Rush Environmental, LLC

Goodfellaz Collection, LLC

California City, Kern County, CA

PROJECT TITLE:

Initial Study/Mitigated Negative Declaration for a Commercial Cannabis Cultivation and Manufacturing Facility of approximately 199,200 square-feet of building area on 7.5 gross acres. The property is located adjacent to, and easterly of Lindbergh Blvd. and southerly of Willow Ave within the City of California City (APN: 216-010-18).

PREPARED BY:

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR A COMMERCIAL CANNABIS CULTIVATION AND MANUFACTURING FACILITY NOT TO EXCEED 199,200 SQUARE-FEET, LOCATED WESTERLY OF LINDBERGH BOULEVARD AND SOUTHERLY OF LINDBERGH BOULEVARD, ONE PARCEL OF APPROXIMATELY 7.50-ACRES (APNs: 216-010-18)

I. Purpose and Authority

Project Description:

This Initial Study has been prepared to construct a commercial cannabis cultivation, manufacturing, and distribution facility in accordance with adopted City Ordinances pertaining to the location and regulation of cannabis cultivation and manufacturing facility. The City of California City zones the subject property as Light Industrial (M-1), which authorizes a commercial cannabis operation, 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. 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 M-1 – Light Industrial. All cannabis related activities are only permitted in the interior of enclosed structures, facilities, and buildings.

The proposed project ("Project") encompasses approximately 7.5-acres of vacant land located within the City of California City. More specifically, the property is located adjacent to, and easterly of Lindbergh Blvd. and southerly of Willow Ave., which is generally considered the central-westerly portion of California City, about 1.3-miles, southerly of California City Blvd. The Project is generally surrounded by industrial and manufacturing development (M-1 and M-2 zoning) to the north, south, and east. The Project is boarded by Open Space zoning (O/RA) to the west which is primarily vacant. The Project is identified by Assessor's Parcel Numbers (APNs): 216-010-18. The Project site is zoned Light Industrial Zoning District (M-1) and carries a General Plan Land Use Designation consistent with General Plan Land policy 1.2.

The Project proposes approximately 199,200 SF of commercial cannabis cultivation that is contained within a maximum of twenty (20) prefabricated metal industrial buildings, each approximately 9,680 SF in gross leasable area and two (2) buildings, consisting of approximately 2,800 SF each. The first of the smaller (2,880 SF) buildings will accommodate the "dry-room", manufacturing, and limited distribution facilities. The second of the smaller buildings will accommodate offices and administrative space utilized to operate the business and will accommodate the majority of employee use. The Project also requires at-least 36 standard parking spaces and two (2) accessible spaces, for a total of 38 parking spaces.

The Project site plan also incorporates one (1) retention basin that encompass approximately 3,900 sf (approximately 2%) of the Project site. The Project will be developed in one phase, which will include the frontage improvements and the construction of a commercial driveway approach along Lindbergh Blvd. The Project proponent shall also provide all-weather site access for emergency/fire/police access

within an internal driveway that provides circulation around the entire site plan. The Project also incorporates storage facilities associated ancillary cannabis manufacturing facilities.

The Project anticipates the use of Onsite Wastewater Treatment Systems (OWTS), which are regulated by the Regional Water Quality Control Board – Lahontan Region #6. According to Figure 4, of the City's Local Agency Management Plan (LAMP), the Project is not located within a Sewer Density Zone but is located between zones 73, 74, and 69. As such, sewer facilities are anticipated in the future; however, the timing of which is undetermined. Therefore, approval of an OWTS is required prior to the issuance of a building permit.

The Project anticipates being served through the use of 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: 7.5 acres [(326,700 Square-Feet) (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: 7.5	**Lots:**	**Sq. Ft. of Bldg. Area:** 199,200 SF	**Est. No. of Employees (Reg):** 12-15 **Est. No. of Employees (Harvest**): 15-25

Other: N/A

C. Assessor's Parcel No(s): 216-010-18

D. Street References: Easterly, and adjacent to Lindbergh Blvd. and southerly of Lindbergh Blvd.

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

The Project is approximately 7.5 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 impact related to city code permitted noise levels, the existing air quality levels, and/or the quality of the City's water and sewer system.

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

- *City of California City Final General Plan 2009-2028,* City of California City, originally approved October 6, 2009 (City of California City 2009)
- *City of California City Draft Environmental Impact Report on the Redevelopment Plan for the*
- *California City Redevelopment Plan* (1998)
- *City of California City Final General Plan 2009-2028 Initial Study and Mitigated Negative Declaration* (SCH#1992062069)
- *City of California City Final Environmental Impact Report on the Redevelopment Plan from the California City Redevelopment Plan* (SCH#8715918)
- *Biological Assessment Resources Assessment Report, Mark Hagen Biology prepared March 29, 2021.*

- *Kern County Airport Land Use Commission Plan (ALUCP)*

This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 23000 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:** M-1 (Light Industrial Zoning District)

2. **Circulation:** Lindbergh Blvd. will provide the primary point of ingress and egress as Lindbergh Blvd. is the adjacent roadway to provide publicly dedicated serves Project. In order to facilitate circulation, throughout the project site, and accommodate secondary access, required per the City's codified fire code, the City will require the dedication and improvement of a commercial driveway approach which will extend from Lindbergh Blvd. from the east. This driveway will be a 26-foot-wide private access easement that traverses from east to the west from Lindbergh Blvd.

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 conversion area and will need to address possible interface guidelines set forth by the California Department of Fish & Wildlife (CDFW) and the USFWS.

4. **Safety:** The Project is not located upon, or within, an area of hazardous materials as detailed within the applicable state and federal resource maps. The Project is located within the Sphere of Influence (SOI) and Airport Influence Area (AIA) of the California City Municipal Airport Comprehensive Land Use Plan (CLUP). 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 Lindbergh Blvd. The Project may create an increase in the levels of ambient noise given the adjacency to an existing area of land conservation and will need to address possible interface guidelines set forth by the California Department of Fish & Wildlife (CDFW) and the USFWS.

6. **Housing:** The Project is located on vacant land, within the M-1 (Light Industrial Zoning District) and does not propose to remove or displace any housing, of any type on, or adjacent to the Project boundaries, as no dwelling units exist either on the project site. The Project site is surrounded by vacant land in all directions, with planned industrial areas (M-1 zoning district) located to the north, southeast, and west. The Project is subject to City ordinance which requires all cultivation buildings shall be located at-least 200-feet from this existing residential property; however, no residential zoning currently exists or is anticipated to be

changed, with the surrounding land use environment, prior to the Project approval. The Project will comply with the City's distance requirements.

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): M-1 (Light Industrial Zoning District)

C. Land Use Designation(s): Land Use Policy 1.2

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

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

F. Adjacent and Surrounding:

1. **Land Use Designation(s):** Land Use Policy 1.2

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

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

G. Adopted Specific Plan Information

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

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

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

I. Proposed Zoning, if any: N/A

J. Adjacent and Surrounding Zoning: M-1 (Light Industrial Zoning District) located to the north, south, east, and 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	☐ Hazards & Hazardous Materials	☒ Recreation
☐ Agriculture & Forest Resources	☐ Hydrology / Water Quality	☐ Transportation / Traffic
☒ Air Quality	☐ Land Use / Planning	☐ Utilities / Service Systems
☒ Biological Resources	☐ Mineral Resources	☐ Other:
☐ Cultural Resources	☒ Noise	☐ Other:
☐ Geology / Soils	☐ Population / Housing	☐ Mandatory Findings of Significance
☐ Greenhouse Gas Emissions	☐ Public Services	

IV. DETERMINATION

On the basis of this initial evaluation:

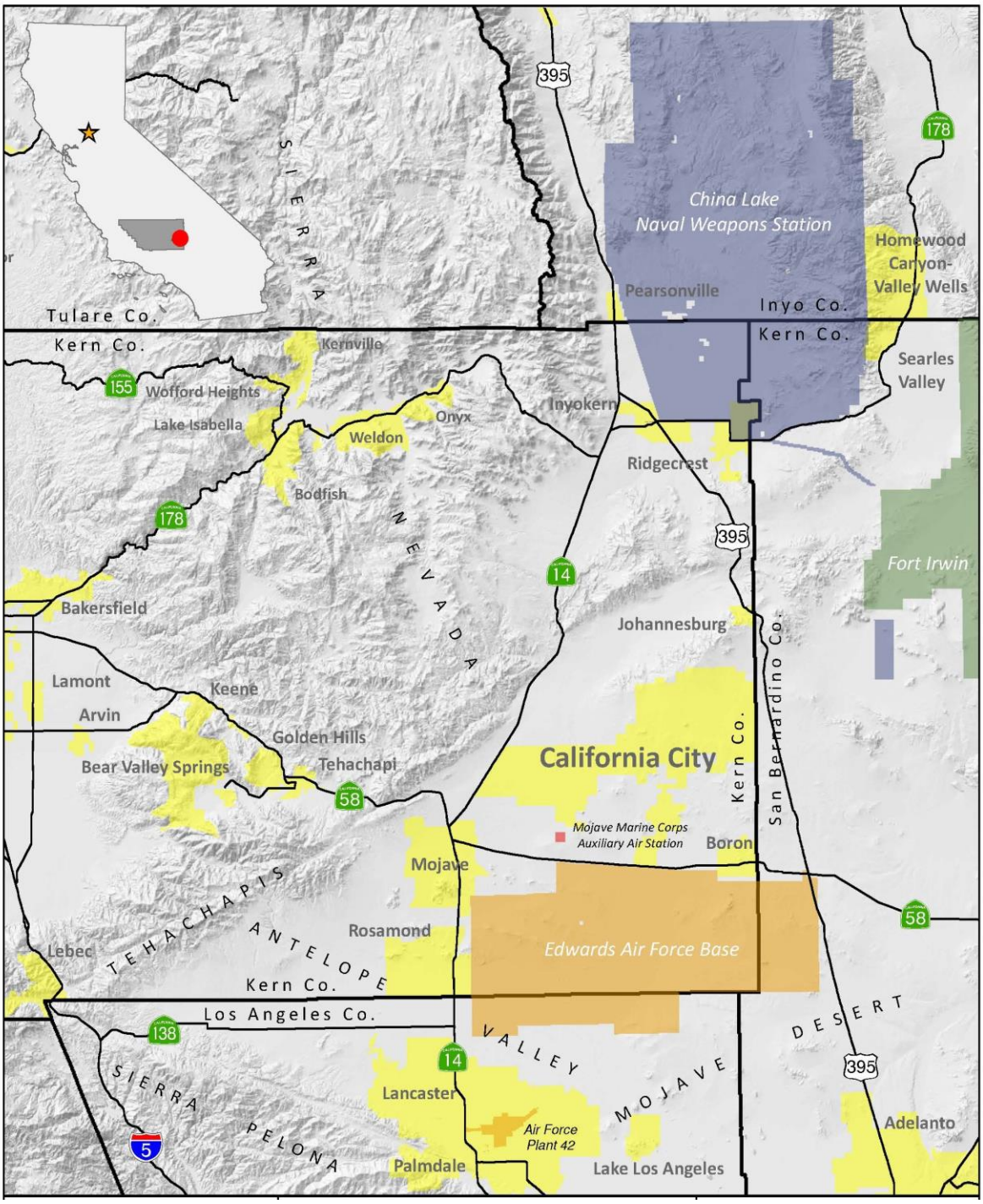
A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
☐ I find that the proposed Project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
☒ I find that although the proposed Project could have a significant effect on the 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	

Regional Location Map



SPR 21-24: Aerial Mapping (APN: 216-010-18)

Legend

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

1: 9,028

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21500–21189), this Initial Study has been prepared to analyze the proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, City of California, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the Project				
1. Scenic Resources a) Have a substantial effect upon a scenic highway corridor within which it is located?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and 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?	☐	☐	☒	☐

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 2-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). One of the Eligible State Scenic Highways in Kern County is SR-58. The section of this route, from Mojave to Boron, passes through portions of the southernmost boundaries of the General Plan planning area. This route crosses a desert landscape dotted with Joshua Trees (Yucca brevifolia) and a display of wildflowers in early spring. Points of scenic interest along the route include Red Hills and Castle Butte. The other is SR-14, from Mojave to the north. It passes through the northwest of the planning area. This route also crosses a desert landscape with Joshua Trees and spring wildflowers.[1] Furthermore, the City anticipates Economic benefits may accrue to the City with the designation of Twenty Mule Team Parkway as a scenic highway.[2] 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. Furthermore, the location and orientation of the Project

[1] California City General Plan, Pg. 3-4
[2] Ibid. Pg. 3-11

will not preclude or interfere with the identified scenic or potentially scenic resources as described above.

The Project proposes to develop a 199,200 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 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 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. In accordance with Section 9-2, of the CCMC, all lighting standards shall be fixed and directed downward upon the project parking lot and common areas.[3] 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 northbound lane of Lindbergh Blvd. No additional sources of lighting exist that could impact the project.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

[3] Sec. 9-2.209. - Standards for Off-Street Parking Facilities.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 5-6.1301). 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 consist of prefabricated metal buildings with beige, brown and off-white colored stucco 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 agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a County or City designated Agricultural Preserve?	☐	☐	☐	☒
c) Cause development of non-agricultural uses within 5 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	☐	☐	☐	☒
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; Kern County GIS Resources: (SoilWeb An Online Soil Survey Browser California Soil Resource Lab, Williamson Act Ag Preserve Parcels, & DLRP Important Farmland Finder); Project Materials.

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

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 "other lands". The subject site and surrounding land to the north, east, and south is not categorized as Prime Farmland, Unique Farmland, or Farmland of local statewide importance. According to the California Department of Conservation – Important Farmland Finder, parcels located within the existing open space zoning and to generally to the west of the Project site are designated as "nonagricultural or natural vegetation"; however, no farmland currently exists or has been present for some time. In addition, the City has not established a Farm Overlay (as identified through Section 9-2.2407. - Farm Animal Overlay)[4]

In addition, these parcels are not located within property that is designated as a Williamson Act property, as such no impacts are expected. The Project site is not located in an existing zone for agricultural use or classified as farmland. According to the Williamson Act records, no portion of land within a one-mile radius is recognized as being under a Williamson Act Contract. The proposed Project will not impact or remove land from the City or County's agricultural zoning or agricultural reserve. No impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

5. Forest	☐	☐	☐	☒
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 5154(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 and Research. The proposed indoor cultivation and processing

[4] Sec. 9-2.2407. - Farm Animal Overlay

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

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) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors which are located within 1 mile of the Project site to Project substantial point source emissions?	☐	☒	☐	☐
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	☐	☒	☐	☐
f) Create objectionable odors affecting a substantial number of people?	☐	☒	☐	☐

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

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

Projects are evaluated for consistency with the local air quality management plans, which link local planning and individual Projects to the regional plans developed to meet the ambient air quality standards. The assessment takes into consideration whether the Project forms part of the expected conditions identified in local plans (General Plan Land Use and Zoning) and whether the Project adheres to the City's air quality goals, policies, and local development assumptions factored into the regional California Air Resources Board (CARB). As previously discussed, the undeveloped Project property has a Light Industrial Zoning (M-1) 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. Projects that are consistent with local General Plans are considered consistent with the air quality related regional plans including the current CARB, the PM-10 and other applicable regional plans. The proposed Project is 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 a 5.8 kHP, 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 (351 days), with approximately 1,920 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)	**128.28**	**137**	**NO**
Oxides of Nitrogen (NO_x)	**20.24**	**137**	**NO**
Carbon Monoxide (CO)	**15.84**	**548**	**NO**
$PM_{2.5}$	**4.23**	**82**	**NO**
SO_2	**0.03**	**148**	**NO**

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)	**3.40**	**137**	**NO**
Oxides of Nitrogen (NO_x)	**12.42**	**137**	**NO**
Carbon Monoxide (CO)	**10.50**	**548**	**NO**
$PM_{2.5}$	**1.02**	**82**	**NO**
SOx	**0.64**	**148**	**NO**
Source: CalEEMod Analysis Results, Prepared by Rush Environmental, LLC (dated, March 13, 2022)			

Consequently, the Project would not substantially contribute to a significant individual or cumulative impact on existing or projected exceedances of the state or federal ambient air quality standards or result in a cumulatively considerable net increase in the emissions of any criteria pollutant for which the Project region is designated nonattainment. Based upon the model analysis, the Project does not increase criteria pollutants and will not contribute cumulatively to a cumulative increase. As such, less than significant impacts are anticipated.

The Project is not located within a mile of any sensitive receptors, such as childcare facility, school, senior home or assisted living facility. Notwithstanding the less than significant impact upon criteria pollutants, the Project will not create an impact upon any sensitive receptor currently identified or planned under future development.

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 set forth in the CalEEMOD report and analysis.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 September 1, 2020); Project Materials.

Findings of Fact: A Biological Assessment was conducted on March 29, 2021, and 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 eighteen (18) plant species and fifteen (15) wildlife species or their sign were observed during the line transect survey. However, regarding 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 Desert Tortoises (DT) or Mohave Ground Squirrels (MGS) (*Xerospermophilus mohavensis*). No desert Kit Fox dens were identified on-site, or within the Project survey boundary. 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) 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?

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 f 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 40-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. CDFW remains concerned that the urbanizing effects of the Project will contribute to the diminishment; albeit incremental, upon the MGS habitat. The TAG published a list of conservation priorities in December of 2010 and sets forth five primary conservation priorities intended to support the ongoing conservation of the MGS. These priorities are detailed as follows[5]:

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

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

The Project will not have an adverse impact upon the modification of habitat or impact to species or their environment needed to survive. The Project does not include any habitat or species associated with endangered or threatened species and as such will not present adverse effects upon conditions required for the identified species to flourish.

b) – g) A Biological Assessment was conducted March 29, 2021 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 Biological used Geographic Information Systems (GIS) ArcView software to digitize the mapped vegetation communities and then transferred these data onto an aerial photograph to further document existing conditions and quantify the acreage of each vegetation community. A line transect survey was conducted on June 10, 2020, to inventory biological resources. The proposed project area was characteristic of a disturbed creosote bush (Larrea tridentata) scrub plant community. A total of fifteen (15) plant species and eight (8) 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 (sp.), an invasive grass species that appears to be an indicator of poor Mohave ground squirrel habitat, is the dominant annual within and adjacent to the study site. Mohave ground squirrels are not expected due to lack of required forage and cover plant species. The additional details, regarding the Habitat Assessment methodology, can be found in the attached Biological Assessment Report, prepared by Mark Hagan Biological, dated March of 2021.

The Biological Assessment indicated that natural habitats (within the project site) have been disturbed because 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 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*, CDFE will review and determine

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

the necessary minimization and mitigation measures; including, but not limited to, the purchase of credits from a CDFW approved conservation or mitigation bank.[6]

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

CULTURAL RESOURCES Would the Project				
8. Historic Resources a) Alter or destroy an historic site?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	☐	☐	☐	☒

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

9. Archaeological Resources a) Alter or destroy an archaeological site.	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
d) Restrict existing religious or sacred uses within the potential impact area?	☐	☐	☐	☒

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 2574?	☐	☐	☐	☒

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

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

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

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

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

Mitigation: **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

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

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 2-1 and 2-2 below, the proposed Project would use 330,758 kilowatt hours per year (kWh/yr.) of electricity and 583,107 kilo-British thermal units per year (kBTU/yr.) of natural gas.

TABLE 2-1: ENERGY by LAND USE – NATURAL GAS

	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	583107	3.1400e-003	0.0286	0.0240	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	31.1168	31.1168	6.0000e-004	5.7000e-004	31.3017
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		**3.1400e-003**	**0.0286**	**0.0240**	**1.7000e-004**		**2.1700e-003**	**2.1700e-003**		**2.1700e-003**	**2.1700e-003**	**0.0000**	**31.1168**	**31.1168**	**6.0000e-004**	**5.7000e-004**	**31.3017**

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

TABLE 2-2: ENERGY by LAND USE – ELECTRICITY

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr.	MT/yr.			
Industrial Park	330,758		58.6585	4.9500e-003	6.0000e-004	58.9611
Parking Lot	5,320		0.9435	8.0000e-005	1.0000e-005	0.9484
Total			59.6020	5.0300e-003	6.1000e-004	59.9095

electricity

Project-related vehicle trips would also use fuel or electricity. In addition, construction of the Project would involve fuel and electricity use from construction equipment and hauling, worker and vendor trips. The Project is located adjacent to a local collector roadway (e.g., Lindbergh 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[7]. 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. 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[8].

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

11. 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					

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

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

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

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

California City, and the project site, is located in the Mojave Block, also referred to as the Eastern California Shear Zone (ECSZ). The ECSZ is an area of increased seismic activity which stretches from the San Andreas Fault in the Coachella Valley, north-northeast across the Mojave Desert, and

northward to the Owens Valley. The numerous faults in the region may accommodate as much as 8 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.

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 (PM2.5) 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. 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. Applicable Regulatory Requirements:
The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the City shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by City staff or its designee to confirm compliance. To comply with Rule 403:
In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25-miles per hour (mph) per SCAQMD guidelines.

The construction contractor(s) shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.

The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less. 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.

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 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.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS Would the Project				
10. Greenhouse Gas Emissions a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

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

Findings of Fact: Greenhouse Gas (GHG) is a gaseous compound in the earth's atmosphere that is capable of absorbing infrared radiation, thereby trapping and holding heat in the atmosphere. Common greenhouse gases in the earth's atmosphere include water vapor, carbon dioxide (CO_2), methane (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 2021, Governor Jerry Brown signed Senate Bill 32 (SB32) that requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. In general, the Project will generate GHG emissions through Project-related area sources, energy usage, mobile sources, solid waste disposal, water usage, and wastewater treatment.

The proposed industrial and manufacturing facility will add a new land use, and as a result, an expected increase in operational greenhouse gas emissions is expected. The square-footage of the proposed industrial and manufacturing uses is anticipated to generate approximately 249.68 $MMTCO_{2e}$ annually, which is substantially less that the CARB-mandated maximum threshold of 3,000 $MMTCO_{2e}$ 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.

California's Global Warming Solutions Act of 2006 (AB32) requires California to reduce its GHG emissions to 1990 levels by 2020. California Air Resource Board (CARS) has identified measures to achieve this goal as set forth in the CARB Seeping Plan. The EKAPCD adopted the interim GHG

significance threshold for stationary/industrial sources on December 5, 2008, which applies to Projects where the EKAPCD is the lead agency. SB 32 adopted in 2021 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2035, a reduction target that was first introduced in Executive Order B-10-15. The project will reduce its GHG emissions to the maximum extent feasible through energy conservation measures and implementation of the current California Green Building Standards Code9 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.

[9] Title 24, Part 11, of the California Code of Regulations. (https://codes.iccsafe.org/content/CAGBSC2019/cover)

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

Applicable Regulatory Requirements:

- The Project is required to comply with the California Green Building Standards Code (CALGreen), including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking, parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use, which reduce greenhouse gas emissions.

- In compliance with the County's Climate Action Plan, prior to issuance of a building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of Climate Action Plan measure R2-CE1, which requires on-site renewable energy production to offset 20% of the building's energy demand.

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 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 7.5-gross acres of vacant desert land and proposes to construct a 199,200 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[10] 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 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

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

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 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

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

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.

11. 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.

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 not located within California City's Airport Influence Area. 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. According to the 2011 Kern County Airport Land Use Compatibility Plan the Project is located within Compatibility Zone "C" and is approximately 1,303.73 linear feet from the runway centerline, and adjacent, but not within Compatibility Zone "B". Compatibility Zone "C" does not preclude industrial and manufacturing uses. Therefore, less than significant impacts are anticipated. 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 within AIA. 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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. 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 the state Fire Hazard Severity Zone (FHSZ) mapping tool, the Project, and its surroundings, are located within the Local Responsibility Area (LRA), and as such are not impacted by restrictions set forth by the Very High/High/Moderate FHSZ for State and Federal Responsibility Areas.[11]

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

15. 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?	☐	☐	☒	☐

[11] https://egis.fire.ca.gov/FHSZ/

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 6V. 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 General Plan Final Environmental Impact Report (SCH # 1992062069), the only named blue line stream is identified as Cache Creek, which runs through California City from the west towards the northeast, and eventually terminates just south of the Koehn Lakebed outside of the City boundary. Cache Creek lies approximately 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 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.

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. 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 Project 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.

According to the FEMA Floodplain Mapping Tool (FIRM), the Project is located in FEMA Zone X classification[12], defined as areas determined to be outside the 0.2-percent (%) annual chance floodplain. The current flood classification 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.

The National Wetlands Inventory, from the USFWS, indicates that there is evidence of an intermittent, but undefined, riverine/riparian feature that is located approximately 500-feet westerly 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

[12] https://msc.fema.gov/portal/search?AddressQuery=#searchresultsanchor

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Floodplains Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked. NA - Not Applicable ☒ U - Generally Unsuitable ☐ R - Restricted ☐				
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, FEMA Flood Map Service Center 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 5-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 one-acre of proposed structures, driveways, parking, and hardscape (impervious areas) and minimal landscaping, which are typically constructed of pervious materials. Runoff will be conveyed primarily via surface flows through biofiltration BMPs and eventually to storm drain inlets with inlet filters. The runoff will subsequently be directed to the detention basins or carried via proposed piped flow to the corresponding underground infiltration structures located under the drive aisles. The City will require that BMPs be incorporated into a Final WQMP, to be reviewed and approved by the City.

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

The Federal Emergency Management Agency (FEMA) evaluates potential flood hazards for the City. The FEMA Flood Insurance Rate Maps (FIRMs) serve as the basis for identifying those potential hazards and determining the need for and availability of federal flood insurance. According to FIRM panel 06029C-2920E, 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 5-year flood zone based on FEMA FIRM panel 06029C-2920E, 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 5-year, 5-day storm runoff volume for post-development conditions. Only flows more than the project's retention requirements would be allowed to exit the project area, therefore, less than significant impacts are expected.

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

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

Applicable Regulatory Requirements:

- Prior to issuance of a grading permit, the Project Applicant is required to obtain coverage under a NPDES permit from the State Water Resources Control Board. Evidence that a NPDES permit has been issued shall be provided to the County of Riverside prior to issuance of a grading permit.

