site. No burrowing owls or their sign were observed within the study site during the field survey. California ground squirrel (CGS) (*Citellus beecheyi*) burrows were observed within the study site. No bird nests were observed within the study area. No desert kit foxes, dens, or tracks were observed within the study site. No suitable Mohave ground squirrel habitat was present within the study site.

Dirt roads, one oriented east-west, and one oriented north-south, are present within the study site. Twenty tires were present within the study site. Old sheep (*Ovis* sp.) grazing sign was observed within the study site.

Discussion

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

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

The desert tortoise is a state endangered and federally listed threatened species. The proposed project area was located within the geographic range of the desert tortoise. The proposed project site was not located in critical habitat designated for the Mojave population of the desert tortoise. No desert tortoises or their sign were observed within the study area. With the presence of previously developed land, now abandoned to the south, new construction to the north, and degraded land to the east and west no presence of desert tortoises are expected. No minimization measures are recommended for desert tortoises.

Table 1. List of plant species that were observed during the line transect survey of APN 302-273-23, California City, California.

Common Name	Scientific Name
Creosote bush	*Larrea tridentata*
Burrobush	*Ambrosia dumosa*
Rabbit brush	*Chrysothamnus nauseosis*
Anderson thorn	*Lycium andersonii*
Cheesebush	*Hymenoclea salsola*
Cooper goldenbush	*Haplopappus cooperi*
Goldenhead	*Acamptopappus sphaerocephalus*
Jimson weed	*Datura meteloides*
Desert straw	*Stephanomeria pauciflora*
Comet blazing star	*Mentzelia albicaulis*
Blue mantle	*Eriastrum diffusum*
Spotted buckwheat	*Eriogonum maculatum*
Fivetooth spineflower	*Chorizanthe watsonii*
Comb-bur	*Pectocarya recurvata*
Gilia	*Gilia minutiflora*
Davy gilia	*Gilia latiflora davyi*
Goldfield	*Lasthenia californica*
Autumn vinegar-weed	*Lessingia germanorum*
Hairy podded pepperweed	*Lepidium lasiocarpum lasiocarpum*
Slender keel fruit	*Tropidocarpum gracile*
Rattlesnake weed	*Euphorbia albomarginata*
Turkey mullein	*Eremocarpus setigerus*
Fiddleneck	*Amsinckia tessellata*
Red stemmed filaree	*Erodium cicutarium*
Annual burweed	*Franseria acanthicarpa*
Mustard sp.	Brassicaceae
Sahara mustard	*Brassica tournefortii*
Tumble mustard	*Sisymbrium altisissiimum*
Russian thistle	*Salsola iberica*
Foxtail barley	*Hordeum leporinum*
Schismus	*Schismus* sp.

Table 2. List of wildlife species, or their sign, that were observed during the line transect survey of APN 302-273-23, California City, California.

Common Name	Scientific Name
Rodents	Order: Rodentia
Kangaroo rat	*Dipodomys* sp.
Pocket gopher	*Thomomys bottae*
California ground squirrel	*Citellus beecheyi*
Desert cottontail	*Sylvilagus auduboni*
Black-tailed jackrabbit	*Lepus californicus*
Coyote	*Canis latrans*
Sheep	*Ovis* sp.
Prairie falcon	*Falco mexicanus*
Common raven	*Corvus corax*
Horned lark	*Eremophila alpestris*
Darkling beetle	*Coelocnemis californicus*
Dragonfly	Order: Odonata
Walkingstick	Order: Orthoptera
Grasshopper	Order: Orthoptera
Beetle	Order Coleoptera
Termites	Order: Isoptera
Harvester ants	Order: Hymenoptera
Spider	Order: Araneida

Table 3. List of wildlife species that may occur within the study area, APN 302-273-23, California City, California.

Common Name	Scientific Name
Deer mouse	*Peromyscus maniculatus*
Merriam kangaroo rat	*Dipodomys merriami*
Domestic dog	*Canis familiaris*
Northern mockingbird	*Mimus polyglottos*
House finch	*Carpodacus mexicanus*
White crowned sparrow	*Zonotrichia leucophrys*
Western whiptail	*Cnemidophorus tigris*
Side blotched lizard	*Uta stansburiana*
Gopher snake	*Pituophis melanoleucus*
Grasshopper	Order: Orthoptera
Funnel spider	Order: Araneida
Painted lady butterfly	Order: Lepidoptera
Fly	Order: Diptera

Burrowing owls are considered a species of special concern by the California Department of Fish and Wildlife (CDFW). No burrowing owls or their sign were observed within the study site. CGS are present within the study site. CGS burrows provide potential future cover sites for burrowing owls.

Many species of birds and their active nests are protected under the Migratory Bird Treaty Act. Prairie falcons and other raptors may fly over the site but would not be expected to nest within the study area due to a lack of suitable nesting habitat. Migratory birds would not be expected to nest in the limited vegetation within the study site. No protection measures are recommended for nesting migratory birds.