- Prior to issuance of a grading permit, the Project Applicant is required to prepare a SWPPP. Project contractors shall be required to ensure compliance with the SWPPP and shall permit periodic inspection of the construction site by the City staff or its designee to confirm compliance.

- Prior to issuance of a grading permit, the Project Applicant is required to prepare, and the County of Riverside shall approve a Final WQMP. The Project Applicant or its property manager shall be required to ensure compliance with the Final WQMP and shall permit periodic inspection of the Project site by City staff or its designee to confirm compliance.

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.

HYD-2: The Project shall comply with the NPDES General Permit and BMP guidance for Region 6.

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?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 7.5 gross acres of vacant desert land, located at the southernly of Lindbergh Blvd. and westerly of Mitchell Blvd. The Project is further located northwesterly of Mendiburu Road. The Project proposes to construct a 199,200 SF 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 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 7.5 gross-acre project site with 199,200 SF 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				
14. 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	☐	☐	☐	☒
d) Expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	☐	☐	☐	☒

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, the Kern County Mineral Resources GIS mapping resources, there are no mineral resources within the City's General Planning Area. In the eastern portion of the Mojave Specific Plan, it contains areas with mineral resources consisting of several gravel pits. In the western portion of the North Edwards Specific Plan is a mineral extraction owned by Rio Tinto (Borax) Mine that is the world's largest sodium borate deposit. This includes the world's largest open pit borax mining operation (more than 600 feet deep) near the community of Boron. According to the California Geological Study (CGS) Mineral Land Classifications, no areas or sites of mineral resource and/or SMARA study areas exist on, or within the vicinity, of the Project site. The property is not listed as an active or historical mineral resources mine. In addition, the Project site is not located within an active or potential area of aggregate extraction pursuant to Map Sheet 52, which was updated in 2018 providing guidance on aggregate sustainability areas within the state. The nature of the project does not involve the extraction of mineral deposits. Construction of the proposed cultivation and processing facility would rely on existing local and regional aggregate resources from permitted facilities within the region. The project is not expected to result in a considerable extraction and/or loss of known mineral resources that are considered important to the region or residents of California. Additionally, there are no specific known mineral resource deposits or facilities on or near the project. No impacts are expected related to the loss of availability of known mineral resources. As previously discussed, there are no mineral resources within the City of California City. The closest mineral resource to California City is located in the City of Mojave, approximately 30 miles southwest of the project site. As determined in the previous discussion, the project site is located within an area that is not designated, has not been evaluated or studied, and is not historically known to contain mineral and/or aggregate deposits of value. This zone designation applies to areas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources. Overall, the project site is not recognized as a mineral resource recovery site delineated in the City of California City General Plan or the resource maps prepared pursuant to SMARA. No impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

NOISE Would the Project result in				
15. Airport Noise a) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the Project	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
expose people residing or working in the Project area to excessive noise levels? NA ☐ A ☒ B ☐ C ☐ D ☐				
b) For a Project within the vicinity of a private airstrip, would the Project expose people that reside or work in the Project area to excessive noise levels? NA ☐ A ☒ B ☐ C ☐ D ☐	☐	☐	☒	☐

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

16. Railroad Noise NA ☐ A ☒ B ☐ C ☐ D ☐	☐	☐	☐	☒

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

17. Highway Noise NA ☐ A ☒ B ☐ C ☐ D ☐	☐	☐	☒	☐

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

18. Other Noise NA ☒ A ☐ B ☐ C ☐ D ☐	☐	☐	☐	☒

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

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

19. Noise Effects on or by the Project a) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☒	☐	☐
b) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☒	☐	☐
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☒	☐	☒

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

Findings of Fact: Noise is defined as unwanted sound that disrupts normal activities or that diminishes the quality of the environment. It is usually caused by human activity that adds to the existing acoustic setting of a locale. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies, being less sensitive to low and high frequencies than to medium frequencies that correspond with human speech. In response to this, the A- weighted noise level or scale has been 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 penalty for noise levels occurring at night between the houses of 10:00 p.m. and 7:00a.m. The CNEL descriptor includes a penalty of about 4.8 dB for noise levels occurring during the evening hours 7:00p.m. and 10:00 p.m. The CNEL explanation was developed for the quantification of aircraft noise, and its use is required when preparing noise exposure maps for airports within the State of California.

The Noise Element of the City's General Plan identifies vehicular traffic as the principal source of noise in the community. The General Plan Area is particularly bounded by 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 Lindbergh Blvd. and approximately 1,300-feet from the California City Municipal Airport to the northwest. 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 384,000 SF industrial and manufacturing facility. The anticipated noise impacts, from such an industrial and manufacturing use, will not exceed the evaluated noise generation factors established within the commercial land use.

Section 19.80.010. S (1) within Kern County Zoning Ordinances restricts noise generated by commercial or industrial uses within 500-feet of a residential use or residential zone district. The Project will not generate noise that exceeds an average 65 dB/Ldn between the hours of 7 AM and 10 PM and shall not generate noise that exceeds 65 dB/Ldn, or which would result in an increase of 5 dB(A) or more from ambient sound levels, both are superior, between the hours of 10:00 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:

Table 3-1 – Construction Equipment Reference Noise Levels:

CONSTRUCTION EQUIPMENT REFERENCE NOISE LEVELS

Construction Equipment	Estimated Usage Factor	Noise Level at 50 Feet (dBA, Lmax)
Air Compressor	40%	80
Backhoe	40%	80
Cement and Mortar Mixers	40%	85
Compactor	20%	80
Concrete/Industrial Saw	20%	90
Cranes	16%	85
Crushing/Proc. Equipment	20%	87
Dumpers/Tenders	40%	76
Excavator	40%	85
Forklift	50%	85
Graders	40%	85
Haul Trucks	40%	76
Jackhammer	20%	85
Loader	40%	80
Paver	50%	85
Pumps	100%	82
Roller	20%	85
Rough Terrain Forklift	50%	85
Rubber Tired Loader	40%	80
Scrapers	40%	85
Skid Steer Loaders	40%	80

SOURCE: Federal Highway Administration (FHWA), *FHWA Roadway Construction Noise Model User's Guide*, January 2006.

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 110-feet (the width of Lindbergh Road) which is 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 Lindbergh 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 dB(A). Taking the more conservative approach, between 20 dB(A) and 12 dB(A) the highest level of stationary construction equipment noise is 90 dB(A), at a maximum of 50- feet, this results in a maximum noise level of 71.15 dB(A), which is in excess of the allowable interior noise level by approximately 27 dB(A) above the maximum base ambient noise level allowed. With the incorporation of a temporary construction noise barrier that complies with the FHWA Noise Barrier Design Handbook.

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

During construction, the Project is also expected to follow common industry standards that will help limit noise level increases. For example, all construction equipment, fixed or mobile, should be equipped with properly operating and maintained mufflers and the engines should be equipped with shrouds. Approved haul routes shall be used to minimize exposure of sensitive receptors to potential adverse levels from hauling operations. Truck haul routes are anticipated to include service from Lindbergh Blvd., in a westerly direction, then traveling north along Lindbergh Blvd. and then accessing the site through Lindbergh 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 161-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 Lindbergh Blvd. Construction of the Project is expected to involve the temporary use of vehicles and equipment that would result in short-term groundborne vibration increases within the permitted construction hours established by the City. During the life of the Project, all routine operations will occur within the proposed structure and during the permitted hours of operation, as mandated by the county ordinance and conditioned by the City. The routine operation of vehicles accessing the Project would cause an incremental increase in groundborne vibration, but not in levels that would be deemed inconsistent with the existing industrial setting or excessive in nature, such that would impact residential uses. Less than significant impacts related to excessive groundborne vibration noise levels are expected. The primary permanent noise sources will be vehicles traveling to and from the site and grounds maintenance equipment. The vehicle mix will be comparable with existing vehicles on surrounding roads. The proposed project is not expected to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Noise generated by vendors, visitors and employees is expected to be consistent with noise levels at any light industrial development and will not exceed county standards. Project-related vehicles will be consistent with vehicles already using area roadways.

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

Two types of noise impacts should be considered during the construction phase. First, the transport

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

Most of 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

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

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.

POPULATION AND HOUSING Would the Project				
20. Housing a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
d) Affect a City Redevelopment Project Area?	☐	☐	☒	☐
e) Cumulatively exceed official regional or local population Projections?	☐	☐	☒	☐
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

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 10,200 acres (203 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 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 199,200 SF of commercial cannabis cultivation and related, but ancillary cannabis processing and manufacturing. The Project is compatible with operations and uses permitted

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

in the M-1 (Light Industrial Zoning District) with approval of a site plan review. The facility is estimated to staff approximately 10-12 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

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:				
21. 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 5 gross acre site. The facility will contain space for office use, storage, and cultivation areas. At buildout, the facility will have an approximate building ground floor area (GFA) of approximately a 199,200 SF facility: under a Class M 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

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 fire, therefore, less than significant impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

22. 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 2115 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 a 199,200 SF facility: under a Class M 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

23. 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 199,200 SF facility: under a Class M 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

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

to assist in offsetting impacts to school facilities. At the time of writing, current development fees are $3.79 a SF for residential and $0.61 per SF for commercial/industrial projects (Level I Developer Fee Study for Mojave Unified School District, 2018). Less than significant impacts to school services are expected. As discussed below in Section XV(a) and XV(b), the proposed project would not create substantial additional demand for public park facilities, nor result in the need to modify existing or construct new park facilities. No impacts are expected to city parks.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

24. 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 book mobiles 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 199,200 SF facility: under a Class M 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

25. 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 203 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 9-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 8-miles from the south edge of the city. While the City does not have any Mutual Aid Agreements in terms

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

of Hospitals in the area; City fire does have Mutual aid for Fire with Kern County and Edwards AFB as requested by the California City Fire Chief.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

RECREATION				
26. Parks and Recreation a) Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
b) Would the Project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
c) Is the Project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☐	☒

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 199,200 SF commercial cannabis cultivation and ancillary manufacturing uses. Properties immediately to the north, east, south, and west of the project are in a vacant state, 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, and approximately 10-12 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 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 I Bike Trail adjacent to the curb-line of Lindbergh Blvd. which is required pursuant to the City's Bike Plan Element of the General Plan.

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

27. 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.

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

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 require the development of a Class I Bike trail along the adjacent R/W of Lindbergh Blvd. The Project will not negatively affect the General Plan goals of providing safe and convenient access to equestrian trails and roadway use.

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 Lindbergh Blvd. This bike trail will be incorporated into the future dedicated R/W and constructed concurrent with the road improvements for Lindbergh Blvd. In addition, the Project will be required to pay for the balance of park land impacts not offset by the construction of the 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: The Project shall construct a Class I bikeway/trail in conformance with City standards.

Monitoring: The City Community Development and Public Works Departments shall review the trail plans and inspect construction of the trail to ensure compliance.

TRANSPORTATION/TRAFFIC Would the Project				
32. Circulation a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) 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 4-1: Trip Summary Information:

Land Use	Average Daily Trip Rate			Average VMT
	Weekday	Saturday	Sunday	Unmitigated
Industrial Park	115.39	86.97	42.46	264,569
Parking Lot	0.00	0.00	0.00	
Total	**115.39**	**86.97**	**42.46**	**264,569**
Source: Annual CalEEMOD Analysis Results_20200314[13]				

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 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.

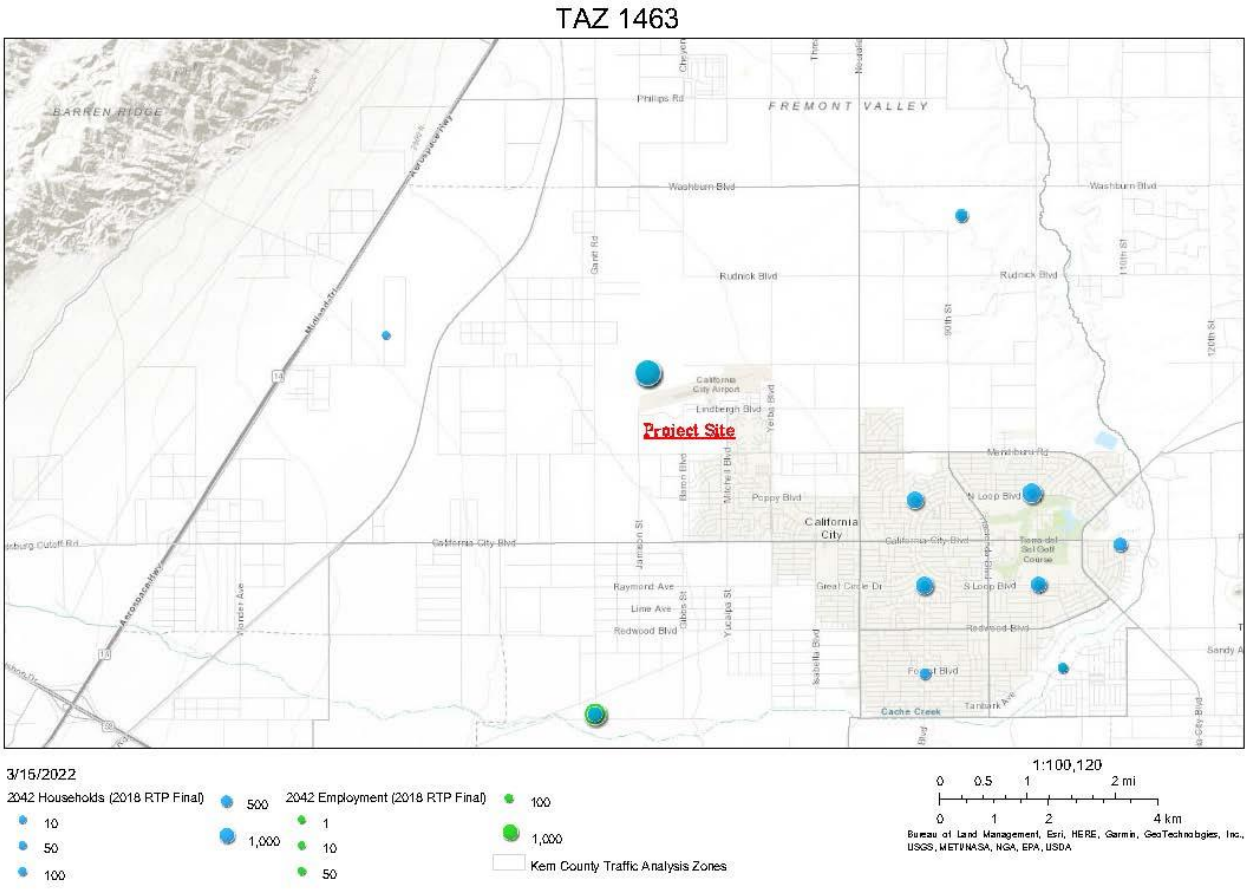
Table 4-2: Kern County TAZ Data:

Kern County TAZ 1463	
Acres	12,461.91
TAZ	1463.00

[13] CalEEMod (v. 2016) Annual Modeling Analysis, Rush Environmental, LLC (March 13, 2022)

2015 Households	472
2042 Households	2,491
2015 Employment	57
2042 Employment	2,146

Figure C: Traffic Analysis Zone (TAZ)



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

Based on a review of the land use information contained within TAZ 1463 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 0.007% of the total TAZ area and a 1.00% increase in the job creation[14] and therefore is consistent with the underlying assumptions considered in TAZ 1463.

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 frontage along Lindberg Blvd. The Project can be accessed by Lindberg 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. Lindberg Blvd. is identified in the General Plan as accommodating a maximum daily traffic volume of 24,000 vehicle trips. 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.

[14] 25 jobs anticipated from Project over 2042 anticipated jobs equaling 2,491.

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

Level of Significance: Less than Significant

Mitigation: No Mitigation Required.

Monitoring: No Monitoring Necessary.

28. 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 2574 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 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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITY AND SERVICE SYSTEMS Would the Project				
44. Water a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

Findings of Fact: The California City Water Department does not provide sewer services to the city and the project site. Therefore, onsite wastewater treatment systems (OTWS) will be required to control and manage gray water, solids, and resulting effluent from the Project site operations. 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 10835 Nelson Drive, is designed to treat an average flow of 1.5 MGD and peak flow of 3.0 MGD, where in 2015, the influent flow was 0.8 MGD.

Wastewater is expected to be minimal as the project would only require up to 12-15 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 service in the project vicinity. The City provides approximately 4,410 active service water connections to its incorporated area (203 square miles). The City maintains approximately 313 miles of water main lines ranging in size from 4 to 21 inches in diameter, and a 20-inch transmission line connects the City wells to the reservoirs located in the foothills. As stated in the prior discussion, the California City Wastewater Treatment Facility, which is designed to treat an average flow of 1.5 million gallons per day, and peak flow of 3.0 MGD. The Project site is currently vacant and undeveloped, with scattered vegetation. Existing facilities such as water and electricity currently run along Lindbergh Boulevard. The proposed Project will connect to existing water services available in Lindbergh Road 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 Project will require sub-surface or onsite waste disposal systems (OTWS) as there are no sewer facilities located within this portion of Lindbergh Blvd. Construction of OTWS will comply with the requirements of the State Regional Water Control Board, Kern County Department of Environmental Health, and the City Public Works Department. OTWS are required to comply with 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, OTWS 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.

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

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. 15 is the closest well to the project site, south of California City Blvd., approximately 1.5 miles northwest of the Project site. According to the California City General Plan, future water demands for the City will be met by the construction of new water wells and through additional purchase of AVEK water. According to the 2015 Urban Water Management Plan (UWMP) updated in 2017, the addition of two new wells will assist in the City's goal in meeting future water demands from 2020 through 2040. These wells include: Well No. 10 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 Lindbergh 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: The Project shall prepare plans for approval, and construct, water-reduction and drought tolerant landscaping.

Monitoring: The City Public Works Department will ensure compliance with these mitigation measures.

12. 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 5835 Nelson Drive, approximately 5-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

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

domestic wastewater to approximately 5 percent of the City's sewer system, while the remaining 70-percent (%) is served by onsite septic systems. The existing California City Wastewater Treatment Facility is designed to treat an average flow of 1.5 MGD and peak flow of 3.0 MGD. Currently, the average influent flow is 0.8 MGD. The proposed project is designed to connect to OWTS and gain approval from both the City and Kern County, as outlined in the 2002 Water Master Plan for California City, and the 2017 Urban Water Management Plan (UWMP). The Project is not located in a Sewer Density but is located in between two separate zones. As of 2018, This zone was at 2.7% total use, according to Table 2 (page 88) of the FINAL LAMP referenced above. Since little development has occurred in the last 2.5 years, the approximate 52% of capacity is adequate to accommodate the Project's operational impacts upon existing sewer facilities. The operation and construction of these facilities will comply with the requirements of the City, and the State Regional Water Quality Control Board. Less than significant impacts to wastewater treatment are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

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

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

CA City Recycling and Transfer Station (15-AA-0401). Waste from this transfer station is then sent to a permitted landfill or recycling facility within Kern County. These include Bena, Boron, Mojave-Rosamond, Ridgecrest, Shafter-Wasco, Taft, and Tehachapi Landfills. Cal Recycle data indicates that these landfills have 3 to 90-percent (%) of their remaining estimated capacity, with the Mojave-Rosamond Sanitary Landfill having the lowest remaining capacity, 3-percent (%), and the Boron Sanitary Landfill with approximately 90-percent (%) remaining capacity. Additionally, solid waste generated by a medical marijuana facility would be minimal and would comply with all cannabis waste regulations. Less than significant impacts to solid waste are expected. 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

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 199,200 SF industrial and manufacturing facility will not increase the need for utility services or create the need to substantial retrofit existing utility infrastructure. No impact is anticipated from the proposed Project.

a) Electricity: The property will be served by Southern California Edison (SCE) which has an obligation to serve and provides electrical service to several properties along Lindbergh Blvd. As such, no impact is anticipated.
b) Natural Gas: Recently, the City has expanded natural gas service to the north and eastern planning areas. The property will not likely require natural gas service, but service is available if needed. As such, no impact is anticipated.
c) Communications: The Project will not require telecommunications service. As such, no impact is anticipated.
d) Storm water drainage: 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 Lindbergh

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

Blvd. The City Public Works Department will accept a dedication of the ultimate improvements prior to the commencement of Project operations. Maintenance of the road will be provided by a public entity, the City. As such, no impact is anticipated.

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

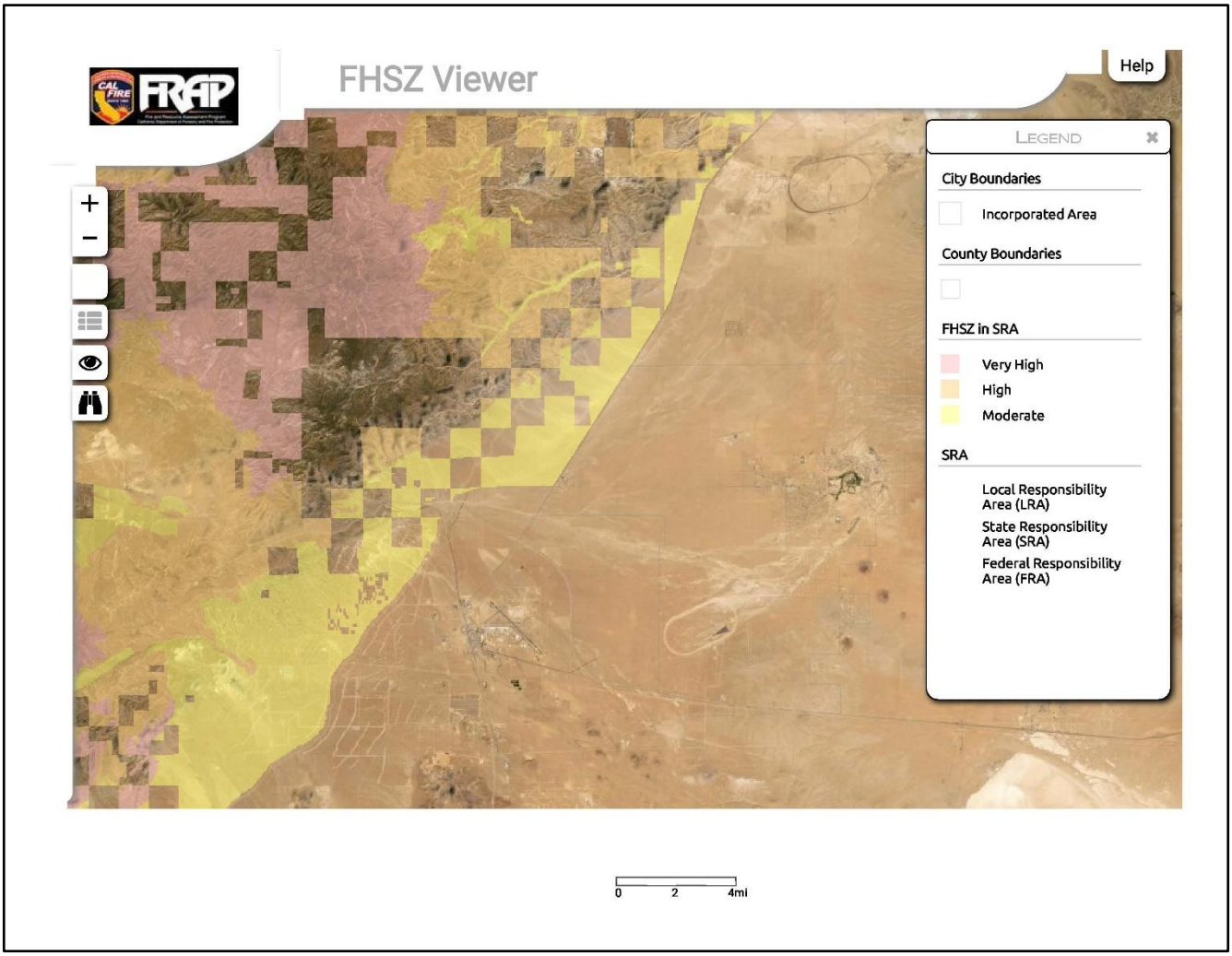
WILDFIRE. If located in or near state responsibility areas classified as very high hazard severity zone, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate pollutant concentrations 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: The Project is located within the Local Responsibility Area (LRA), according to state Fire Hazard Severity Zone Mapping Tool.[15] The nearest Very High Severity Zone (VHSZ) is located westerly of California State Highway 14, approximately 50-miles to the northwest. See figure below:

[15] https://egis.fire.ca.gov/FHSZ/

Figure D – Very High Severity Zone (FHSZ):



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

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

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

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

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

the Project is proposed is not located within or near a state responsibility area or an area classified as high fire. As such, no impacts can or will occur.

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

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

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

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

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 (Light Industrial Zoning District) 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.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
49.	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
250 Hacienda Boulevard
California City, CA 93505-2293
(760) 373-8661

VI. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 2583 and 2583.05; References: California Government Code Section 65088.4; Public Resources Code Sections 2580(c), 2580.1, 2580.3, 2582.1, 2583, 2583.05, 2583.3, 2593, 2594, 2595 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 159; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 52 Cal.App.4th 656.

APPENDIX A

SITE PLAN

(APN: 216-010-18*)*

ABBREVIATIONS

SOME OF THE FOLLOWING ABBREVIATIONS AND ACRONYMS ARE USED IN THE ARCHITECTURAL DRAWINGS

@	AT
A.C.	ASPHALTIC CONCRETE
AC.T.	ACOUSTICAL TILE
A.D.	AREA DRAIN
A.D.A.	AMERICANS WITH DISABILITIES ACT
ADD'L	ADDITIONAL
ADJ.	ADJUSTABLE
ADJC.	ADJACENT
A.F.F.	ABOVE FINISH FLOOR
ALT.	ALTERNATE
ALUM.	ALUMINUM
APPROX.	APPROXIMATELY
ARCH.	ARCHITECT
ATTAC.	ATTACH, ATTACHMENT
BD.	BOARD
BET.,BETW.	BETWEEN
BLDG.	BUILDING
BLK.	BLOCK
BLKG.	BLOCKING
BM.	BEAM
B., BOT.	BOTTOM
B.O.	BOTTOM OF
CAB.	CABINET
C.B.	CATCH BASIN
C.F.C.I.	CONTRACTOR FURNISHED CONTRACTOR INSTALLED
CP.	CARPET
CEM.	CEMENT
CER.	CERAMIC
C.J.	CONSTRUCTION JOINT
CL.	CLOSER
C., C.L.	CENTERLINE
CLG.	CEILING
CLR.	CLEAR
COL.	COLUMN
C.M.U.	CONCRETE MASONRY UNIT
COMPO.	COMPOSITION
CONC. CONST.	CONCRETE CONSTRUCTION
CONT.	CONTINUOUS
C.T.	CERAMIC TILE
D.A.	DISABLED ACCESSIBLE
DBL.	DOUBLE
DET.	DETAIL
DIA.	DIAMETER
DIM.	DIMENSION
DN.	DOWN
DR.	DOOR
D.S.	DOWN SPOUT
DWG.	DRAWING
DWGS.	DRAWINGS
EA.	EACH
E.J.	EXPANSION JOINT
ELEC.	ELECTRIC, ELECTRICAL
ELEV.	ELEVATION
ENT.	ENTRANCE
E.O.S.	EDGE OF SLAB
EQ., E.	EQUAL
EXIST., (E)	EXISTING
EQUIP.	EQUIPMENT
EXP.	EXPOSED
EXPAN.	EXPANSION
EXT.	EXTERIOR
F.E.	FIRE EXTINGUISHER
F.E.C.	FIRE EXTINGUISHER CABINET
FAB.	FABRICATE, FABRICATION
F.D.	FLOOR DRAIN
FLUOR.	FLUORESCENT
F.O.S.	FACE OF STUD
F.F.	FACTORY FINISH (CONTEXT SENSITIVE)
F.F.	FINISHED FACE
F.G.	FINISHED GRADE
FIN. FLR.	FINISH FLOOR
F.O.C.	FACE OF CONCRETE
F.O.M.	FACE OF MASONRY
F.S.	FINISH SURFACE
FURR.	FURRING
FLASH.	FLASHING
FT.	FEET, FOOT
FTG.	FOOTING
GA.	GAUGE
GALV.	GALVANIZED
G.L.	GRID LINE
GL.	GLASS
GR.	GRADE
GRD.	GROUND
GYP.	GYPSUM
GYP.BD.,G.B.	GYPSUM BOARD
H.C.	HOLLOW CORE
H.M.	HOLLOW METAL
HORIZ.	HORIZONTAL
H.P.	HIGH POINT
HR.	HOUR
HT.	HEIGHT
HWRE.	HARDWARE
I.D.	INSIDE DIAMETER
I.F.	INSIDE FACE
INFO.	INFORMATION
INT.	INTERIOR
INSUL.	INSULATION
JT.	JOINT
LAM.	LAMINATED
LB.	POUND(S)
LAV.	LAVATORY
LG.	LONG
LT.	LIGHT
LTG.	LIGHTING
L.P.	LOW POINT
MACH.	MACHINE
MFG.	MANUFACTURER
MATL.	MATERIAL
MAX.	MAXIMUM
M.C.B.	METAL CORNER BEAD
MECH.	MECHANICAL
M., MET.	METAL
MIN.	MINIMUM
MIN.	MINUTE (CONTEXT SENSITIVE)
MISC.	MISCELLANEOUS
MULL.	MULLION
(N)	NEW
N.A.	NOT APPLICABLE
N.I.C.	NOT IN CONTRACT
NO.	NUMBER
NOM.	NOMINAL
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
O.F.O.I.	OWNER FURNISHED OWNER INSTALLED
O.F.C.I.	OWNER FURNISHED CONTRACTOR INSTALLED
OPP.	OPPOSITE HAND
O.H.	OPENING
OPG.	OPPOSITE
PNT.	PAINT
P.C.	PAINT COLOR, PAINT COLOR TYPE
PERP.	PERPENDICULAR
PL.	PLATE
P.LAM., P.L.	PLASTIC LAMINATE
PLAS.	PLASTER
POL.	POLISHED
PR.	PAIR
PNTD.	PAINTED
R.	RISER
RAD.	RADIUS
R.C.	REINFORCED CONCRETE
R.C.P.	REFLECTED CEILING PLAN
RD.	ROUND
R.D.	ROOF DRAIN
REG.	REGISTER
REINF.	REINFORCEMENT
REQ.	REQUIRED
REV.	REVISION
RFG.	ROOFING
RM.	ROOM
R.O.	ROUGH OPENING
R.T.	RUBBER TOPSET
S.A.W.M.	SELF ADHERING WATER-PROOFING MEMBRANE
S.C.	SOLID WOOD CORE
SECT.	SECTION
SHT.	SHEET
SHTG.	SHEATHING
SIM.	SIMILAR
S.J.	SEPARATION JOINT
SM.	SMOOTH
SM. PL.	SMOOTH PLASTER
S.M.S.	SHEET METAL SCREWS
SPEC.	SPECIFICATIONS
S.S.	STAINLESS STEEL
S.S.D.	SUB SURFACE DRAIN
STL.	STEEL
STD.	STANDARD
STRPG.	STRIPPING
STRUCT.	STRUCTURAL
SQ.	SQUARE
SUSP.	SUSPENDED
SV	SHEET VINYL
SYM.	SYMMETRICAL
T	TREAD
TEL.	TELEPHONE
TEMP.	TEMPERED
TH.	THRESHOLD
THK.	THICK
T.O.	TOP OF
T.O.C.	TOP OF CONCRETE
T.O.M.	TOP OF MULLION
T.O.P.	TOP OF PARAPET
T.O.S.	TOP OF SLAB
T.O.W.	TOP OF WALL
TRANS.	TRANSLUCENT
T.S.	TUBE STEEL
T.S.C.	TOP OF STRUCTURAL CONCRETE
TYP.	TYPICAL
U.B.C.	UNIFORM BUILDING CODE
U.N.O.	UNLESS NOTED OTHERWISE
VAR.	VARIES
VER.	VERIFY
V.W.M.	VERIFY WITH MANUF.
VERT.	VERTICAL
V.C.T.	VINYL COMPOSITE TILE
V.I.F.	VERIFY IN FIELD
W/	WITH
W.C.	WATER CLOSET
WD.	WOOD
W.I.C.	WOODWORKING INSTITUTE OF CALIFORNIA
W.L.	WORK LINE
W.M.	WATERPROOFING MEMBRANE
WIND.	WINDOW
WP.	WATERPROOF
W.P.	WORK POINT
W.R.	WATER RESISTANT
W.R.G.B.	WATER RESISTANT GYPSUM BOARD
WT.	WEIGHT

ARCHITECTURAL SYMBOLS

SOME OF THE FOLLOWING SYMBOLS ARE USED IN THE ARCHITECTURAL DRAWINGS

COLUMN GRID
NUMBER OR LETTER, U.N.O.

BUILDING AND/OR SECTION LETTER OR NO.
SHEET NUMBER WHERE IMAGE IS SHOWN (TYP.)

WALL/PARTITION SECTION NUMBER

DETAIL NUMBER

ELEVATION NUMBER(S) AND DIRECTION(S) DRAWN

ROOM 001
SPACE NAME AND NUMBER

X
COLOR DESIGNATION, SEE FINISH SCHEDULE

001
DOOR NUMBER

01
DEMO NOTE

01
WINDOW NUMBER

03M
PARTITION TYPES

01
NOTE CALLOUT

01
EQUIPMENT NUMBER

01
REVISION NUMBER

DATUM POINT, WORK OR CONTROL POINT

MATCH LINE

DOOR

EXISTING NON-FIRE RATED WALL/PARTITION

NEW NON-FIRE RATED WALL/ PARTITION

C.M.U. WALL (SECTION)

GLAZED OPENING

EXTERIOR CEMENT PLASTER

GYPSUM BOARD

THERMAL OR ACOUSTICAL INSULATION

EXTERIOR. GYPSUM SHEATHING, U.N.O.

THIN BRICK VENEER OR CERAMIC TILE (AS NOTED)

EARTH

CONCRETE

RIGID INSULATION

METAL (ALUMINUM)

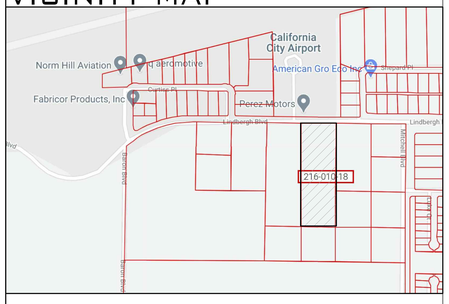
METAL (STEEL)

CENTERLINE

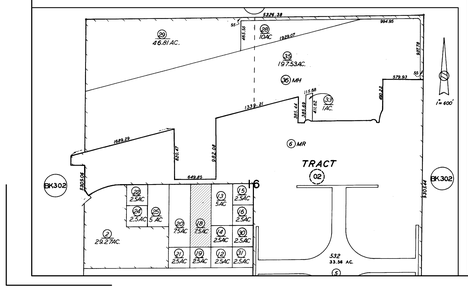
HIDDEN OR ABOVE

BREAKLINE

VICINITY MAP



ACCESSOR MAP



PROJECT INFORMATION

APN: 216-010-18

SITE ADDRESS	SECTION 16
TOWNERSHIP	32
RANGE	37
	KERN COUNTY
ZIP CODE	93505
PIN NUMBER	148-5A201 72
LOT/PARCEL AREA (CALCULATED)	42,092 (SQ FT)
ASSESSOR PARCEL NO. (APN)	216-010-18
TRACT	16
BLOCK	NONE
LOT	18
MAP SHEET	BK216-01
ZONING	M-1
ZONING INFORMATION (ZI)	LIGHT INDUSTRIAL
EXISTING USE	LIGHT INDUSTRIAL
PROPOSED USE	LIGHT INDUSTRIAL
OCCUPANCY	F-1
CONSTRUCTION TYPE	V-B
NUMBER OF STORIES	1
BUILDING HEIGHT	19'-8"
SPRINKLERED	NO

REGULATORY REQUIREMENTS

PLANS TO COMPLY WITH THE FOLLOWING CODES:

BUILDING CODE:
2019 CALIFORNIA BUILDING CODE

PLUMBING CODE:
2019 CALIFORNIA PLUMBING CODE

MECHANICAL CODE:
2019 CALIFORNIA MECHANICAL CODE

ELECTRICAL CODE:
2019 CALIFORNIA ELECTRICAL CODE

ENERGY CODE:
2019 CALIFORNIA ENERGY CODE

FIRE CODE:
2019 CALIFORNIA FIRE CODE

PROJECT STATEMENT

THIS PROJECT CONSISTS OF THE FOLLOWING: TO CONSTRUCT A NEW GREENHOUSE CULTIVATION DESIGN WITH DETACHED DRY-ROOM, OFFICE, STORAGE, AND PARKING. PROPOSED CONSTRUCTION IS PHASE ONE OF TWO PHASES.

PROJECT INFORMATION

DESIGNER:
MAGGY ANTIKYAN
BRACATUS AEDIFICIA INC.
5161 LANKERSHIM BLVD
NORTH HOLLYWOOD, CA 91601
310-906-9917

STRUCTURAL ENGINEER:
GEGAM BURNAZYAN, P.E.
MLB ENGINEERING
NO. C 76761
EXP. 12/31/21
(818) 522-3181

FIRE DEPARTMENT REQUIREMENTS

THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.

GENERAL NOTES

IT IS THE DESIGNERS INTENTION IN THE CONTRACT DOCUMENTS TO COMMUNICATE THE PROJECT DESIGN AND TO FULFILL THE REQUIREMENTS AS SET BY APPLICABLE BUILDING CODES, ORDINANCES, AND REGULATIONS OF ALL GOVERNING AUTHORITIES HAVING JURISDICTION, IN A MANNER COMMENSURATE TO THE STANDARDS OF THE PROFESSION. ANY ERRORS OR OMISSIONS REGARDING DIMENSIONS AND/OR MATERIALS AND ASSEMBLIES SHOULD BE BROUGHT TO THE DESIGNER'S ATTENTION IMMEDIATELY UPON DISCOVERY, ALLOWING THE DESIGNER TO ADDRESS THE ISSUE IN A TIMELY, PROFESSIONAL MANNER.

NOTES THAT ARE CALLED FOR UNDER THIS HEADING ARE AS BINDING AS IF CALLED FOR ON ALL DOCUMENTS.

IT IS THE DUTY OF THE GENERAL CONTRACTOR TO ASSURE THAT ALL SUBCONTRACTORS ARE FULLY INFORMED AS TO THE GENERAL CONDITIONS, DRAWINGS AND PROJECT MANUAL.

1. THE CONTRACTOR SHALL REVIEW AND VERIFY ALL CONDITIONS AND DIMENSIONS AT THE JOB SITE BEFORE COMMENCING ANY PORTION OF THE WORK. THE CONTRACTOR SHALL NOTIFY THE DESIGNER OF ALL DISCREPANCIES AN/OR INCONSISTENCIES OF CONDITIONS AND DIMENSIONS REFLECTED IN THESE DOCUMENTS BEFORE COMMENCING ANY PORTION OF THE WORK. FAILURE TO DO SO SHALL CONSTITUTE ACCEPTANCE OF THE RESPONSIBILITY FOR CORRECTING THE WORK TO THE SATISFACTION OF THE DESIGNER AT NO ADDITIONAL COST TO THE OWNER.
2. THE CONTRACTOR SHALL COMPARE ACTUAL JOB SITE CONDITIONS WITH THE DRAWINGS IN ORDER TO ASCERTAIN THE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED. CHECK AND CONFIRM THE LOCATION OF UTILITIES WHICH MAY AFFECT THE WORK. COMMENCEMENT OF THE WORK SHALL CONSTITUTE FULL ACCEPTANCE OF THE EXISTING SITE CONDITIONS.
3. ALL CONSTRUCTION SHALL CONFORM TO THE 2013 CALIFORNIA BUILDING CODE (2012 IBC) AND 2013 CITY OF LOS ANGELES BUILDING CODE AND ALL OTHER APPLICABLE LAWS, RULES, ORDINANCES AND REGULATIONS OF ALL GOVERNING AUTHORITIES HAVING JURISDICTION. IN THE CASE OF A CONFLICT, THE MOST RESTRICTIVE SHALL APPLY. ALL MATERIALS TO MEET CODE &/OR APPROVED BY CITY OF LOS ANGELES.
4. THE CONTRACTOR SHALL ENACT ALL MEASURES TO PROTECT ALL BUILDING ELEMENTS FROM DAMAGE. MAINTAIN THE PREMISES IN AN ORDERLY AND CLEAN MANNER THROUGHOUT THE COURSE OF THE WORK AND DO NOT BLOCK LEGAL EXITS AND ENTRANCES. LEAVE THE WORK AREA CLEAN AND FREE OF DEBRIS AT THE END OF EACH WORK DAY.
5. THE CONTRACTOR SHALL ENACT ALL MEASURES TO SAFEGUARD WORKERS, STUDENTS, SCHOOL STAFF AND THE PUBLIC FROM INJURY DURING THE TIME OF CONSTRUCTION. COMPLY WITH ALL APPLICABLE CODE REQUIREMENTS. CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY BARRICADES, CLOSURE WALLS, SIGNS, ETC. AS REQUIRED TO PROTECT AND WARN THE PUBLIC OF ALL HAZARDS DURING THE PERIOD OF CONSTRUCTION.
6. THE CONTRACTOR SHALL OBTAIN AND OWNER TO PAY FOR ALL BUILDING AND OTHER PERMITS REQUIRED TO COMPLETE THE WORK. CONTRACTOR SHALL ARRANGE FOR TIMELY INSPECTIONS BY THE APPROPRIATE GOVERNMENT OFFICIALS AS REQUIRED. THE CONTRACTOR SHALL PROVIDE EVIDENCE OF A CURRENT CERTIFICATION OF WORKER'S COMPENSATION INSURANCE, IN COMPLIANCE WITH SECTION 3800 OF THE CALIFORNIA LABOR CODE ON FILE WITH THE DEPARTMENT, PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. THE CONTRACTOR SHALL SUBMIT A COPY OF THEIR STATE LICENSE.
7. THE CONTRACTOR SHALL, IN THE WORK OF ALL TRADES, PERFORM ANY AND ALL CUTTING, PATCHING, REPAIRING, RESTORING AND REFINISHING NECESSARY FOR THE SATISFACTORY COMPLETION OF THE WORK.
8. WORK NOT MENTIONED TO BE REMOVED THAT INTERFERES WITH NEW CONSTRUCTION SHALL BE CUT AND REMOVED IN A MANNER THAT PROVIDES FOR THE PROPER INTERFACE WITH NEW CONSTRUCTION, PATCH AND/OR REPAIR AS REQUIRED.
9. WHERE NO SPECIFIC DETAIL IS SHOWN, THE CONSTRUCTION SHALL BE SIMILAR TO THAT INDICATED OR NOTED FOR SIMILAR CONDITIONS AND CASES OF CONSTRUCTION ON THE WORK WITH THE APPROVAL OF THE DESIGNER.
10. DO NOT SCALE THE DRAWINGS. USE REFERENCED OR NOTED DIMENSIONS ONLY. LARGE SCALE DETAILS GOVERN OVER SMALLER SCALE DETAILS. DIMENSIONS ON DRAWINGS ARE SHOWN TO FACE OF STUD; UNLESS NOTED OTHERWISE.
11. DEBRIS AND WASTE ARE THE CONTRACTOR'S PROPERTY FOR LEGAL DISPOSAL OFF THE OWNER'S PROPERTY.
12. IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO DESIGN BUILD THE FIRE SPRINKLERS AND FIRE ALARM SYSTEMS FOR THIS PROJECT (IF REQUIRED), INCLUDING OBTAINING APPROVAL OF THE APPROPRIATE GOVERNMENTAL AGENCY(S). DESIGN DRAWINGS PROVIDED TO BE FOLLOWED AND REFERENCED.
13. IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO CHECK WITH THE DESIGNERURAL DRAWINGS BEFORE THE INSTALLATION OF MECH., ELEC. OR PLUMBING WORK. WORK INSTALLED IN CONFLICT WITH THE DESIGNERURAL DRAWINGS SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT THE CONTRACTOR'S EXPENSE, AND AT NO EXPENSE TO THE OWNER OR DESIGNER.
14. COPIES OF ALL OBSERVATION AND INSPECTION REPORTS, TEST RESULTS, ETC. SHALL BE PROVIDED TO THE OWNER AND DESIGNER IMMEDIATELY AFTER THEY ARE OBTAINED.
15. THE CONTRACTOR SHALL PROTECT ALL FINISHED WORK AND SURFACES FROM DAMAGE DURING THE COURSE OF WORK AND SHALL REPLACE AND/OR REPAIR ALL DAMAGE CAUSED BY CONTRACTOR OR SUBCONTRACTOR PERSONNEL.
16. ELEVATIONS SHOWN ARE REFERENCED FROM SURVEY. COORDINATE AND REVIEW CIVIL DRAWINGS FOR ADDITIONAL INFO.
17. CONTRACTOR SHALL COMPLY WITH REQUIREMENTS OF GEOTECHNICAL REPORT.

SHEET INDEX

T1	TITLE SHEET
A-1	MASTER PLAN & PHASE 1
A-2	ROOF PLAN
A-3	TYP. GREENHOUSE ELEVATION & SECTIONS
A-4	PROJECT ELEVATIONS
AD1	GENERAL DETAILS
AD2	ADA DETAILS
T24A	TITLE 24
T24B	TITLE 24
S-0.1	STRUCTURAL NOTES
S-0.2	STRUCTURAL NOTES AND DETAIL
S-0.30	FOUNDATION DETAILS
S-0.41	FRAMING DETAILS
S-0.42	FRAMING DETAILS
S-0.43	FRAMING DETAILS
S-0.51	ROOF FRAMING DETAILS
S-0.52	ROOF FRAMING DETAILS
S-1	FOUNDATION PLAN
S-2	SECOND FLOOR FRAMING PLAN
S-3	ROOF FRAMING PLAN
HFX-1	HARDY FRAME DETAILS
HFX-2	HARDY FRAME DETAILS
HFX-3	HARDY FRAME DETAILS

CALCULATIONS

LOT AREA	42,092.0 FT²
ZONE	M-1
PROPOSED RFA:	
GREENHOUSES	29,040 S.F.
DRY-ROOM	5,200 S.F.
TOTAL PROPOSED AREA:	34,240 S.F.
REQUIRED PARKING:	
GREENHOUSE- 1 SPACE/1000 S.F.= 35 SPACES	
PROVIDED PARKING:	
Standard	36 SPACES
Handicap	2 SPACES
TOTAL PROPOSED PARKING=	38 SPACES

BRACATUS AEDIFICIA INC.

CAKEZ

SCOPE OF WORK
NEW GREENHOUSE CULTIVATION DESIGN WITH DETACHED DRY-ROOM, OFFICE, STORAGE PARKING.

CLIENT
GOODFELLAZ COLLECTION LLC.
APN: 216-010-81
COUNTY OF KERN
(747) 214-6652
(818)268-1777

CAKEZ (TM)
HEADQUARTERS
SECTION 16, TOWNSHIP 32, RANGE 37
KERN COUNTY

CONSULTANTS

ENGINEER
GEGAM BURNAZYAN, P.E.
MLB ENGINEERING
NO. C 76761
EXP. 12/31/22

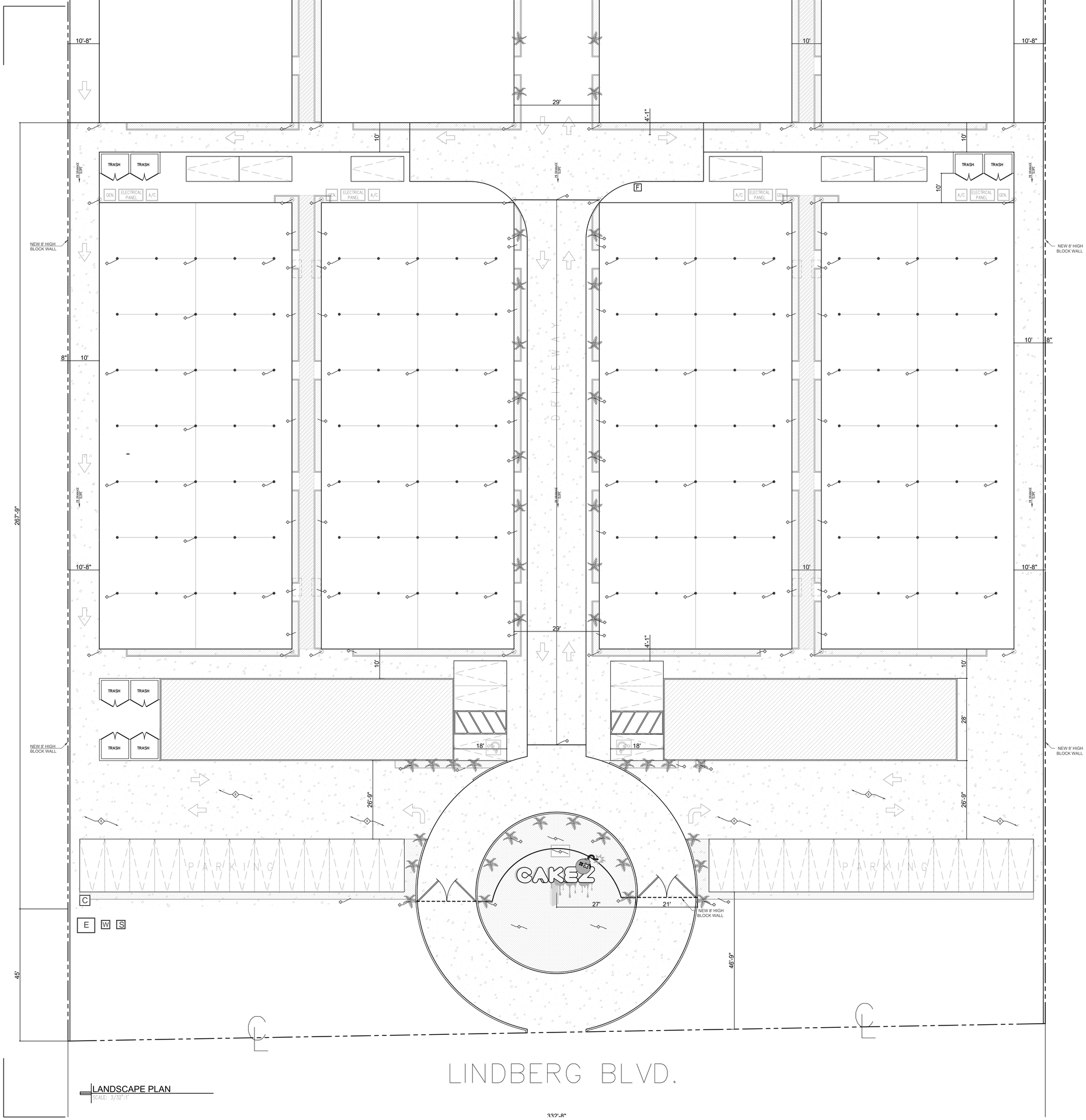
DESIGNERS
MARGARET MAGGY ANTIKYAN
BRACATUS AEDIFICIA INC.
(310) 906-9917
maggy.arch@me.com

NOTE
DIMENSIONS AND CONFIGURATION OF EXTERIOR AND INTERIOR WALLS, WINDOWS, DOORS, AND FLOOR ELEVATIONS ARE BASED ON CONTRACTORS FIELD MEASUREMENTS AND MAY VARY FROM ACTUAL CONSTRUCTION. ALL EXISTING CONDITIONS TO BE FIELD VERIFIED BY CONTRACTOR PRIOR TO START OF CONSTRUCTION.ALL FINDINGS TO BE PROVIDED TO THE DESIGNER FOR REVIEW PRIOR TO CONSTRUCTION. THE DESIGNER DOES NOT WARRANTY THAT THE EXISTING CONDITIONS ARE ACCURATE ON THE PLAN AS SHOWN.