The Mohave ground squirrel (MGS) is a state listed threatened species. The study area was located within the geographic range of MGS. The CDFW in their publication "A Conservation Strategy for the Mohave Ground Squirrel, Xerospermophilus mohavensis" on page 28 indicates the study site is outside of CDFW's accepted population area (Figure 5). MGS habitat consists of a variety of desert scrub habitats, to include a specific assemblage of required shrub and annual species within those habitats, none of which occur any longer within, adjacent, or in close proximity to the project site (Figure 4, Table 1). In addition, MGS foraging behavior changes depending on season and whether it has been a dry or wet season. Stems and leaves from shrubs are necessary to provide forage during times annuals are unavailable. A table listing MGS habitats and a discussion of required shrubs and annuals can be found in the 2019 CDFW publication titled "A Conservation Strategy for the Mohave Ground Squirrel." California ground squirrels (CGS) are present on and around the study site. Since MGS prefer natural habitats interactions with CGS would not occur often (CDFW 2019). CGS are larger and more aggressive than MGS (CDFW 2019) which would seem to indicate they would be unlikely to coexist. No MGS are expected to be present within or around the study area. No protection measures are recommended for MGS.

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

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

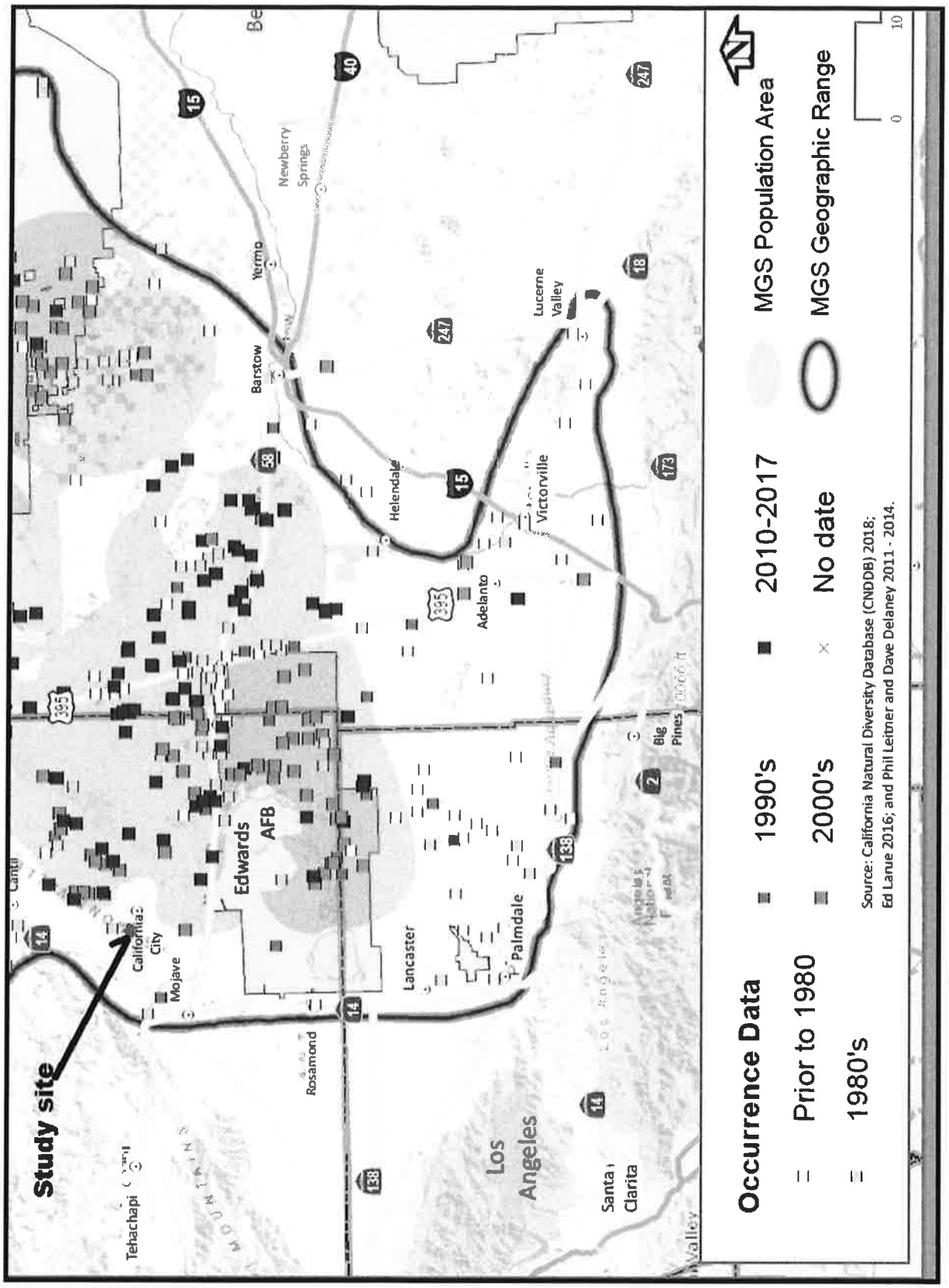

Figure 5. Occurrence data for MGS from CDFW 2019 MGS publication. Study site is red dot.

Recommended Protection Measures:

A burrowing owl survey should be accomplished within 30 days prior to construction activities to ensure burrowing owls have not moved into the study area. If burrowing owls are discovered the guidance outlined in the publication titled "Staff Report on Burrowing Owl Mitigation" will be used for addressing burrowing owl issues on the study site (California Department of Fish and Game 2012).

Based on the condition of the habitat, the small size of the study area, surrounding land use, and lack of sensitive wildlife sign, no other protection measures are recommended.

Significance: This project is not expected to result in a significant adverse impact to biological resources.

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