REVISIONS	BY
10/30/20	MA

SHEET:
T

DATE: 10.30.20
DRAWN BY: MA



LANDSCAPE PLAN
SCALE: 3/32":1"

332'-8"

LANDSCAPE LEGEND

- BELOW GRADE GRAY WATER TANK
- GRASS
- PALM TREE
- FURNISH AND SEWER CLEAN-OUT FURNISH AND SEPTIC TANK SEE STRUCTURAL DETAILS
- OVERHEAD SPRINKLER
- HARDSCAPE
- DOWNSPOUT INTO AREA DRAIN SEE STRUCTURAL DETAILS
- INFILTRATION BASIN SEE STRUCTURAL DETAILS

- PROPOSED GREENHOUSE
- PROPOSED STORAGE & OFFICE
- PROPOSED LANDSCAPE
- PROPOSED HARDSCAPE
- TRAVEL PATH
- E ELECTRICAL VAULT
- W N. WATER METER
- S N. SANITARY SEWER CONNECTION SEE STRUCTURAL DETAILS

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CAKEZ

CAKEZ™

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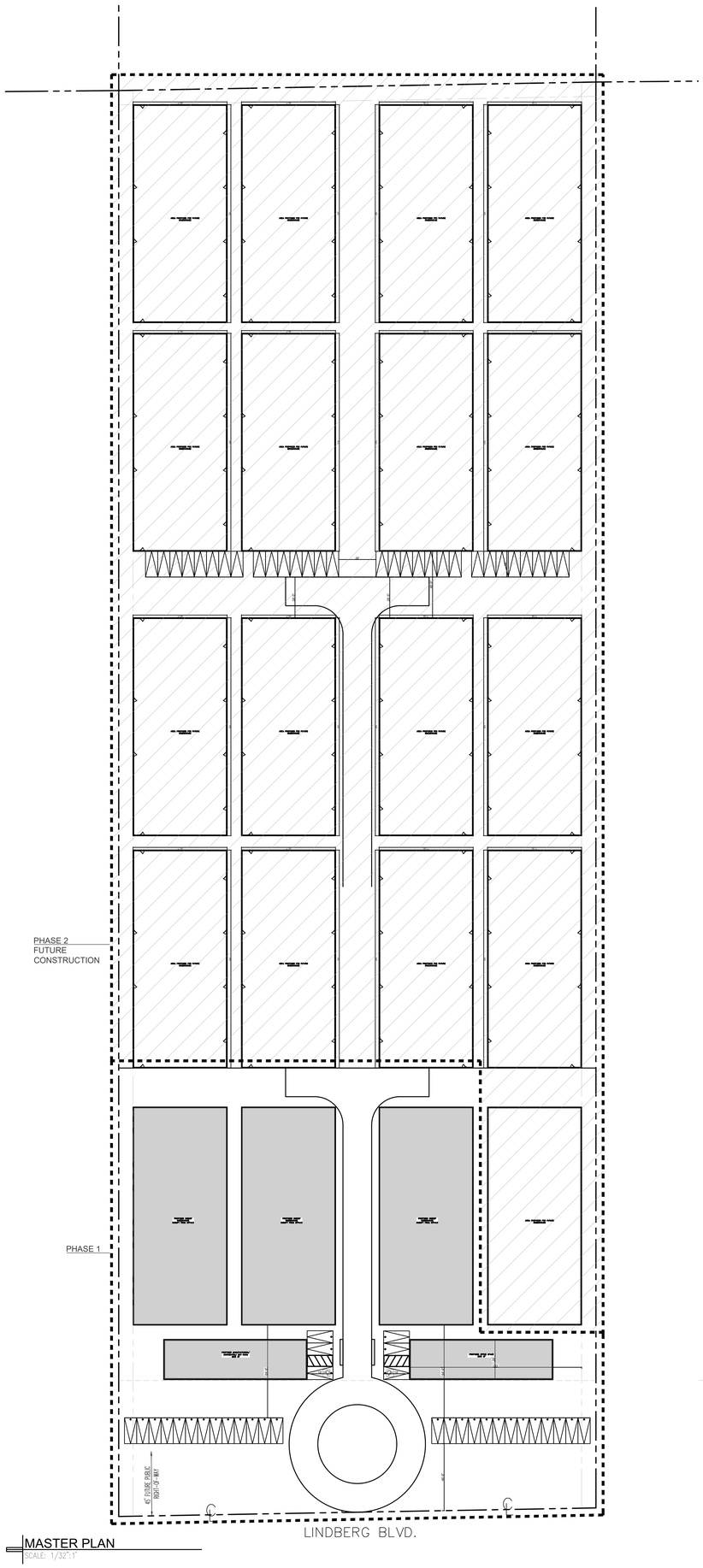
REVISIONS	BY
10/30/20	MA

SHEET:

L-1

DATE: 10.30.20
DRAWN BY: MA

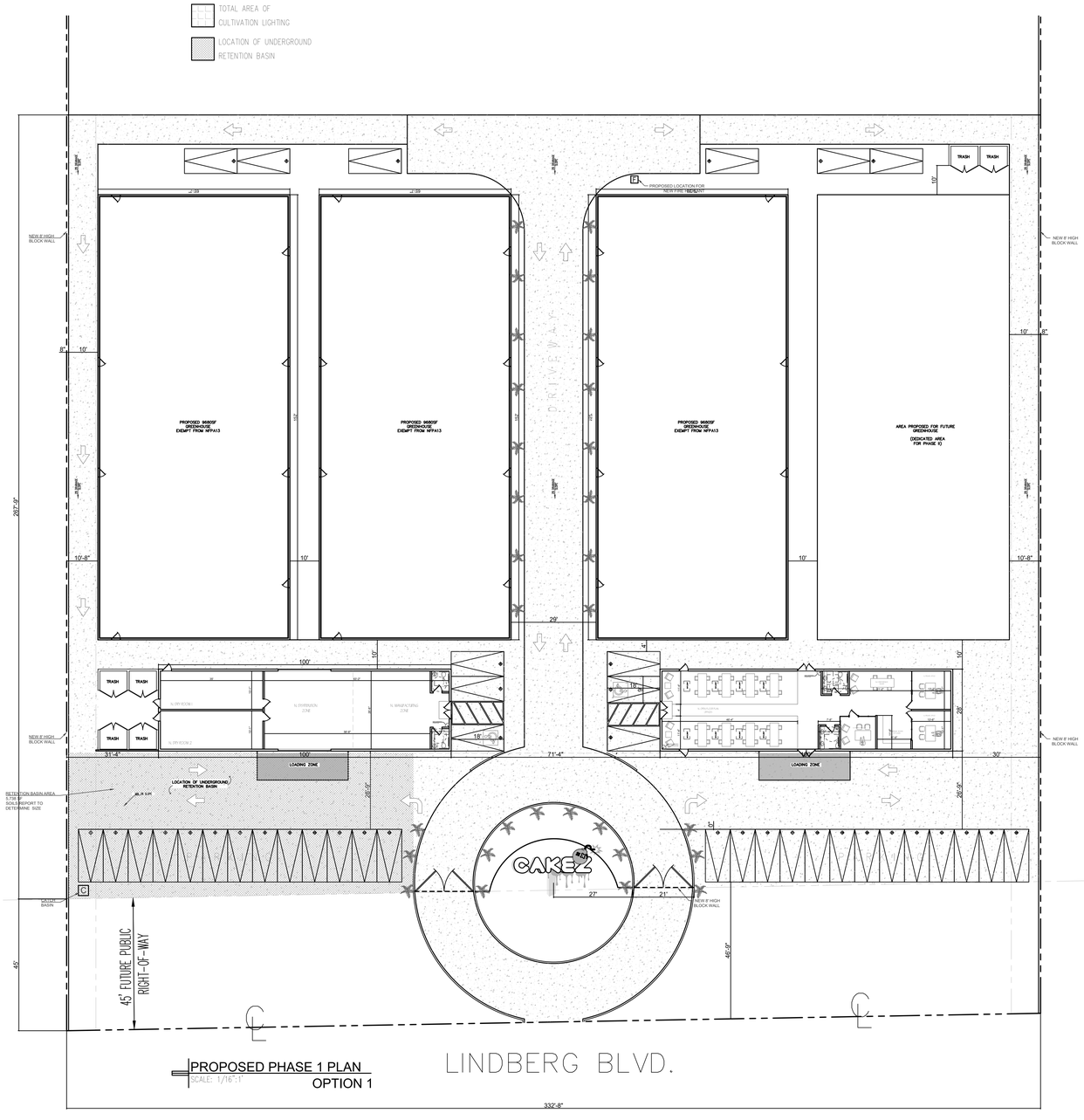


MASTER PLAN
SCALE: 1/32":1

TYP. GREENHOUSE PLAN
SCALE: 1/8":1'

TOTAL AREA OF
CULTIVATION LIGHTING

LOCATION OF UNDERGROUND
RETENTION BASIN



PROPOSED PHASE 1 PLAN
OPTION 1
SCALE: 1/16":1

N

BRACATUS AEDIFICIA INC.

CAKEZ

CAKEZ™
HEADQUARTERS

SECTION 16, TOWNSHIP 32, RANGE 37
KERN COUNTY

SCOPE OF WORK
NEW GREENHOUSE CULTIVATION DESIGN
WITH DETACHED DRY-ROOM, OFFICE,
STORAGE PARKING.

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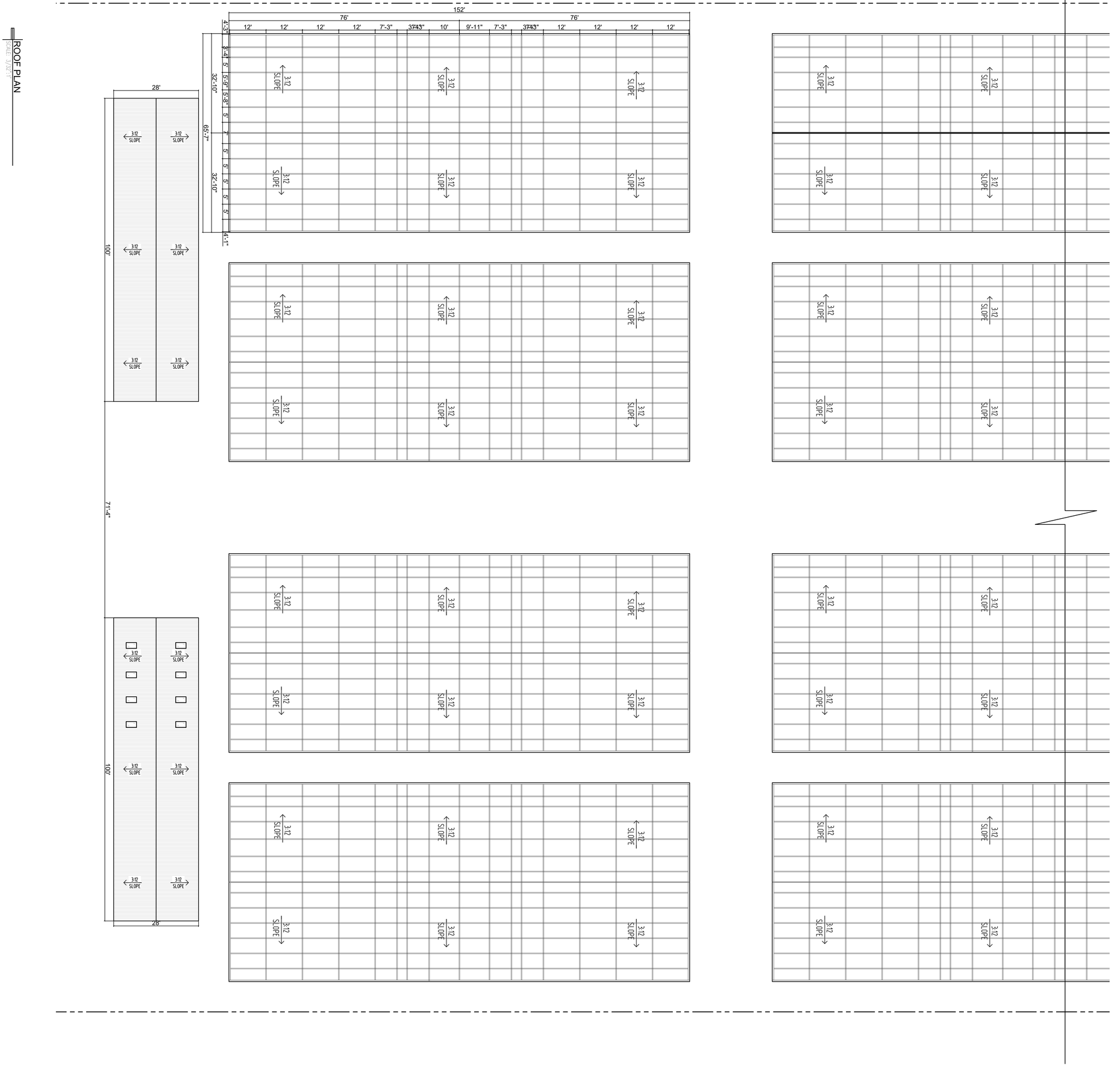
REVISIONS	BY
10/30/20	MA

SHEET:
A-1

DATE: 10.30.20
DRAWN BY: MA



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SHEET: A-2

DATE: 10.30.20
DRAWN BY: MA

REVISIONS	BY
10/30/20	MA

NOTE

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SCOPE OF WORK

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CAKEZ™

HEADQUARTERS

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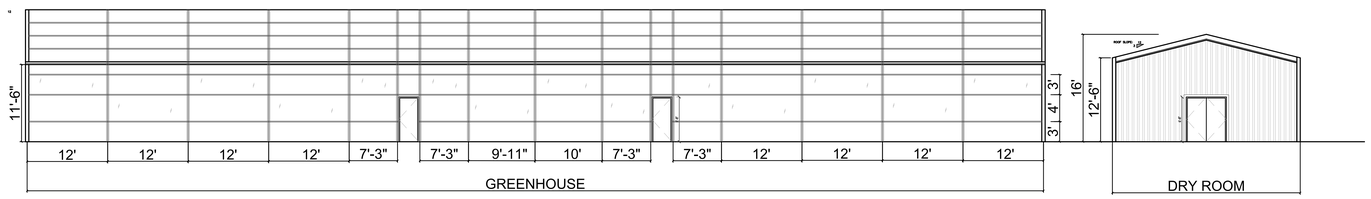
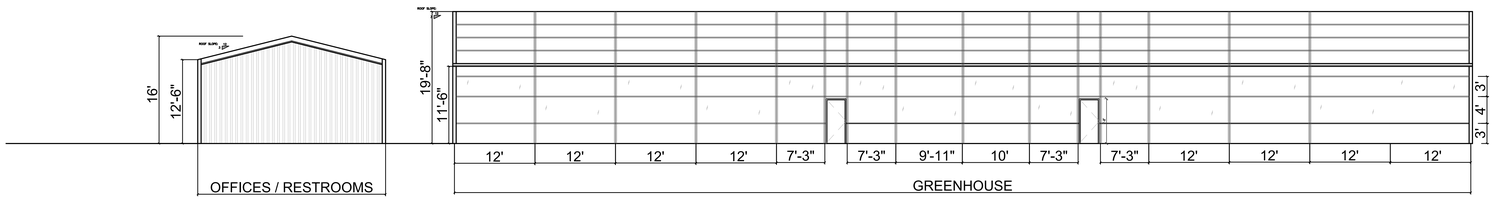
KERN COUNTY

BRACATUS AEDIFICIA INC

FRONT ELEVATION
SCALE: 1/8":1'



LEFT SIDE ELEVATION
SCALE: 1/8":1'



RIGHT SIDE ELEVATION
SCALE: 1/8":1'

LEGEND

1. GUTTER W/ (111912) DOWNSPOUT ATTACHMENT AT BOTH ENDS
2. 4"x4"x12GA
3. GIRTS 2"x4"X12GA GALV
4. 4"x4"x12GA RECTANGULAR TUBE
5. WEBBING 2"x2"x12GA (TYP)
6. 28 GA SIDING ON END WALLS
7. 26 GA COMMERCIAL TRIM & FLASHING
8. 26 GA PBR WALL PANELS
9. 26 GA PBR PROFILE ROOF
- A. 3'-0" x 6'-8" SINGLE DOOR
- B. 3.608" WALL FAN
- C. 6'-0" x 6'-8" DOUBLE DOOR
- D. 18'-0" x 10'-0" ROLLED DOOR

GENERAL NOTES

1. ALL FITTINGS AND JOINTS TO HAVE PRESSURE RATING COMPATIBLE WITH PIPE USED.
2. ALL WATER OR FIRE PROTECTION LINES SHALL HAVE A PRESSURE RATING NOT LESS THAN 175 PSI FOR ABOVE GROUND INSTALLATIONS, AND NOT LESS THAN 150 PSI FOR BURIED INSTALLATIONS PER "NFPA 24"
3. ALL WATER AND FIRE PROTECTION LINES SHALL CONFORM TO AWWA C900 AND NFPA 24.
4. ALL UNDERGROUND PIPING TO BE CEMENT MORTAR LINED (C.ML.) AND CEMENT MORTAR COATED (C.M.C) EXCEPT PVC.
5. ALL ABOVE GROUND PIPING IS TO BE IN ACCORDANCE WITH "NFPA 24" AND "NFPA 13"
6. SUBMITTALS TO THE OWNER OR THEIR REPRESENTATIVE IS REQUIRED FOR ALL MATERIAL PRIOR TO PURCHASE UNLESS NOTIFIED OTHERWISE.
7. ALL VALVES SHALL BE OF LISTED TYPE FOR FIRE PROTECTION USES.
8. VALVES WHICH ARE PART OF THE FIRE PROTECTION LINES SHALL BE TAGGED (OR SOME OTHER MEANS OF IDENTIFICATION) TO INDICATE ITS FUNCTION AND WHAT IT CONTROLS.
9. ALL MAIN/LATERAL INSTALLATIONS SHALL CONFORM TO THE MANUFACTURER'S RECOMMENDATIONS (THRUST BLOCKS, FITTINGS, JOINTS, ETC.)
10. ALL MAINS AND UTILITY LINES SHALL HAVE IDENTIFICATION TAPE INSTALLED 2'-6" DIRECTLY ABOVE THE LINE AS FOLLOWS:
    - -ORANGE – COMMUNICATION CATV
    - -RED – ELECTRICAL
    - -BLUE – WATER
    - -PURPLE – RECLAIMED WATER
    - -YELLOW – GAS-OIL-STEAM
    - -GREEN – SEWER
11. ALL VALVES 4" OR LARGER SHALL HAVE 2" SQUARE OPERATING NUTS AND VALVE BOXES INSTALLED, EXCEPT FOR PIV'S.
12. ALL LATERAL SHALL HAVE ISOLATION VALVES INSTALLED AT THE CONNECTION TO THE MAIN.
13. ISOLATION VALVES FOR THE FIRE PROTECTION SYSTEM ARE SHOWN ON THE PLANS.
14. DEPTH OF COVER (UNLESS SHOWN OTHERWISE):
    - A. THE DEPTH OF COVER SHALL BE NOT LESS THAN 3.0(0.9M) FEET TO PREVENT MECHANICAL DAMAGE.
    - B. PIPE UNDER DRIVEWAYS SHALL BE BURIED AT A MINIMUM OF 3.0 FEET (0.9M) NFPA 24-10.4.4.
    - C. PIPE UNDER RAILROAD TRACKS SHALL BE BURIED AT A MINIMUM OF 4.0 FEET (1.2M)
    - D. THE DEPTH OF COVER SHALL BE MEASURED FROM THE TOP OF THE PIPE TO FINISH GRADE, AND DUE CONSIDERATION SHALL ALWAYS BE GIVEN TO FUTURE OR FINAL GRADE AND NATURE OF SOIL.
    - E. PREFERRED MINIMUM COVER:
      - 4" & 6" PIPE 36"
      - 8" & 10" PIPE 42"
      - 12" & Larger 48"
15. HYDROSTATIC TESTING OF THE PIPING SHALL COMPLY WITH NFPA 13.
16. THE INSTALLING CONTRACTOR SHALL BE A CALIFORNIA LICENSED FIRE PROTECTION CONTRACTOR (C-16). PIPELINE CONTRACTOR (C-34). PLUMBING CONTRACTOR (C-36), OR A GENERAL CONTRACTOR (A).
17. ALL WORK SHALL COMPLY WITH THE LATEST EDITION OF THE CALIFORNIA PLUMBING CODE.

STORM DRAIN NOTES

1. ALL MATERIAL SHALL BE INSPECTED AND ACCEPTED BY THE CITY INSPECTOR PRIOR TO BEING USED FOR CONSTRUCTION. THE CITY INSPECTOR HAS THE AUTHORITY TO REJECT THE USE OF MATERIALS WHICH ARE DAMAGEDOR NOT IN COMPLIANCE WITH PLANS OR STANDARDS.
2. THE CONTRACTOR SHALL PROVIDE FOR CONTRIBUTORY DRAINAGE AT ALL TIMES AND TAKE ALL NECESSARY AND PROPER PRECAUTIONS TO PROTECT ADJACENT PROPERTIES AND IMPROVEMENTS FROM ANY AND ALL DAMAGE THAT MAY OCCUR FROM STORM WATER RUNOFF AND/OR DEPOSITION OF DEBRIS RESULTING FROM ANY AN ALL WORK, TO SATISFACTION TO CITY ENGINEER.
3. ALL FITTINGS TO BE ECCENTRIC (FL TO FL) UNLESS NOTED OTHERWISE.
4. PIPE TO BE HDPE "ADS INC. TYPE N-12" (WATER TIGHT) OR APPROVED EQUAL.
5. HDPE STORM DRAIN PIPE TO HAVE WATER TIGHT JOINTS AND FITTINGS.
6. PVC PIPE AND FITTINGS (MIN. SDR 35) CAN BE SUBSTITUTED FOR HOPE PIPE WHERE DEPTH OF COVER > 3.0 FT.
7. ALL CONSTRUCTION SHALL COMPLY WITH THE CALIFORNIA PLUMBING CODE, LATEST EDITION.
8. FILL BOTTOM OF CATCH BASIN WITH CONCRETE AS NEEDED TO MATCH INVERT ELEVATIONS, IF REQUIRED.
9. SLURRY BLACKFILL PIPE, 3' MIN. EACH SIDE OF CROSSING, WHERE NOTED.

DRY UTILITY NOTES

1. SEE GAS CO. PLANS FOR ACTUAL LOCATION AND SIZE OF SUPPLY MAINS & LATERAL. ALSO SEE BLDG. MECHANICAL PLANS FOR GAS METERS, PIPES SIZES, ETC.
2. SEE SCE PLANS FOR LOCATIONS AND SIZES OF TRANSFORMER PAD AND CONDUITS. SEE BLDG. ELECTRICAL PLANS FOR METER AND PANEL, ETC.
3. SEE TELEPHONE CO. PLANS FOR ACTUAL SIZE AND LOCATION OF CONDUIT. SEE BLDG. ELECTRICAL PLANS FOR TELEPHONE BOARD, ETC.
4. SEE CATV (SPECTRUM) PLANS FOR ACTUAL SIZE AND LOCATION OF CONDUIT. SEE BLDG. ELECTRICAL PLANS FOR CABLE T.V.
5. UTILITY AS BUILT DRAWINGS MUST BE SUBMITTED TO THE ENGINEER OWNER, INCLUDING IRRIGATION SYSTEM.

NOTES

1. APPROVAL OF THIS PLAN BY THE ENGINEER DOES NOT CONSTITUTE A REPRESENTATION AS TO ACCURACY OF, THE LOCATION OF, OR THE EXISTENCE OF OR NON-EXISTENCE OF, ANY UNDERGROUND UTILITY PIPE OR STRUCTURE WITHIN THE LIMITS OF THIS PROJECT.
2. PRIOR TO THE START OF ANY CONSTRUCTION, THE CONTRACTOR SHALL LOCATE AND VERIFY DEPTH OF EXISTING UTILITIES. NOTIFY ENGINEER IF LOCATIONS OR DEPTH CONFLICT WITH NEW WORK.
3. ALL WORK DONE WITHIN THE STREET RIGHT-OF-WAY REQUIRES A SEPARATE ENCROACHMENT PERMIT.
4. SEWER SYSTEM SHALL ONLY BE USED FOR CONNECTION TO DOMESTIC WATER WASTES (I.E NO PLANT WASTEWATER, ETC. SHALL BE CONNECTED TO SEWER SYSTEM)
5. UTILITIES SHALL BE INSTALLED UNDERGROUND IN ACCORDANCE WITH EACH OF THE UTILITY COMPANY REQUIREMENTS AND WITH THE CITY REQUIREMENTS.

NOTE TO CONTRACTOR

PRIOR TO THE START OF ANY CONSTRUCTION, THE CONTRACTOR SHALL LOCATE AND VERIFY DEPTH OF EXISTING UTILITIES. NOTIFY ENGINEER IF LOCATIONS OR DEPTH CONFLICT WITH NEW WORK..

BRACATUS AEDIFICIA INC.

CAKEZ

CAKEZ™
HEADQUARTERS
SECTION 16, TOWNSHIP 32, RANGE 37
KERN COUNTY

SCOPE OF WORK
NEW GREENHOUSE CULTIVATION DESIGN WITH DETACHED DRY-ROOM, OFFICE, STORAGE PARKING.

CLIENT
GOODFELLAZ COLLECTION LLC.
APN: 216-010-81
COUNTY OF KERN
(747) 214-6652
(818)268-1777

CONSULTANTS

ENGINEER
GEGAM BURNAZYAN, P.E.
MLB ENGINEERING
NO. C 76761
EXP. 12/31/22

DESIGNERS
MARGARET MAGGY ANTIKYAN
BRACATUS AEDIFICIA INC.
(310) 906-9917
maggy.arch@me.com

NOTE
DIMENSIONS AND CONFIGURATION OF EXTERIOR AND INTERIOR WALLS, WINDOWS, DOORS; AND FLOOR ELEVATIONS ARE BASED ON CONTRACTORS FIELD MEASUREMENTS AND MAY VARY FROM ACTUAL CONSTRUCTION. ALL EXISTING CONDITIONS TO BE FIELD VERIFIED BY CONTRACTOR PRIOR TO START OF CONSTRUCTION.ALL FINDINGS TO BE PROVIDED TO THE DESIGNER FOR REVIEW PRIOR TO CONSTRUCTION. THE DESIGNER DOES NOT WARRANTY THAT THE EXISTING CONDITIONS ARE ACCURATE ON THE PLAN AS SHOWN.

REVISIONS	BY
10/30/20	MA

SHEET:
A-4

DATE: 10.30.20
DRAWN BY: MA

INFORMATION BULLETIN / PUBLIC - BUILDING CODE

REFERENCE NO.: LABC Sec.11B-208,11B-228.3,11B-502, 11B-812,1113A,1138A — Effective: 01/01/2017
DOCUMENT NO.: P/BC 2017-084 — Revised: 07/01/2018
Previously Issued As: P/BC 2014-084

ACCESSIBILITY DETAILS FOR PARKING

WHERE ACCESSIBLE PARKING IS REQUIRED.

Where parking spaces are provided, parking spaces shall be provided in accordance with *Section 11B*-208.

Exception: Parking spaces used exclusively for buses, trucks, other delivery vehicles, or vehicular impound shall not be required to comply with *Section 11B*-208 provided that lots accessed by the public are provided with a passenger drop-off and loading zone complying with *Section 11B*-503.

Minimum number. Parking spaces complying with *Section 11B*-502 shall be provided in accordance with Table *11B*-208.2 except as required by *Sections 11B*-208.2.1, *11B*-208.2.2, and *11B*-208.2.3. Where more than one parking facility is provided on a site, the number of accessible spaces provided on the site shall be calculated according to the number of spaces required for each parking facility.

Hospital outpatient facilities. Ten percent of patient and visitor parking spaces provided to serve hospital outpatient facilities, *and free-standing buildings providing outpatient clinical services of a hospital,* shall comply with *Section 11B*-502.

Rehabilitation facilities and outpatient physical therapy facilities. Twenty percent of patient and visitor parking spaces provided to serve rehabilitation facilities specializing in treating conditions that affect mobility and outpatient physical therapy facilities shall comply with *Section 11B*-502.

Residential facilities. Parking spaces provided to serve residential facilities shall comply with *Section 11B*-208.2.3.

Parking for guests, employees, and other non-residents. Where parking spaces are provided for persons other than residents, parking shall be provided in accordance with Table 11B-208.2.

Requests for accessible parking spaces. When assigned parking is provided, designated accessible parking for the adaptable residential dwelling units shall be provided on requests of residents with disabilities on the same terms and with the full range of choices (e.g., off-street parking, carport or garage) that are available to other residents.

Van parking spaces. For every six or fraction of six parking spaces required by Section 11B-208.2 to comply with Section 11B-502, at least one shall be a van parking space complying with Section 11B-502.

Location. Parking facilities shall comply with Section 11B-208.3.

General. Parking spaces complying with Section 11B-502 that serve a particular building or facility shall be located on the shortest accessible route from parking to an entrance complying with Section 11B-206.4.
Where parking serves more than one accessible entrance, parking spaces complying with Section 11B-502 shall be dispersed and located on the shortest accessible route to the accessible entrances. In parking facilities that do not serve a particular building or facility, parking spaces complying with Section 11B-502 shall be located on the shortest accessible route to an accessible pedestrian entrance of the parking facility.

Exceptions:
1. All van parking spaces shall be permitted to be grouped on one level within a multi-story parking facility.
2. Parking spaces shall be permitted to be located in different parking facilities if substantially equivalent or greater accessibility is provided in terms of distance from an accessible entrance or entrances, parking fee, and user convenience.

TOTAL NUMBER OF PARKING SPACES PROVIDED IN PARKING FACILITY	MINIMUM NUMBER OF REQUIRED ACCESSIBLE PARKING SPACES
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

TABLE 11B-208.2 PARKING SPACES

PASSENGER DROP-OFF AND LOADING ZONES

General. Passenger drop-off and loading zones shall comply with Section 11B-503.

Vehicle pull-up space. Passenger drop-off and loading zones shall provide a vehicular pull-up space 96 inches wide minimum and 20 feet long minimum.

Access aisle. Passenger drop-off and loading zones shall provide access aisles complying with Section 11B-503 adjacent and parallel to the vehicle pull-up space. Access aisles shall adjoin an accessible route and shall not overlap the vehicular way.

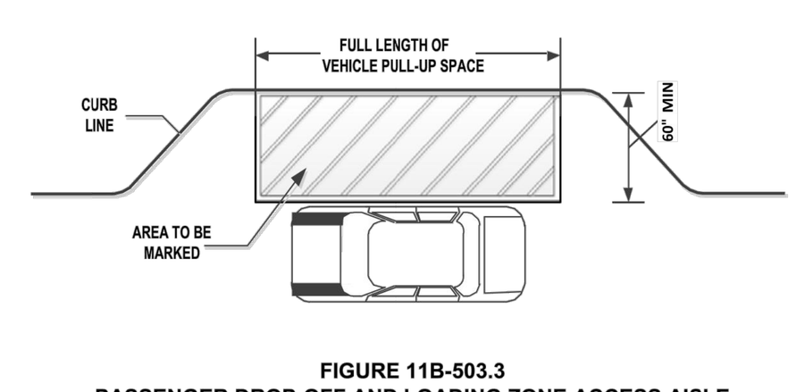


FIGURE 11B-503.3
PASSENGER DROP-OFF AND LOADING ZONE ACCESS AISLE

Width. Access aisles serving vehicle pull-up spaces shall be 60 inches wide minimum.

Length. Access aisles shall extend the full length of the vehicle pull-up spaces they serve.

Marking. Access aisles shall be marked with a painted borderline around their perimeter. The area within the borderlines shall be marked with hatched lines a maximum of 36 inches on center in a color contrasting with that of the aisle surface.

Floor and ground surfaces. Vehicle pull-up spaces and access aisles serving them shall comply with Section 11B-302. Access aisles shall be at the same level as the vehicle pull-up space they serve. Changes in level are not permitted.
Exception: Slopes not steeper than 1:48 shall be permitted.

Vertical clearance. Vehicle pull-up spaces, access aisles serving them, and a vehicular route from an entrance to the passenger loading zone and from the passenger drop-off and loading zone to a vehicular exit shall provide a vertical clearance of 114 inches minimum.

Identification. Each passenger loading zone designated for persons with disabilities shall be identified with a reflectorized sign complying with Section 11B-703.5. It shall be permanently posted immediately adjacent to and visible from the passenger loading zone stating "Passenger Loading Zone Only" and including the International Symbol of Accessibility complying with Section 11B-703.7.2.1 in white on a dark blue background.

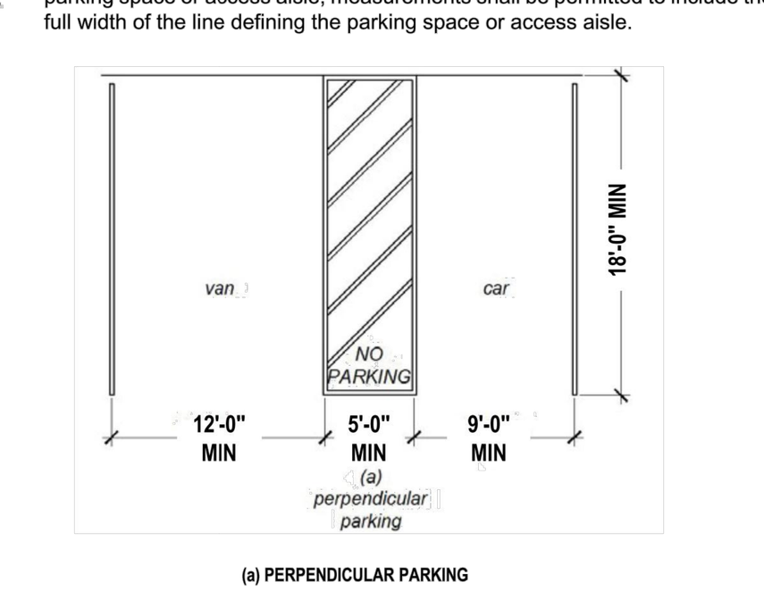
Medical care and long-term care facilities. At least one passenger drop-off and loading zone complying with Section 11B-503 shall be provided at an accessible entrance to licensed medical care and licensed long-term care facilities where the period of stay may exceed twenty-four hours.

Valet parking. Parking facilities that provide valet parking services shall provide at least one passenger loading zone complying with Section 11B-503. The parking requirements of Section 11B-208.1 apply to facilities with valet parking.

Mechanical access parking garages. Mechanical access parking garages shall provide at least one passenger loading zone complying with Section 11B-503 at vehicle drop-off and vehicle pick-up areas.

PARKING SPACES

General. Car and van parking spaces shall comply with Section 11B-502. Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings.
Exception: Where parking spaces or access aisles are not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the parking space or access aisle.



(a) PERPENDICULAR PARKING

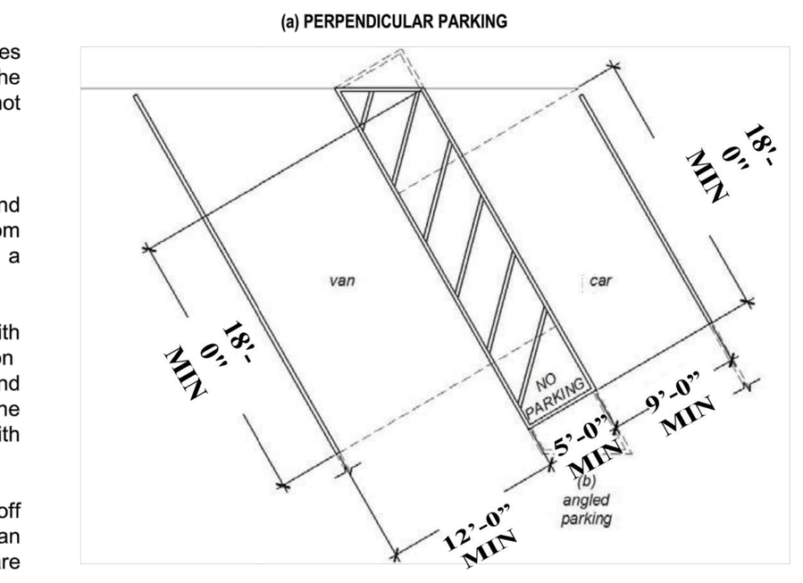


FIGURE 11B-502.2 VEHICLE PARKING SPACES

Vehicle spaces. Car and van parking spaces shall be 216 inches (18 feet) long minimum. Car parking spaces shall be 108 inches (9 feet) wide minimum and van parking spaces shall be 144 inches (12 feet) wide minimum, shall be marked to define the width, and shall have an adjacent access aisle complying with Section 11B-502.3.
Exception: Van parking spaces shall be permitted to be 108 inches (9 feet) wide minimum where the access aisle is 96 inches (8 feet) wide minimum.

Access aisle. Access aisles serving parking spaces shall comply with Section 11B-502.3. Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle.

Width. Access aisles serving car and van parking spaces shall be 60 inches (5 feet) wide minimum.

Length. Access aisles shall extend the full required length of the parking spaces they serve.

Marking. Access aisles shall be marked with a blue painted borderline around their perimeter. The area within the blue borderlines shall be marked with hatched lines a maximum of 36 inches (3 feet) on center in a color contrasting with that of the aisle surface, preferably blue or white. The words "NO PARKING" shall be painted on the surface within each access aisle in white letters a minimum of 12 inches (1 foot) in height and located to be visible from the adjacent vehicular way. Access aisle markings may extend beyond the minimum required length.

Location. Access aisles shall not overlap the vehicular way. Access aisles shall be permitted to be placed on either side of the parking space except for van parking spaces which shall have access aisles located on the passenger side of the parking spaces.

Floor or ground surfaces. Parking spaces and access aisles serving them shall comply with Section 11B- 302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted.
Exception: Slopes not steeper than 1:48 shall be permitted.

Vertical clearance. Parking spaces, access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches (2489 mm) minimum.

Identification. Parking space identification signs shall include the International Symbol of Accessibility complying with Section 11B-703.7.2.1. Signs identifying van parking spaces shall contain additional language or an additional sign with the designation "van accessible." Signs shall be 60 inches (5 feet) minimum above the finish floor or ground surface measured to the bottom of the sign.
Exception: Signs located within an accessible route shall be a minimum of 80 inches (6 feet, 8 inches) above the finish floor or ground surface measured to the bottom of the sign.

Finish and size. Parking identification signs shall be reflectorized with a minimum area of 70 square inches.

Minimum fine. Additional language or an additional sign below the International Symbol of Accessibility shall state "Minimum Fine $250."

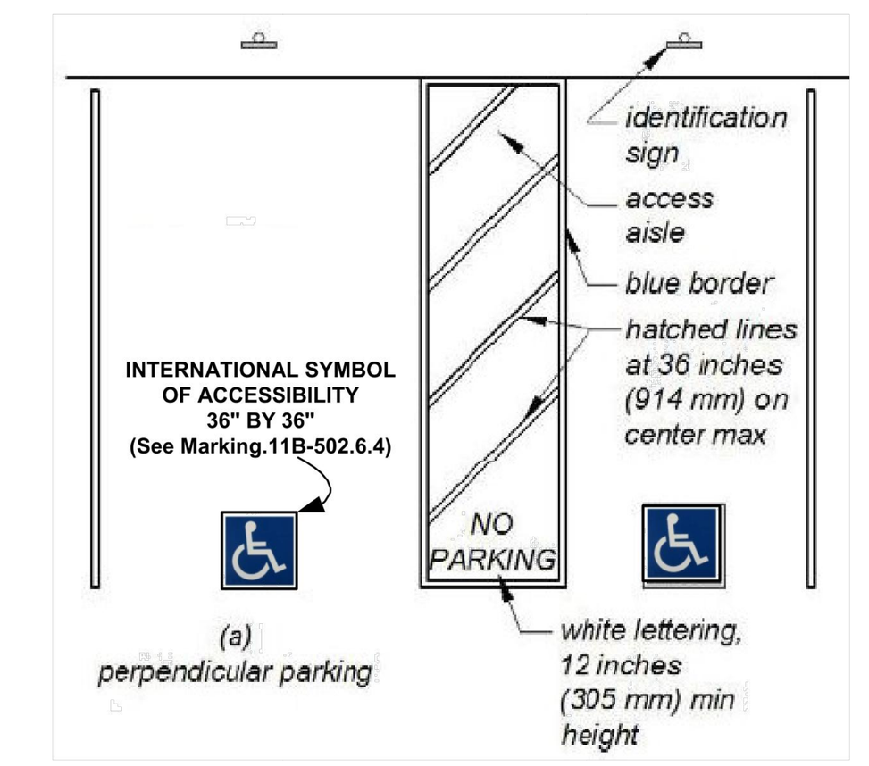
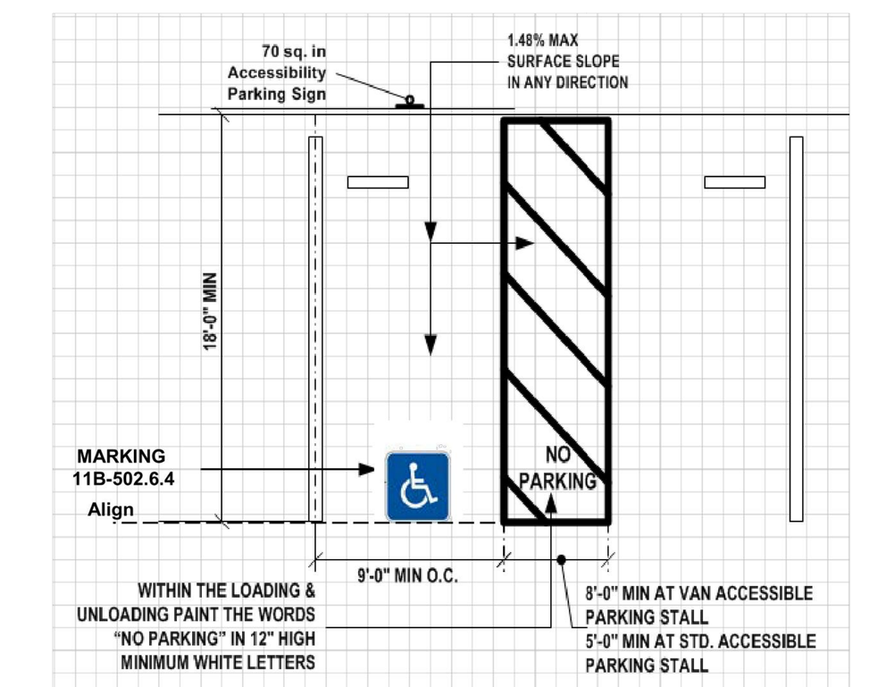


FIGURE 11B-502.3.3
PERPENDICULAR PARKING IDENTIFICATION



VAN PARKING SPACES SHALL BE PERMITTED TO BE 108 INCHES (9 FEET) WIDE MINIMUM WHERE THE ACCESS AISLE IS 96 INCHES (8 FEET) WIDE MINIMUM.

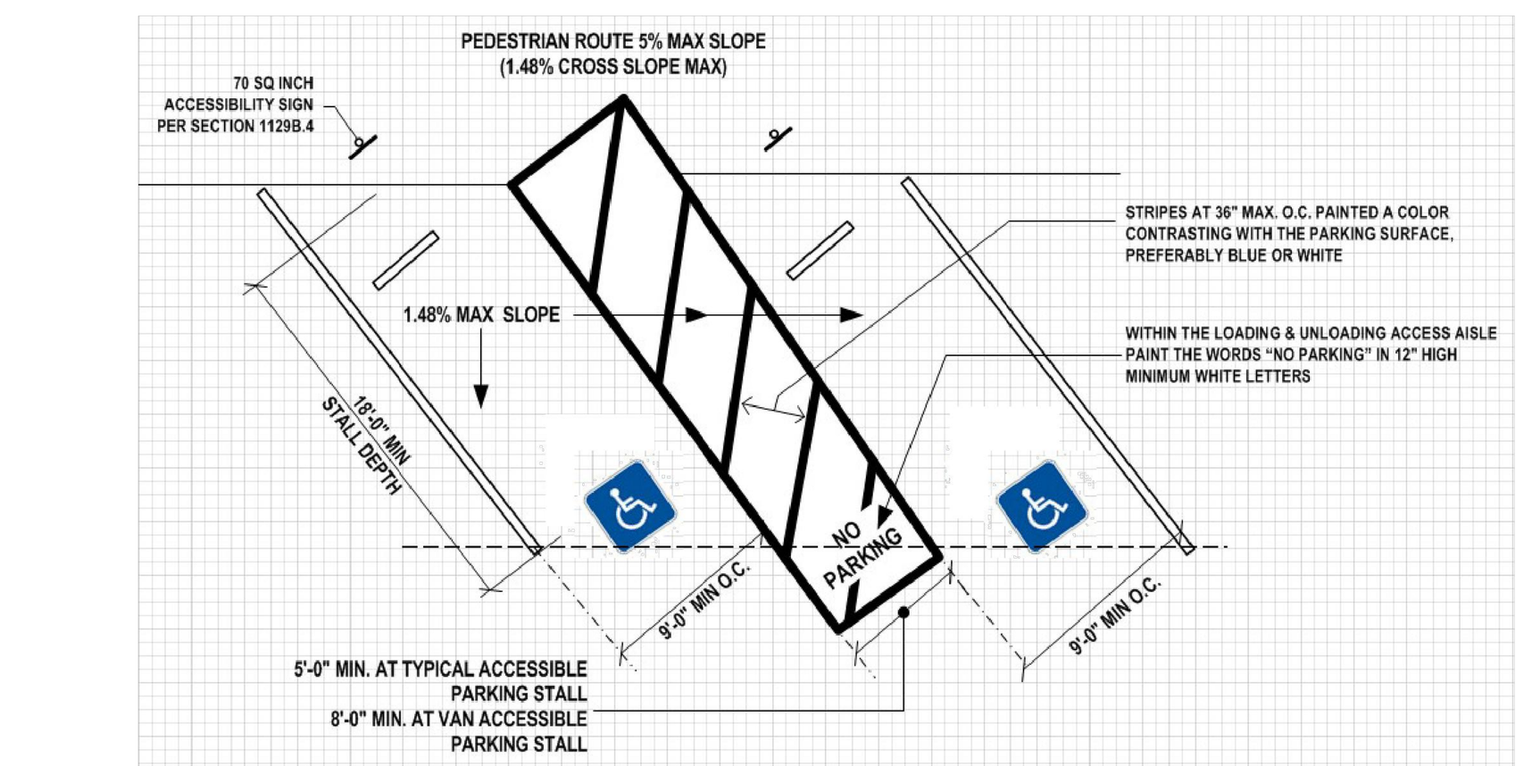


FIGURE 11B-502.3.3
ANGLED PARKING IDENTIFICATION

Location. A parking space identification sign shall be visible from each parking space. Signs shall be permanently posted either immediately adjacent to the parking space or within the projected parking space width at the head end of the parking space. Signs may also be permanently posted on a wall at the interior end of the parking space.

Marking. Each accessible car and van space shall have surface identification complying with either Sections 11B-502.6.4.1 or 11B-502.6.4.2.

The parking space shall be marked with an International Symbol of Accessibility complying with Section 11B-703.7.2.1 in white on a blue background a minimum 36 inches wide by 36 inches high. The centerline of the International Symbol of Accessibility shall be a maximum of 6 inches from the centerline of the parking space, its sides parallel to the length of the parking space and its lower corner at, or lower side aligned with, the end of the parking space length.

The parking space shall be outlined or painted blue and shall be marked with an International Symbol of Accessibility complying with Section 11B-703.7.2.1 a minimum 36 inches wide by 36 inches high in white or a suitable contrasting color. The centerline of the International Symbol of Accessibility shall be a maximum of 6 inches from the centerline of the parking space, its sides parallel to the length of the parking space and its lower corner at, or lower side aligned with, the end of the parking space.

Relationship to accessible routes. Parking spaces and access aisles shall be designed so that cars and vans, when parked, cannot obstruct the required clear width of adjacent accessible routes.

11B-502.7.1 Arrangement. Parking spaces and access aisles shall be designed so that persons using them are not required to travel behind parking spaces other than to pass behind the parking space in which they parked.

11B-502.7.2 Wheel stops. A curb or wheel stop shall be provided if required to prevent encroachment of vehicles over the required clear width of adjacent accessible routes.

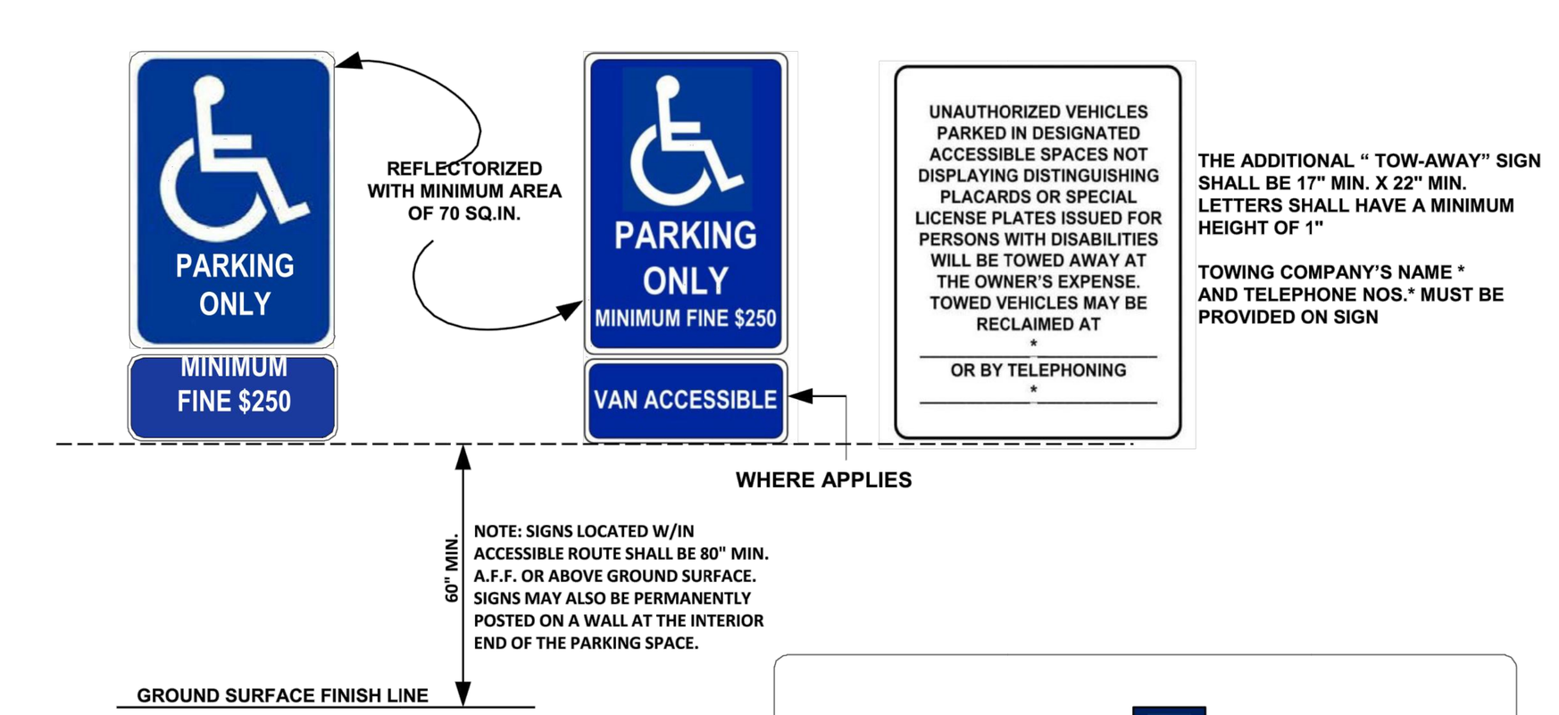
11B-502.8 Additional signage. An additional sign shall be posted either;

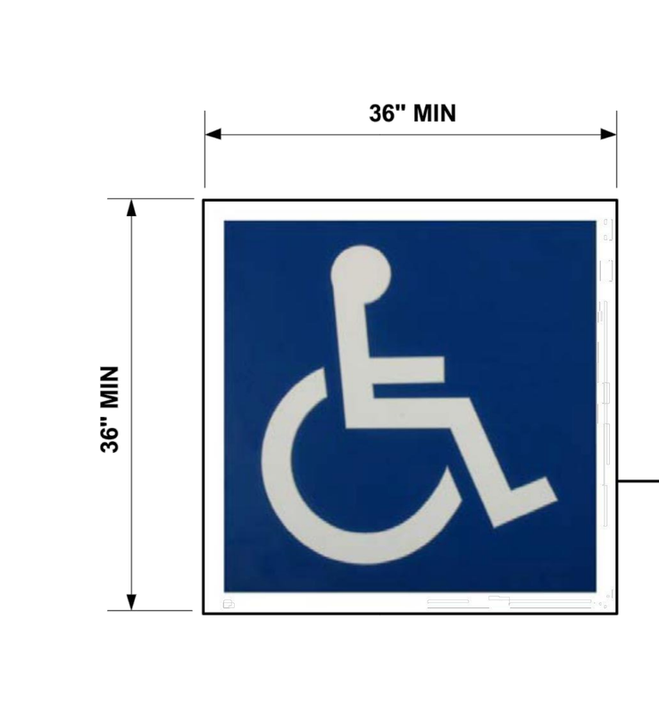
1) In a conspicuous place at each entrance to an off-street parking facility or
2) Immediately adjacent to on-site accessible parking and visible from each parking space.

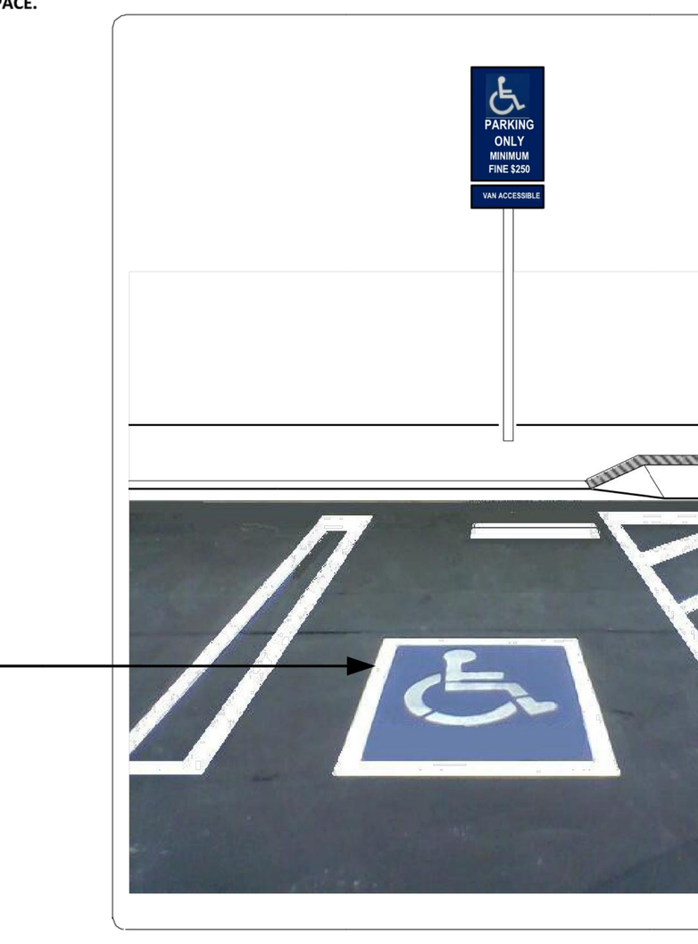
11B-502.8.1 Size. The additional sign shall not be less than 17 inches wide by 22 inches high.

11B-502.8.2 Lettering. The additional sign shall clearly state in letters with a minimum height of 1 inch the following:
"Unauthorized vehicles parked in designated accessible spaces not displaying distinguishing placards or special license plates issued for persons with disabilities will be towed away at the owner's expense. Towed vehicles maybe reclaimed at: ______ or by telephoning ______."
Blank spaces shall be filled in with appropriate information as a permanent part of the sign. (NOTE: **Towing Co.'s Name** and **Telephone Number** must be noted on the detail sheet/s on the plans).

ACCESSIBLE PARKING SIGN INSTALLED AT EACH SPACE







Electrical Vehicle Charging Stations

Electric vehicle charging stations (EVCS) shall comply with Section 11B-812 as required by Section 11B-228.3. Where vehicle spaces and access aisles are marked with lines, measurements shall be made from the centerline of the markings.

Exception: 11B-812.1

Operable parts shall comply with Section 11B-309.

Future installation of Electric Vehicle (EV) Chargers serving Covered MultiFamily Dwellings shall be on accessible route per 1113A and shall be in compliance with section 1138A reach range requirements

Floor or ground surfaces. Vehicle spaces and access aisles serving them shall comply with Section 11B-302. Access aisles shall be at the same level as the vehicle space they serve. Changes in level, slopes exceeding 1:48, and detectable warnings shall not be permitted in vehicle spaces and access aisles.

Vertical clearance. Vehicle spaces, access aisles serving them, and vehicular routes serving them shall provide a vertical clearance of 98 inches (2489 mm) minimum. Where provided, overhead cable management systems shall not obstruct required vertical clearance.

Accessible route to building or facility.
EVCS complying with Section 11B-812 that serve a particular building or facility shall be located on an accessible route to an entrance complying with Section 11B-206.4. Where EVCS do not serve a particular building or facility, EVCS complying with Section 11B-812 shall be located on an accessible route to an accessible pedestrian entrance of the EV charging facility.

Exception: 11B-812.5.1

Accessible route to EV charger. An accessible route complying with Section 11B-402 shall connect the vehicle space and the EV charger which serves it.

Relationship to accessible routes. Vehicle spaces and access aisles shall be designed so that when the vehicle space is occupied the required clear width of adjacent accessible routes is not obstructed. A curb, wheel stop, bollards, or other barrier shall be provided if required to prevent encroachment of vehicles over the required clear width of adjacent accessible routes.

Arrangement. Vehicle spaces and access aisles shall be designed so that persons using them are not required to travel behind vehicle spaces or parking spaces other than the vehicle space in which their vehicle has been left to charge.
Exceptions: 11B-812.5.4

Obstructions. EVCS shall be designed so accessible routes are not obstructed by cables or other elements.

Vehicle spaces. Vehicle spaces serving van accessible, standard accessible, ambulatory and drive-up EVCS shall be 216 inches (5486 mm) long minimum and shall com ply with Sections 11B-812.6.1 through 11B-812.6.4 as applicable. All vehicle spaces shall be marked to define their width.

Exceptions: 11B-812.6

Van accessible. Vehicle spaces serving van accessible EVCS shall be 144 inches (3658 mm) wide minimum and shall have an adjacent access aisle complying with Section 11B-812.7.

Standard accessible. Vehicle spaces serving standard accessible EVCS shall be 108 inches (2743 mm) wide minimum and shall have an adjacent access aisle complying with Section 11B-812.7.

Ambulatory. Vehicle spaces serving ambulatory EVCS shall be 120 inches (3048 mm) wide minimum and shall not be required to have an adjacent access aisle.
Drive-up. Vehicle spaces serving drive-up EVCS shall be 204 inches (5182 mm) wide minimum and shall not be required to have an adjacent access aisle.

Access aisle. Access aisles shall adjoin an accessible route. Two vehicle spaces shall be permitted to share a common access aisle. Access aisles shall be 60 inches (1524 mm) wide minimum and shall extend the full required length of the vehicle spaces they serve.

Location. Access aisles at vehicle spaces shall not overlap the vehicular way and may be placed on either side of the vehicle space they serve except for van accessible spaces which shall have access aisles located on the passenger side of the vehicle spaces.

Marking. Access aisles at vehicle spaces shall be marked with a painted borderline around their perimeter. The area within the borderlines shall be marked with hatched lines a maximum of 36 inches (914 mm) on center. The color of the borderlines, hatched lines, and letters shall contrast with that of the surface of the access aisle. The blue color required for identification of access aisles for accessible parking shall not be used. Access aisle markings may extend beyond the minimum required length.

Lettering. The words "NO PARKING" shall be painted on the surface within each access aisle in letters a minimum of 12 inches (305 mm) in height and located to be visible from the adjacent vehicular way.

Identification signs. EVCS identification signs shall be provided in compliance with Section 11B-812.8.

Four or fewer. Where four or fewer total EVCS are provided, identification with an International Symbol of Accessibility (ISA) and sign identifying van accessible spaces shall not be required.

Five to twenty-five. Where five to twenty-five total EVCS are provided, one van accessible EVCS shall be identified by an ISA complying with Section 11B-703.7.2.1. The required standard accessible EVCS shall not be required to be identified with an ISA.

Twenty-six or more. Where twenty-six or more total EVCS are provided, all required van accessible and all required standard accessible EVCS shall be identified by an ISA complying with Section 11B-703.7.2.1.

Ambulatory. Ambulatory EVCS shall not be required to be identified by an ISA.

Drive-up. Drive-up EVCS shall not be required to be identified by an ISA.

Finish and size. Identification signs shall be reflectorized with a minimum area of 70 square inches (45 161 mm2).

Location. Required identification signs shall be visible from the EVCS it serves. Signs shall be permanently posted either immediately adjacent to the vehicle space or within the projected vehicle space width at the head end of the vehicle space. Signs identifying van accessible vehicle spaces shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the finish floor or ground surface measured to the bottom of the sign. Signs located within an accessible route shall be 80 inches (2032 mm) minimum above the finish floor or ground surface measured to the bottom of the sign. Signs may also be permanently posted on a wall at the interior end of the vehicle space.

Surface marking. EVCS vehicle spaces shall provide surface marking stating "EV CHARGING ONLY" in letters 12 inches (305 mm) high minimum. The centerline of the text shall be a maximum of 6 inches (152 mm) from the centerline of the vehicle space and its lower corner at, or lower side aligned with, the end of the parking space length.

Electric vehicle chargers
EV chargers shall comply with Section 11B-812.10.*Operable parts and charging cord storage shall comply with Section 11B-309.*

Point-of-sale devices. Where provided, point-of-sale devices shall comply with Sections 11B-707.2, 11B-707.3, 11B-707.7.2, and 11B-07.9.

Location. EV chargers shall be adjacent to, and within the projected width of, the vehicle space being served.

Exceptions:11B-812.10.4

TABLE 11B-228.3.2.1
ELECTRIC VEHICLE CHARGING STATIONS FOR PUBLIC USE AND COMMON USE

TOTAL NUMBER OF EVCS AT A FACILITY[1]	MINIMUM NUMBER (by type) OF EVCS REQUIRED TO COMPLY WITH SECTION 11B-812[2]		
	Van Accessible	Standard Accessible	Ambulatory
1 to 4	1	0	0
5 to 25	1	1	0
26 to 50	1	1	1
51 to 75	1	2	2
76 to 100	1	3	3
101 and over	1, plus 1 for each 300, or fraction thereof, over 100	3, plus 1 for each 60, or fraction thereof, over 100	3, plus 1 for each 50, or fraction thereof, over 100

1. Where an EV charger can simultaneously charge more than one vehicle, the number of EVCS provided shall be considered equivalent to the number of electric vehicles that can be simultaneously charged.

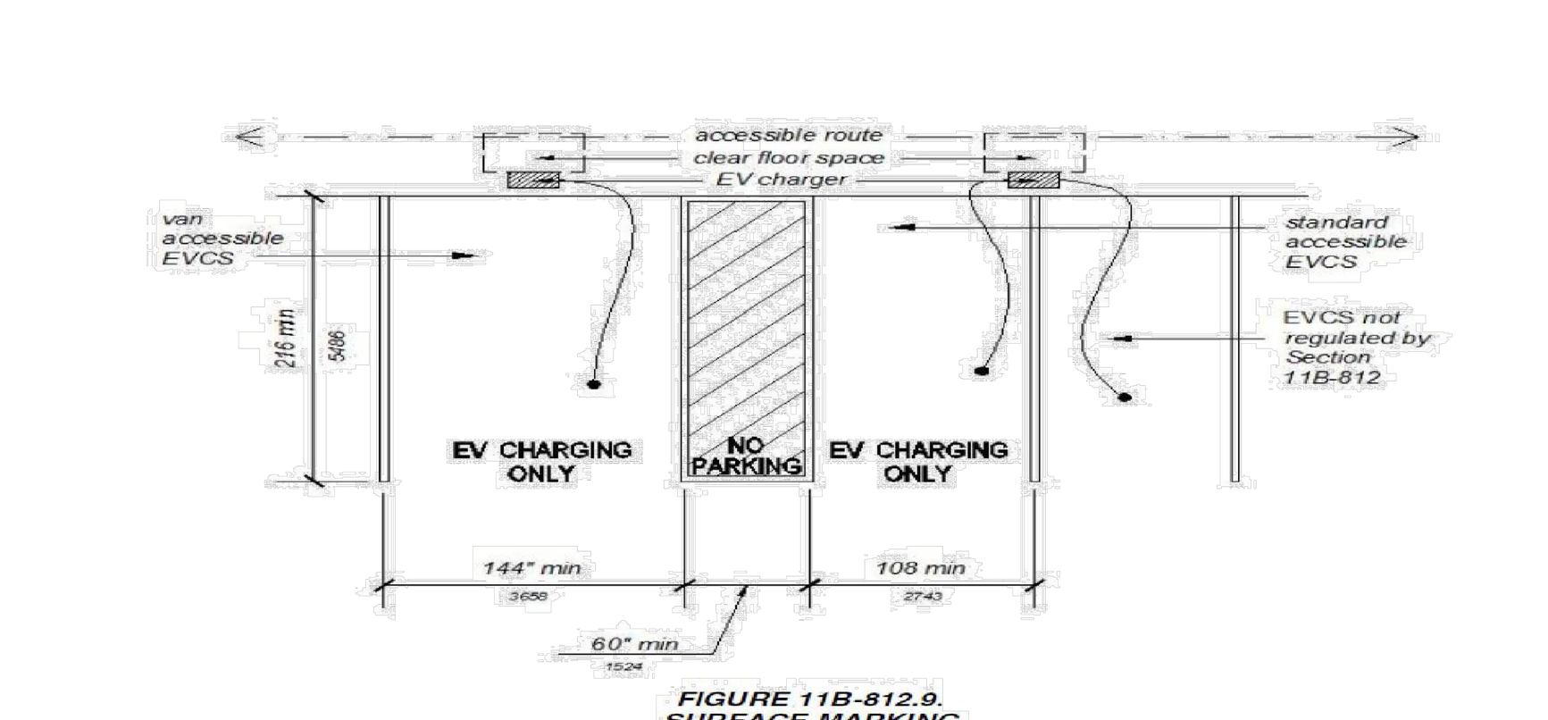


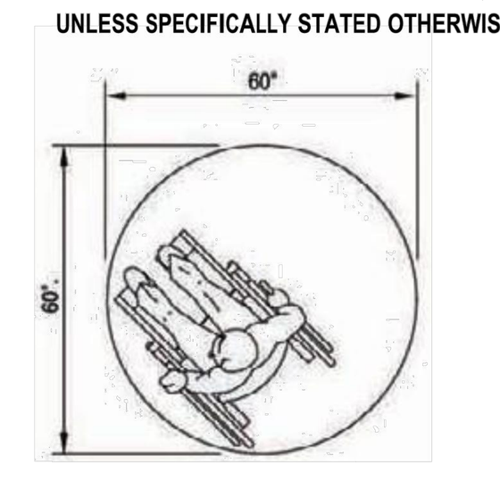
FIGURE 11B-812.9.
SURFACE MARKING

INFORMATION BULLETIN / PUBLIC - BUILDING CODE

REFERENCE NO.: LABC Sec. 11B-304,305,404 — Effective: 01/01/2017
DOCUMENT NO.: P/BC 2017-086 — Revised: 12/12/2016
Previously Issued As: P/BC 2014-086

ACCESSIBILITY DETAILS FOR DOORS, MANEUVERING SPACES & ROUTES

UNLESS SPECIFICALLY STATED OTHERWISE, FIGURES ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY. (11B-104.3 FIGURES)



(a) 60 INCHES DIAMETER SPACE

WHEELCHAIR TURNING SPACE

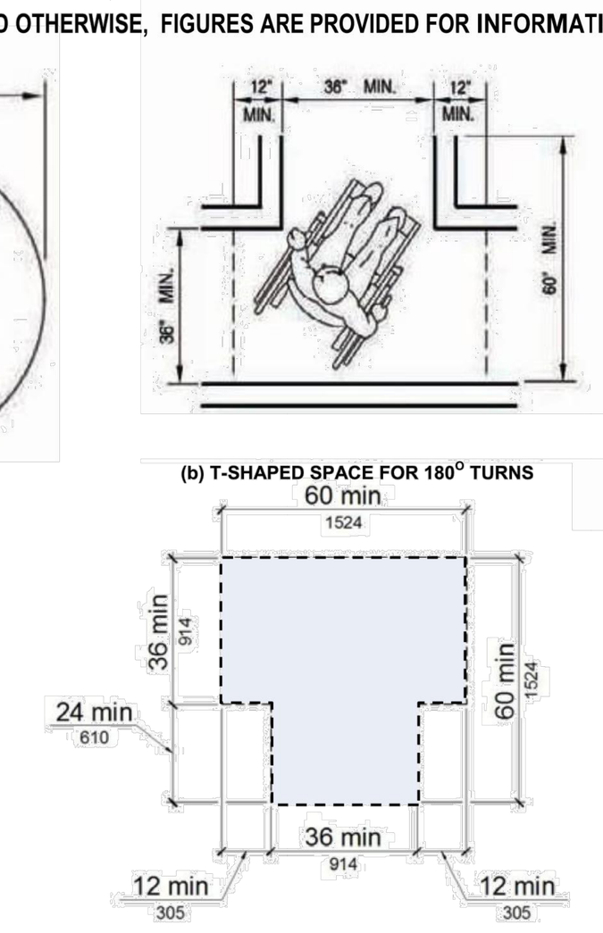


FIGURE *11B*-304.3.2
T-SHAPED TURNING SPACE

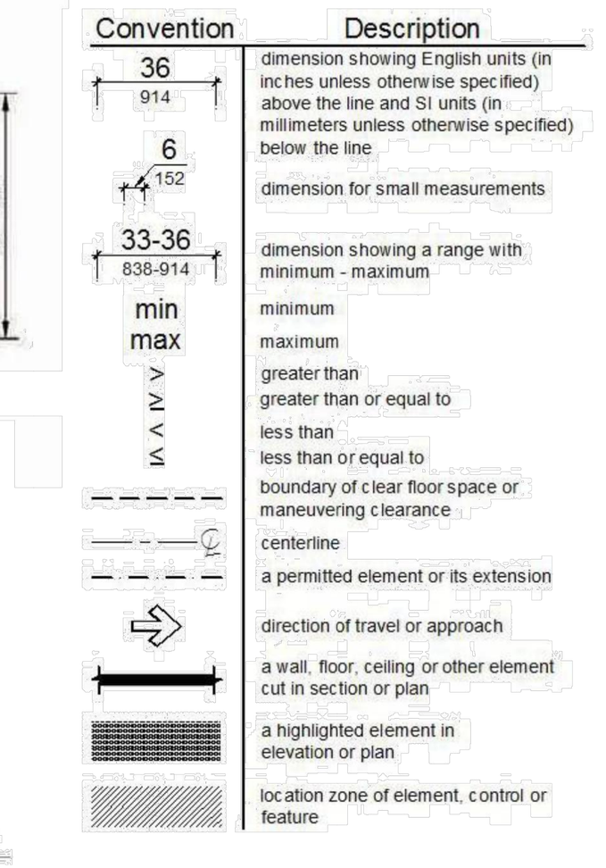


FIGURE 11B-104
GRAPHIC CONVENTION FOR FIGURES

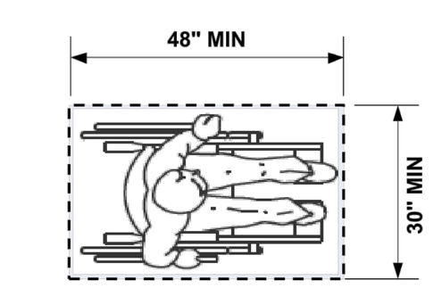


FIGURE 11B-305.3
CLEAR FLOOR OR GROUND SPACE

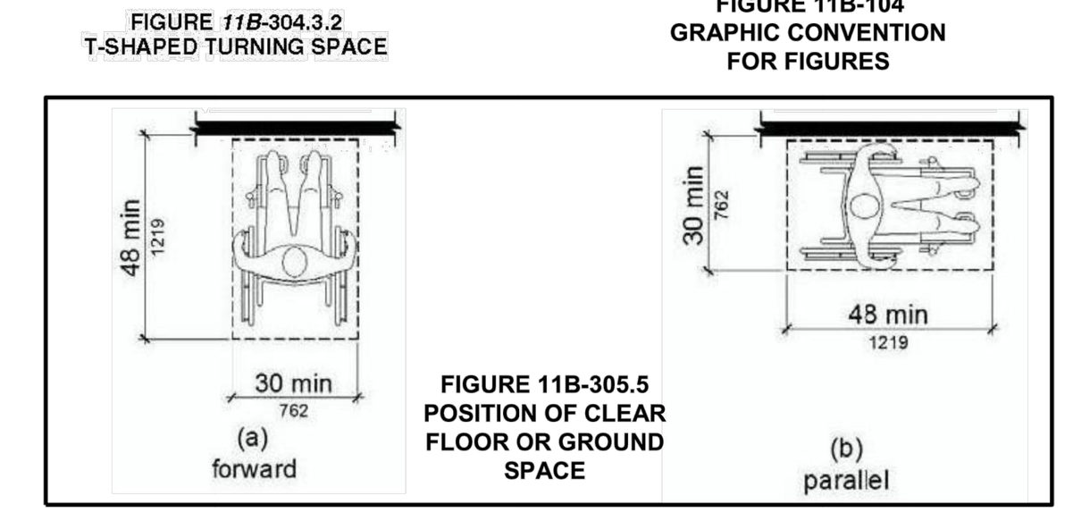
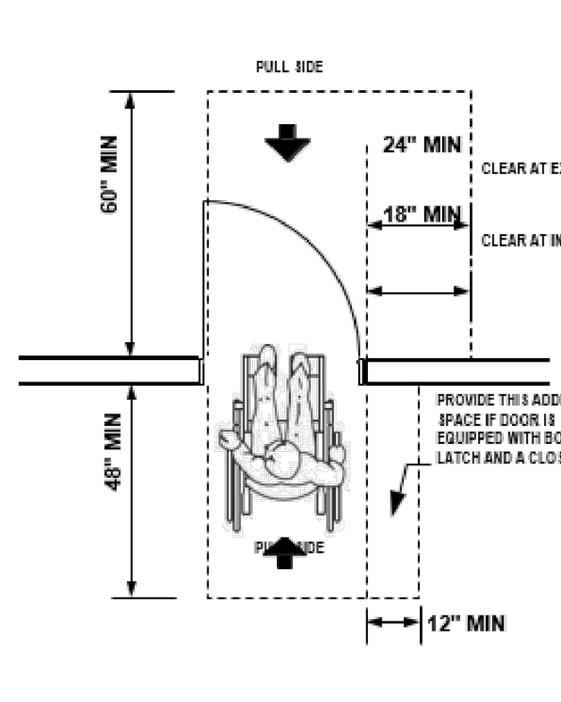
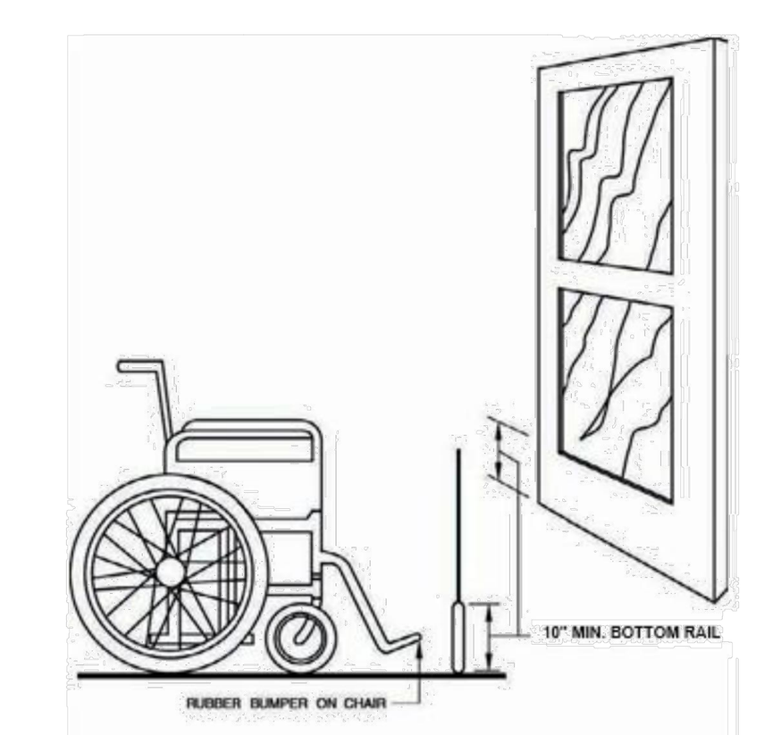


FIGURE 11B-305.5
POSITION OF CLEAR FLOOR OR GROUND SPACE

DOORS & MANEUVERING SPACE



FRONT APPROACH



DOOR CONSTRUCTION

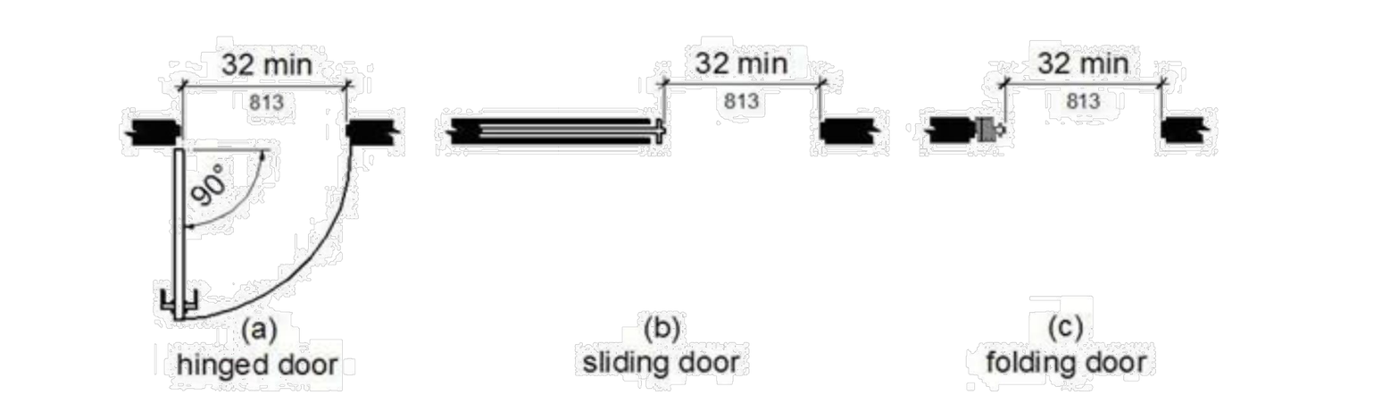


FIGURE 11B-404.2.3
CLEAR WIDTH OF DOORWAYS

DOORS & MANEUVERING SPACE

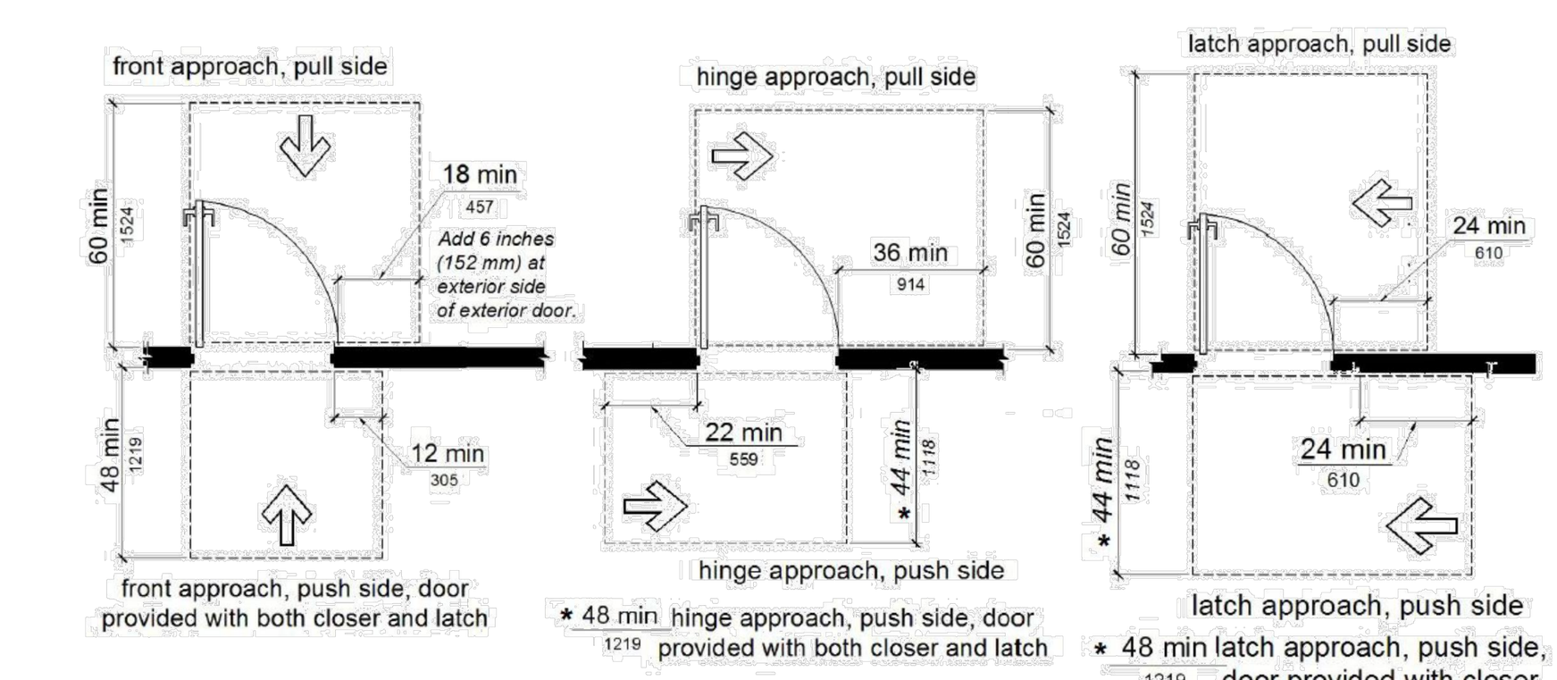


FIGURE *11B*-404.2.4.1
MANEUVERING CLEARANCES AT MANUAL SWINGING DOORS AND GATES

TABLE 404.2.3
MANEUVERING CLEARANCES AT MANUAL SWINGING DOORS AND GATES

TYPE OF USE		MINIMUM MANEUVERING CLEARANCE	
APPROACH DIRECTION	DOOR or GATE SIDE	PERPENDICULAR TO DOORWAY	PARALLEL TO DOORWAY (beyond latch side unless noted)
From front	Pull	60 inches	18 inches
From front	Push	48 inches	0 inches
From hinge side	Pull	60 inches	36 inches
From hinge side	Push	44 inches	22 inches
From latch side	Pull	60 inches	24 inches
From latch side	Push	44 inches	24 inches

1. ADD 12 INCHES IF CLOSER AND LATCH ARE PROVIDED.
2. ADD 4 INCHES, IF CLOSER AND LATCH ARE PROVIDED.
3. BEYOND HINGE SIDE.
4. ADD 4 INCHES, IF CLOSER IS PROVIDED.
5. ADD 6 INCHES AT EXTERIOR SIDE OF EXTERIOR DOORS.

DOORS & MANEUVERING SPACE

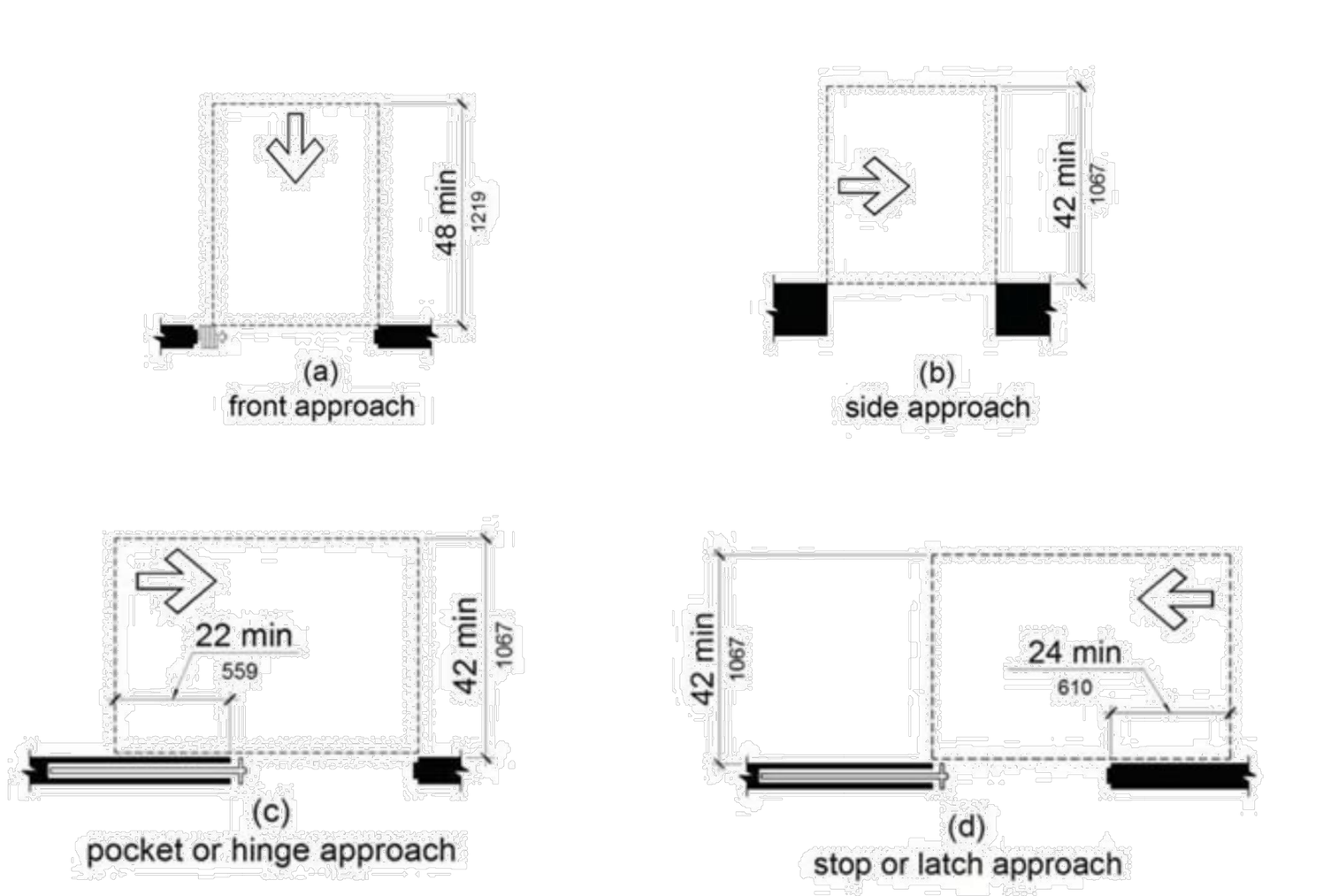


FIGURE 11B-404.2.4.2
MANEUVERING CLEARANCES AT DOORWAYS WITHOUT DOORS, SLIDING DOORS, GATES, AND FOLDING DOORS

TABLE 11B-404.2.4.2
MANEUVERING CLEARANCES AT DOORWAYS WITHOUT DOORS OR GATES
MANUAL SLIDING DOORS AND MANUAL FOLDING DOORS

	MINIMUM MANEUVERING CLEARANCE	
Approach direction	Perpendicular to doorway	Parallel to doorway (beyond stop/latch side unless noted)
From Front	48 inches	0 inches
From Side[1]	42 inches	0 inches
From pocket/hinge side	42 inches	22 inches
From stop/latch side	42 inches	24 inches

1. Doorway with no door only.
2. Beyond pocket/hinge side

DOORS & MANEUVERING SPACE

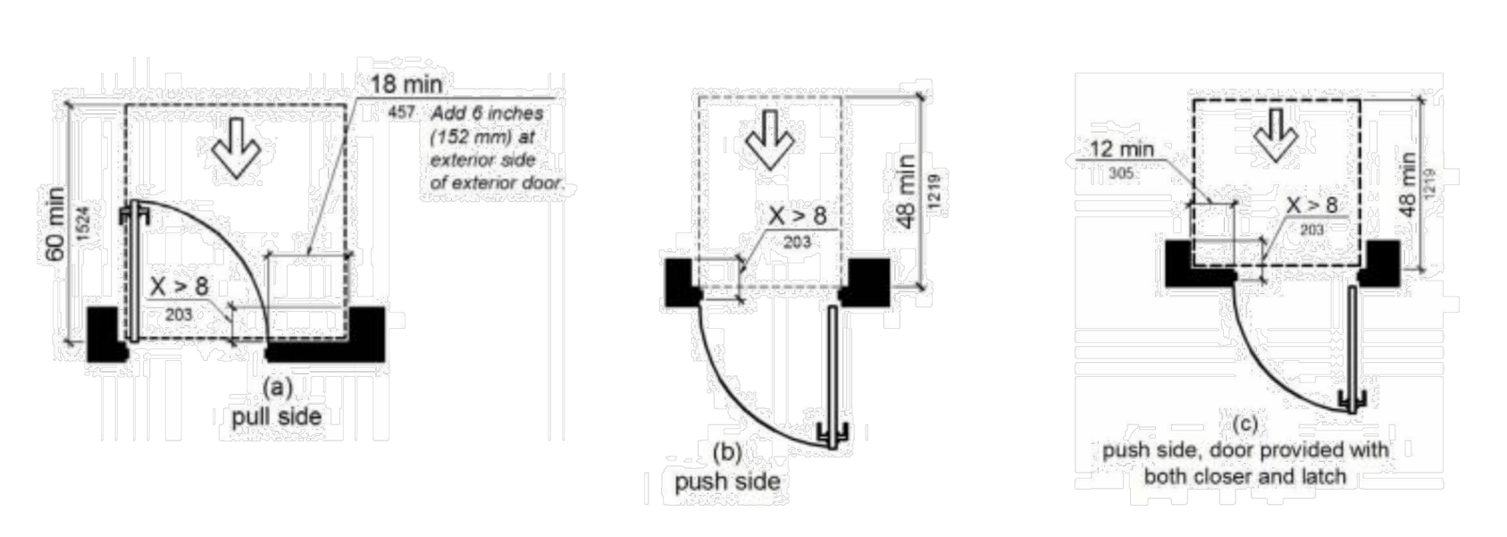


FIGURE 11B-404.2.4.3
MANEUVERING CLEARANCES AT RECESSED DOORS AND GATES

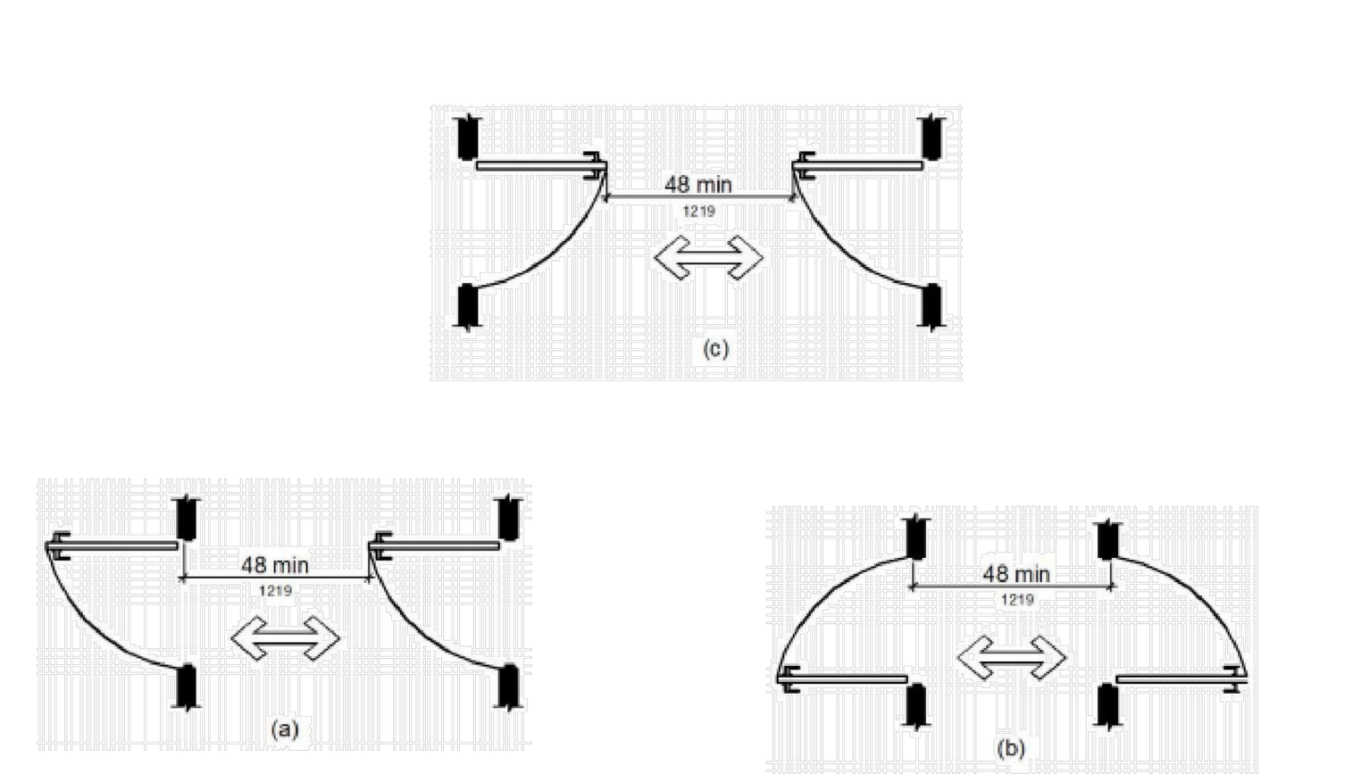


FIGURE 11B-404.2.6
DOORS IN SERIES AND GATES IN SERIES

ACCESSIBLE ROUTES

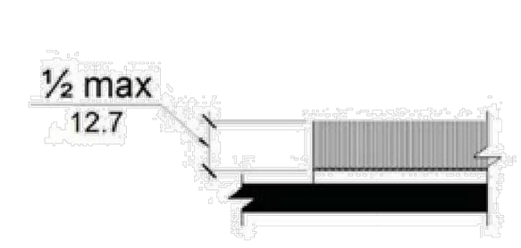


FIGURE *11B*-302.2
CARPET PILE HEIGHT

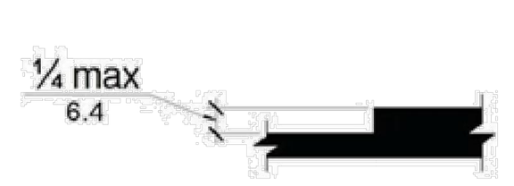


FIGURE *11B*-303.2
VERTICAL CHANGE IN LEVEL

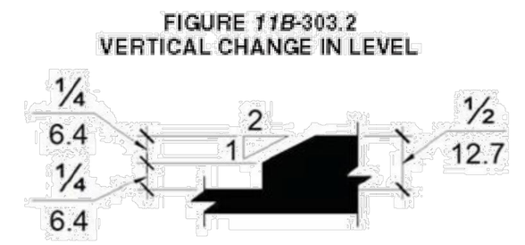
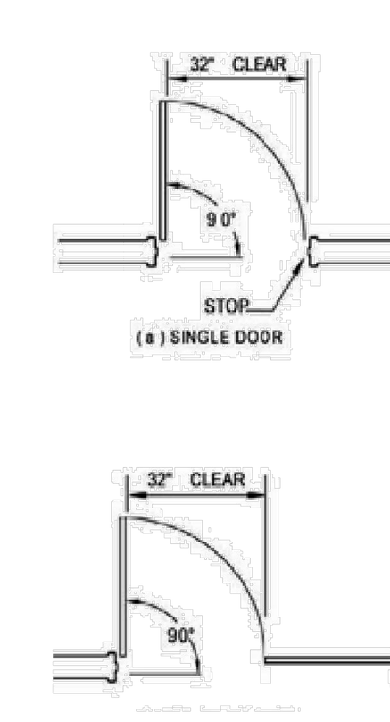
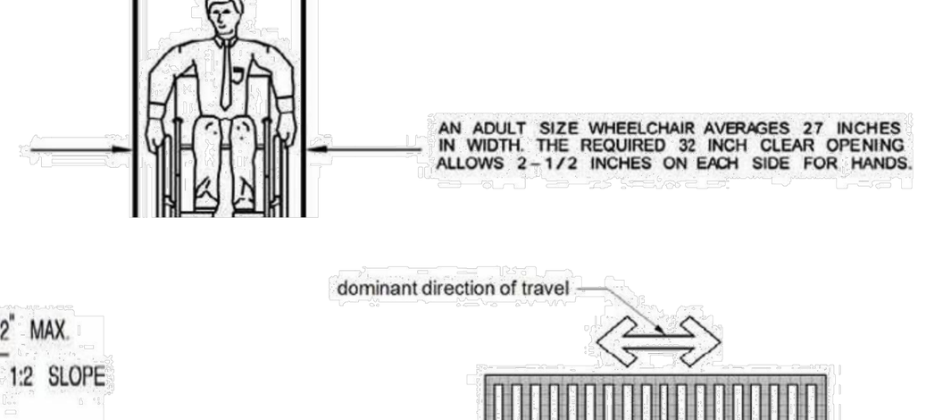


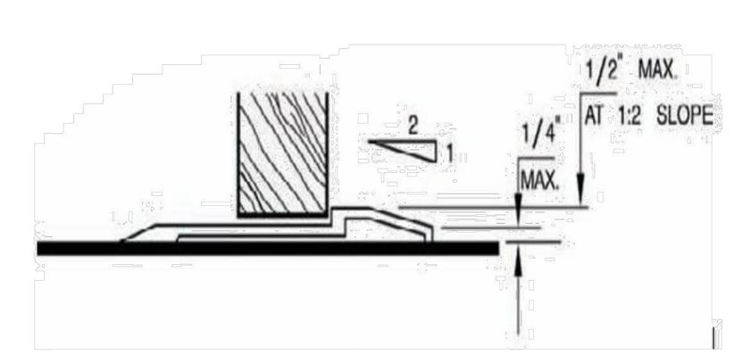
FIGURE *11B*-303.3
BEVELED CHANGE IN LEVEL



11B-404.2.3

Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees. Openings more than 24 inches deep shall provide a clear opening of 36 inches minimum. There shall be no projections into the required clear opening width lower than 34 inches above the finish floor or ground. Projections into the clear opening width between 34 inches and 80 inches above the finish floor or ground shall not exceed 4 inches.





11B-404.2.5
THRESHOLDS, IF PROVIDED AT DOORWAYS, SHALL BE 1/2 INCH HIGH MAXIMUM. RAISED THRESHOLDS AND CHANGES IN LEVEL AT DOORWAYS SHALL COMPLY WITH SECTIONS 11B-302 AND 11B-303.

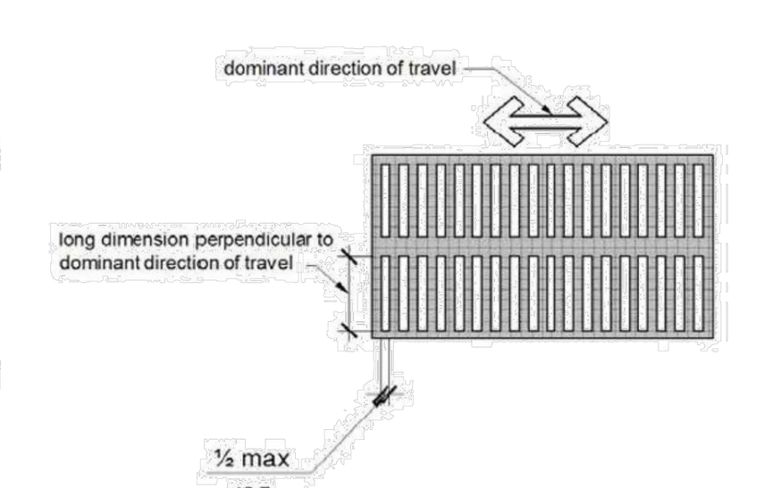
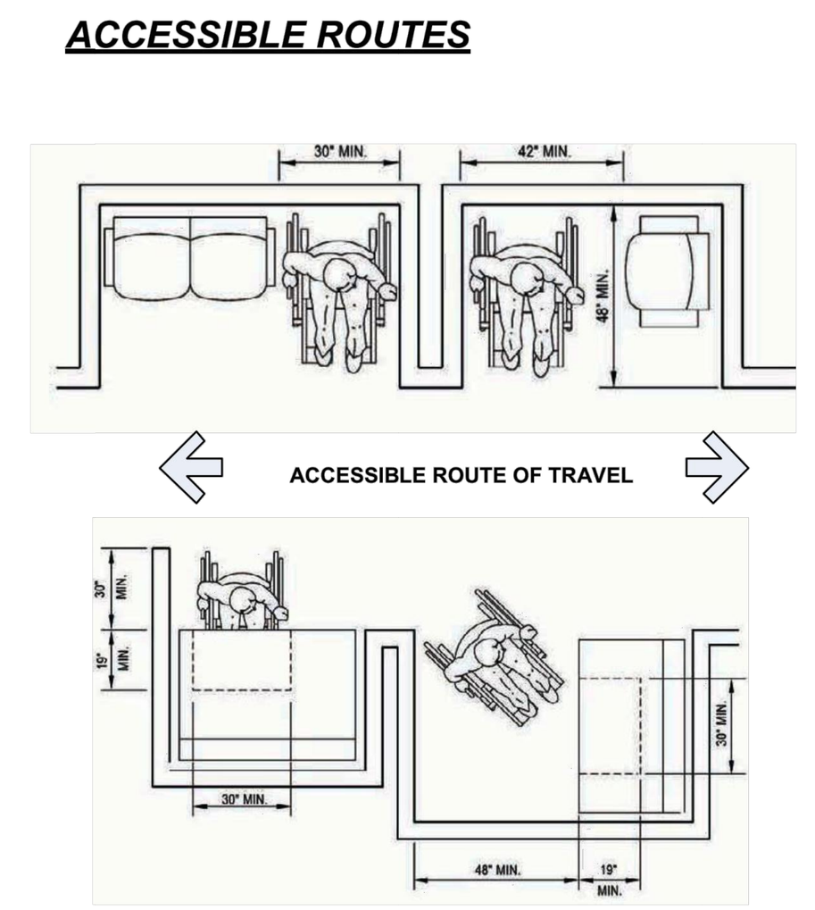


FIGURE *11B*-302.3
ELONGATED OPENINGS IN FLOOR OR GROUND SURFACES

ACCESSIBLE ROUTES



11B-403.5.1
SEE CLEAR WIDTH AND EXCEPTIONS REQUIREMENTS

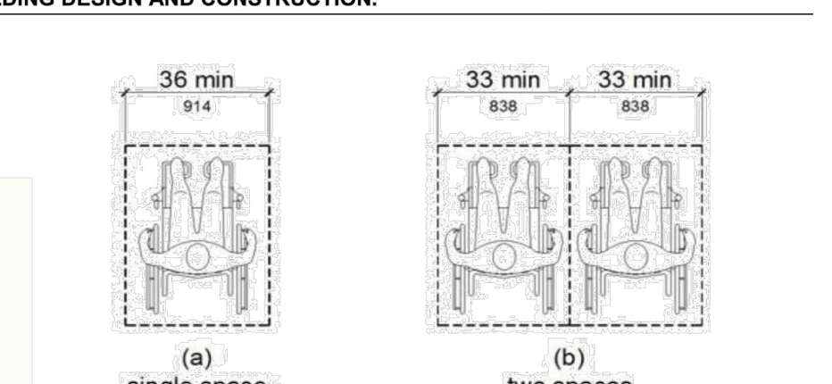


FIGURE *11B*-802.1.2
WIDTH OF WHEELCHAIR SPACES

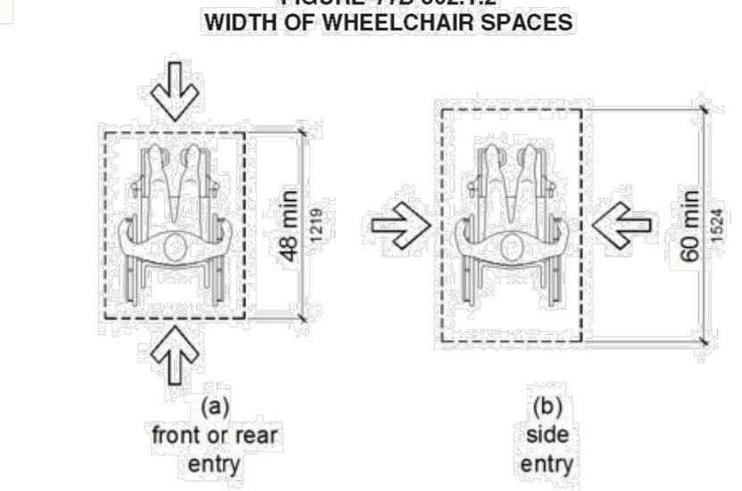


FIGURE *11B*-802.1.3
DEPTH OF WHEELCHAIR SPACES

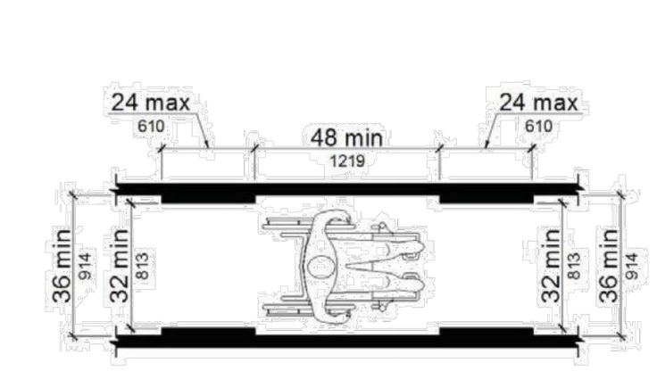


FIGURE *11B*-403.5.1
CLEAR WIDTH OF AN ACCESSIBLE ROUTE

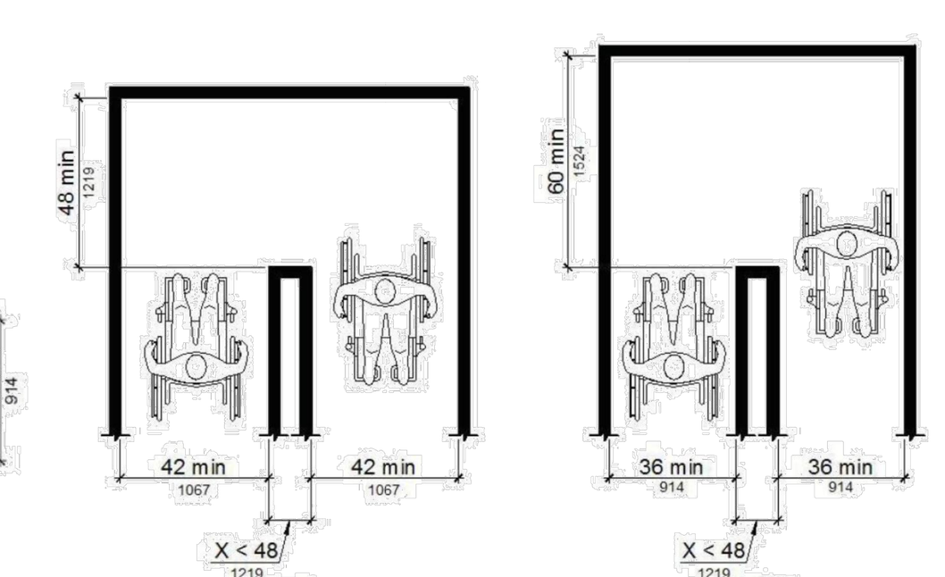


FIGURE *11B*-403.5.2
CLEAR WIDTH AT TURN

BRACATUS AEDIFICIA INC.

CAKEZ™
HEADQUARTERS
SECTION 16, TOWNSHIP 32, RANGE 37
KERN COUNTY

SCOPE OF WORK
NEW GREENHOUSE CULTIVATION DESIGN WITH DETACHED DRY-ROOM, OFFICE, STORAGE PARKING.

CLIENT
GOODFELLAZ COLLECTION LLC.
APN: 216-010-81
COUNTY OF KERN
(747) 214-6652
(818)268-1777

CONSULTANTS
ENGINEER
GEGAM BURNAZYAN, P.E.
MLB ENGINEERING
NO. C 76761
EXP. 12/31/22

DESIGNERS
MARGARET MAGGY ANTIKYAN
BRACATUS AEDIFICIA INC.
(310) 906-9917
maggy.arch@me.com

NOTE
DIMENSIONS AND CONFIGURATION OF EXTERIOR AND INTERIOR WALLS, WINDOWS, DOORS, AND FLOOR ELEVATIONS ARE BASED ON CONTRACTORS FIELD MEASUREMENTS AND MAY VARY FROM ACTUAL CONSTRUCTION. ALL EXISTING CONDITIONS TO BE FIELD VERIFIED BY CONTRACTOR PRIOR TO START OF CONSTRUCTION.ALL FINDINGS TO BE PROVIDED TO THE DESIGNER FOR REVIEW PRIOR TO CONSTRUCTION. THE DESIGNER DOES NOT WARRANTY THAT THE EXISTING CONDITIONS ARE ACCURATE ON THE PLAN AS SHOWN.

REVISIONS	BY
10/30/20	MA

SHEET:
AD-2

DATE: 10.30.20
DRAWN BY: MA

APPENDIX B

Biological Resources Assessment of

APN: 216-010-18

California City, CA

March 30,2021

Biological Resource Assessment of
APN 216-010-18,
California City, California

March 30, 2021

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Lancaster, CA 93535
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B.S. Degree, Wildlife Management
Humboldt State University

Biological Resource Assessment of APN 216-010-18, California City, California

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

Abstract

Development has been proposed for APN 216-010-18, California City, California. The approximately 7.5 acre (3 ha) study area was located west of Mitchell Boulevard and south of Lindbergh Boulevard, T32S, R37E**,** a portion of the E1/2 of the W1/2 of the NE1/4 of the SW1/4 of Section 16, M.D.B.M. A line transect survey was conducted on 29 March 2021to inventory biological resources. The proposed project area was characteristic of a disturbed creosote bush (*Larrea tridentata*) scrub plant community. A total of eighteen plant species and fifteen wildlife species or their sign were observed during the line transect survey. No desert tortoises (*Gopherus agassizii*) were observed during the field survey. No desert tortoise scat, tracks, or other desert tortoise sign were observed on the study site. 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. A few 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. Sheep (*Ovis sp.*) grazing appears to be ongoing and has heavily impacted the habitat within and around 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 216-010-18, 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.

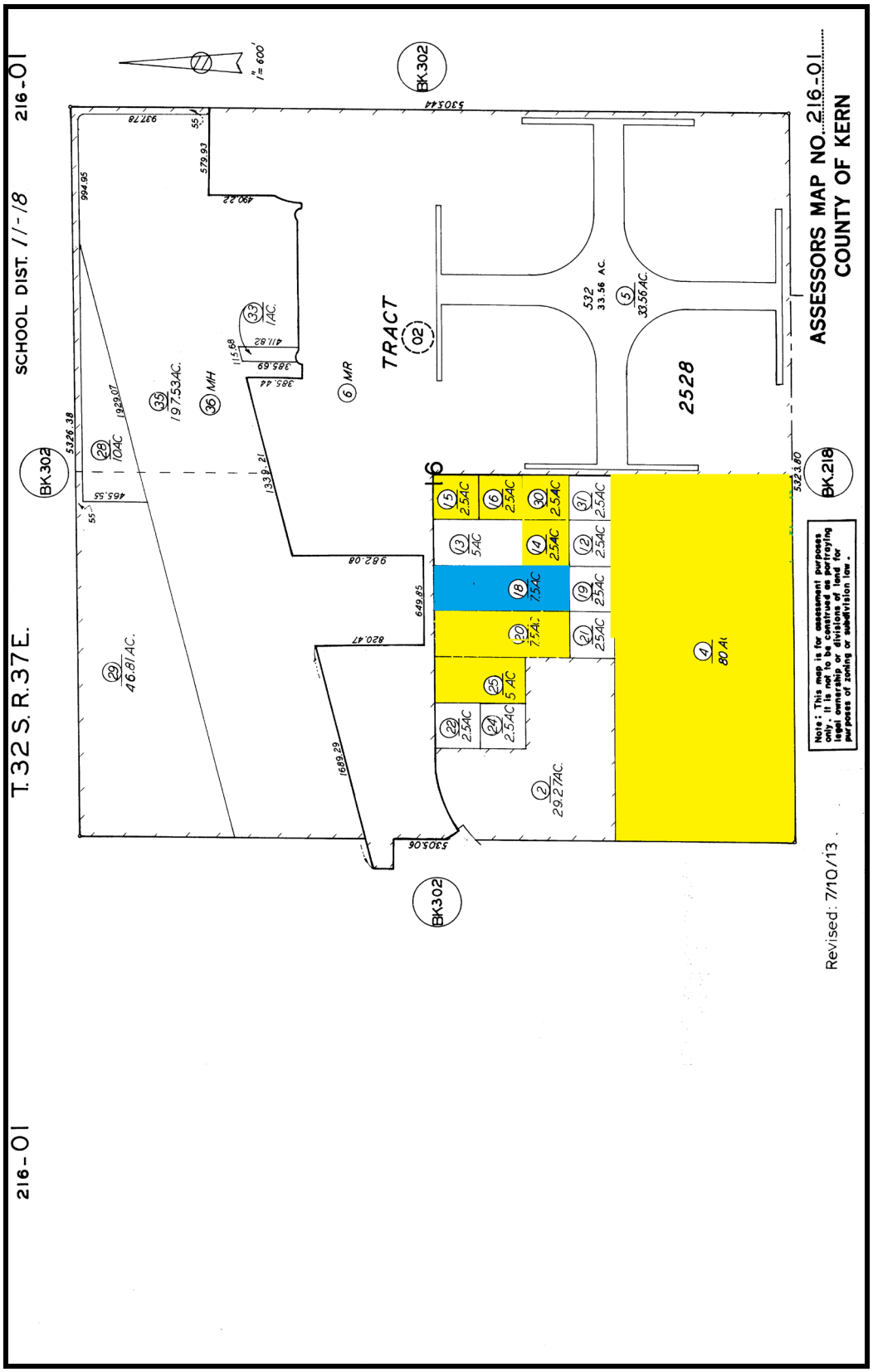

Figure 1. Approximate location of proposed project area as depicted in blue on APN map. APNs previously surveyed for proposed development are highlighted in yellow.

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 7.5 acre (3 ha) study area was located west of Mitchell Boulevard and south of Lindbergh Boulevard, T32S, R37E**,** a portion of the E1/2 of the W1/2 of the NE1/4 of the SW1/4 of Section 16, M.D.B.M. (Figure 2). Disturbed creosote bush (*Larrea tridentata*) scrub habitat occurred adjacent to the eastern, western, and southern boundary of the study area (Figure 3). Lindbergh Boulevard formed the northern boundary of the study area. Commercial facilities, to include a dog kennel, were present north of Lindbergh Boulevard. A large commercial facility is currently under development approximately 330 feet (10 m) to the southeast of the study site. A new commercial development is now present approximately 330 feet (10 m) to the west of the study site.

Methods

A line transect survey was conducted to inventory plant and wildlife species occurring within the proposed project area (Cooperrider et al. 1986, Davis 1990). The USFWS (2010) has provided recommendations for survey methodology to determine presence/absence and abundance/distribution of desert tortoises. These were used to guide the methodology of this survey. Line transects were walked in a north-south orientation. Line transects were approximately 990 feet (302 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 10x50 and 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 2017a-c, 2018a-b, 2019a-b, 2020a-b). A photograph of the study site was taken (Figure 4).

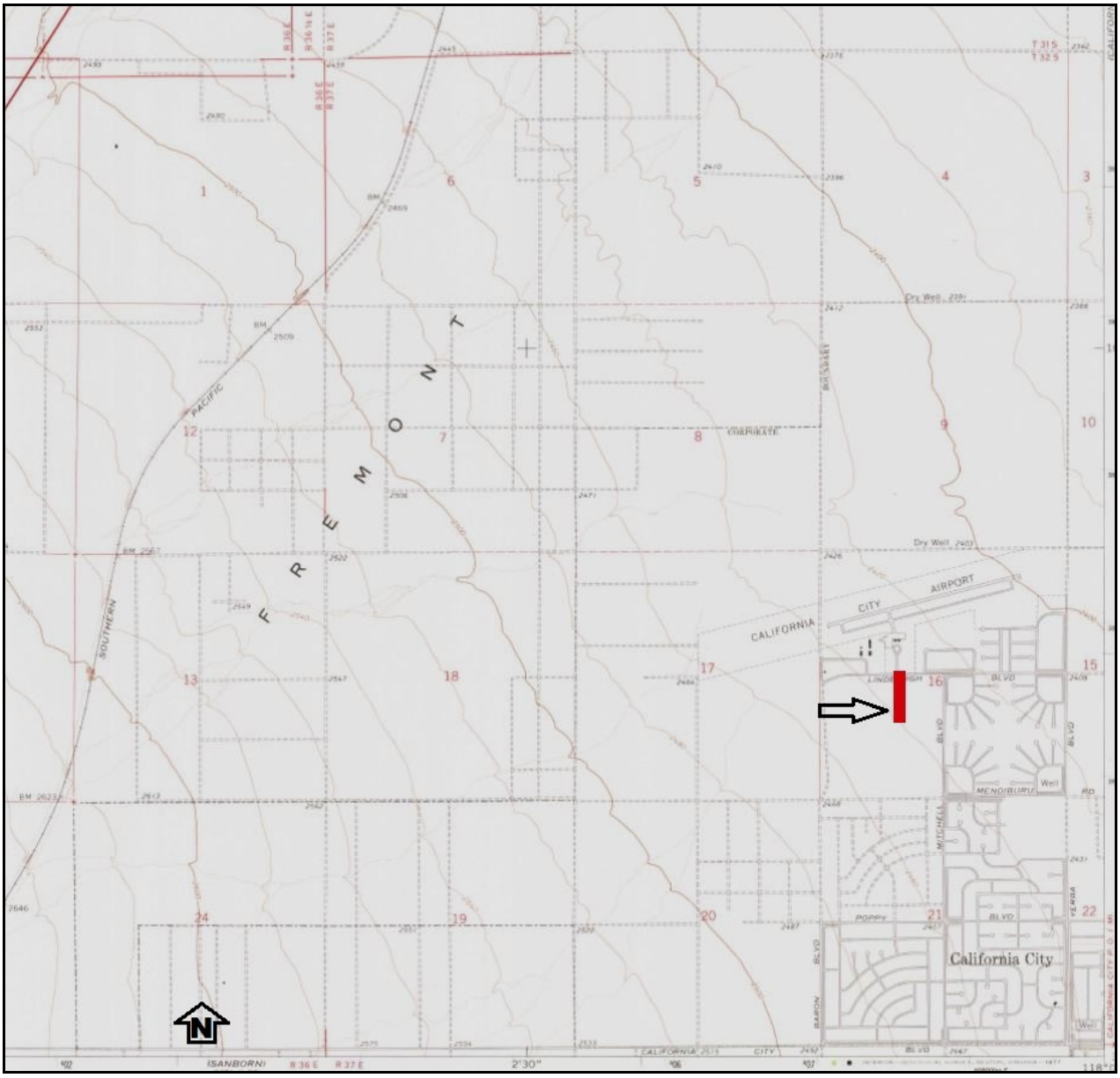

Figure 2. Approximate location of study area as depicted on U.S.G.S. Quadrangle, Mojave N.E., California, 7.5', 1994.

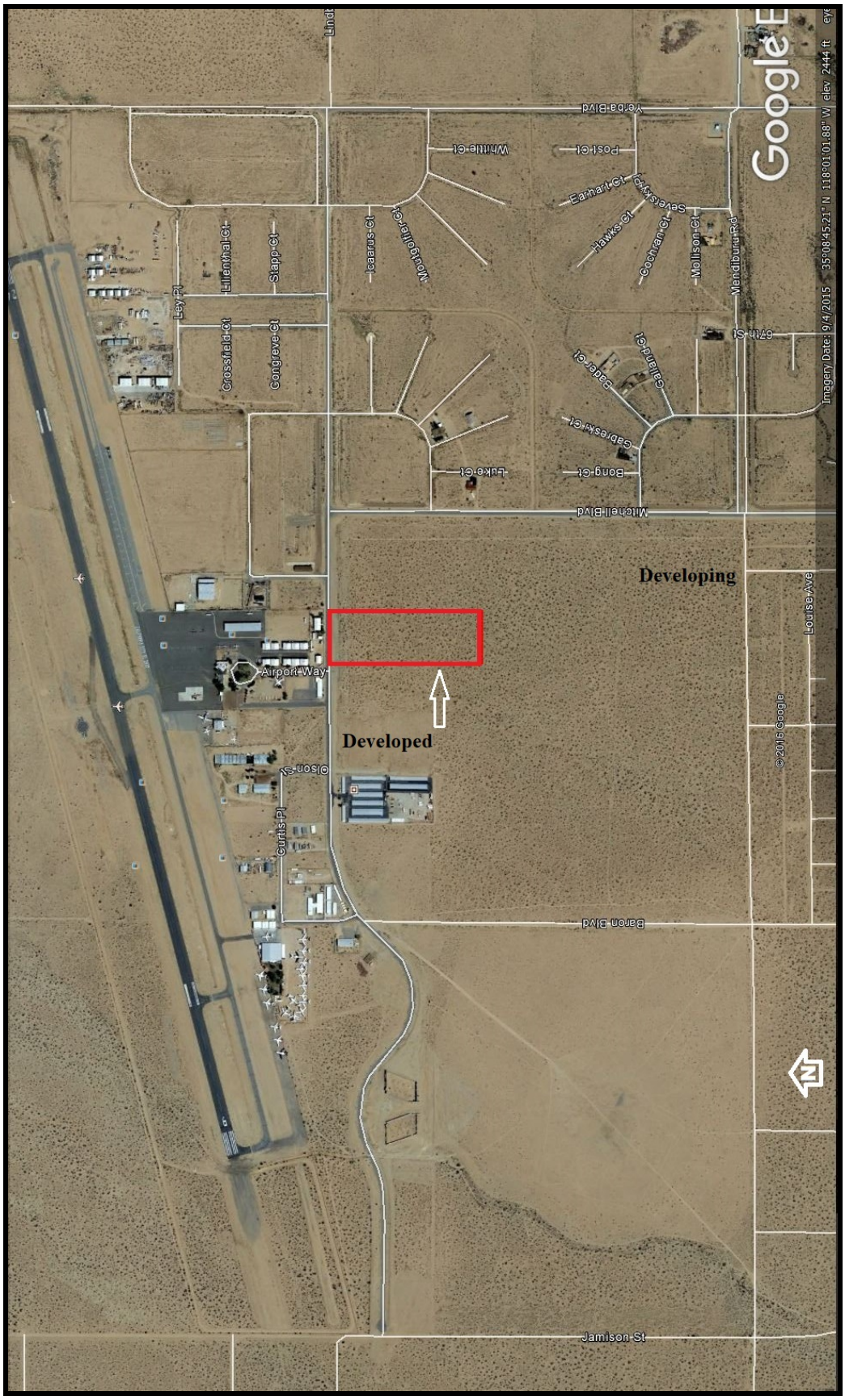

Figure 3. Aerial photo (Google Earth, 2014) of study site showing surrounding land use.

Figure 4. Photograph depicting the general habitat conditions within the study site.

Results

A total of 10 line transects were walked on 29 March 2021. Weather conditions consisted of warm temperatures (estimated 80 degrees F), 0% cloud cover, and moderate wind. Sandy loam surface soil texture was observed throughout the study area. No blue line streams were found on USGS topo maps. No washes were observed within the study site. Topography of the study area was approximately 2,438 to 2,447 feet (786 to 789 m) above sea level.

The proposed project area was characteristic of a disturbed creosote scrub (*Larrea tridentata*) habitat (Barbour and Major 1988). A total of eighteen plant species were observed during the line transect survey (Table 1). The dominant shrub species throughout the study area was creosote bush (*Larrea tridentata*). Schismus (*Schismus* sp.) was the dominant annual species throughout the study site. 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 fifteen wildlife species, or their sign were observed during the line transect survey (Table 2). No desert tortoise or their sign were observed during the field survey. No burrowing owls or their sign were observed within the study site during the field survey. A few California ground squirrel (CGS)(*Citellus beecheyi*) burrows were observed within the northeast corner of the study site. No bird nests were observed within the study area. No suitable habitat for Mohave ground squirrels was observed within the study site. No desert kit foxes or their sign were observed within the study site.

Table 1. List of plant species that were observed during the line transect survey of APN 216-010-18, California City, California.

Common Name	Scientific Name
Creosote bush	*Larrea tridentata*
Burrobush	*Ambrosia dumosa*
Rabbit brush	*Chrysothamnus nauseosis*
Silver cholla	*Opuntia echinocarpa*
Turkey mullein	*Eremocarpus setigerus*
Blue mantle	*Eriastrum diffusum*
Goldfields	*Lasthenia californica*
Loco weed	*Astragalus* sp.
Spotted buckwheat	*Eriogonum maculatum*
Angle-stem buckwheat	*Eriogonum angulosum*
Fiddleneck	*Amsinckia tessellata*
Schismus	*Schismus* sp.
Red stemmed filaree	*Erodium cicutarium*
Russian thistle	*Salsola iberica*
Sahara mustard	*Brassica tournefortii*
Tumble mustard	*Sisymbrium altisissiimum*
Annual burweed	*Franseria acanthicarpa*
Cheatgrass	*Bromus tectorum*

Table 2. List of wildlife species, or their sign, that were observed during the line transect survey of APN 216-010-18, California City, California.

Common Name	Scientific Name
Rodents	Order: Rodentia
Desert cottontail	*Sylvilagus auduboni*
Black-tailed jackrabbit	*Lepus californicus*
California ground squirrel	*Citellus beecheyi*
Domestic dog	*Canis familiaris*
Domestic goat	*Capra hircus*
Sheep	*Ovis* sp.
California quail	*Callipepla californica*
Dove sp.	Family: Columbidae
Swallow sp.	Family: Hirundinidae
Common raven	*Corvus corax*
European starling	*Sturnus vulgaris*
White crowned sparrow	*Zonotrichia leucophrys*
Ants	Order: Hymenoptera
Spider	Order: Araneida

Heavy equipment and off-highway vehicle (OHV) tracks were observed within the study site. A small amount of scattered trash was observed within the study site. Broken asphalt and concrete were observed within the study site. Three filled excavations were observed within the study site. Old and recent sheep (*Ovis* sp.) scat was observed within the study site.

Discussion

It is probable that some annual species were not visible during the time the field survey was performed. Given the lack of rainfall that has occurred surveys later in the spring are not likely to produce anything that would change the results of the survey. Based on the habitat, no sensitive plant species are expected to exist on the study site. Although not observed, several wildlife species would be expected to occur within the proposed project area (Table 3).

Human impacts to the area are expected to continue. The study site is immediately across from a dog kennel, the airport, and other commercial facilities. New development has taken place 330 feet (10 m) west of the study site. The site is less than one mile away from a route to Randsburg Open Area. OHV use has been observed in this area during surveys on nearby properties. OHV tracks were observed within the project site. Habitat in the general area will continue to become degraded and fragmented. Sheep (*Ovis* sp.) grazing consistently takes place within and around this study site impacting shrubs and eliminating the seed bed for native annuals. Burrowing animals within the proposed project area are not expected to survive construction activities. More mobile species, such as lagomorphs (rabbits and hares), coyotes (*Canis latrans*), and birds are expected to survive construction activities. Development of this site will result in less cover and foraging opportunities for species occurring within and adjacent to the study area.

The desert tortoise is a state endangered and federally threatened listed species. The proposed project area was located within the geographic range of the desert tortoise. The proposed project 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. No desert tortoises or their sign have been observed around the study area during previous surveys (Figure 1). No minimization measures are recommended for desert tortoises.

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 during the field survey. CGS burrows that may provide potential future cover sites for burrowing owls were observed within the study site.

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

Table 3. List of wildlife species that may occur within the study area, APN 216-010-18, California City, California.

Common Name	Scientific Name
Deer mouse	*Peromyscus maniculatus*
Coyote	*Canis latrans*
Mourning dove	*Zenaida macroura*
Northern mockingbird	*Mimus polyglottos*
Horned lark	*Eremophila alpestris*
House finch	*Carpodacus mexicanus*
White crowned sparrow	*Zonotrichia leucophrys*
Western whiptail	*Cnemidophorus tigris*
Side blotched lizard	*Uta stansburiana*
Gopher snake	*Pituophis melanoleucus*
Darkling beetle	*Coelocnemis californicus*
Harvester ants	Order: Hymenoptera
Grasshopper	Order: Orthoptera

The Mohave ground squirrel (MGS) is a state listed threatened species. The study area was located within the geographic range of MGS. The California Natural Diversity Database (CNDDB) of NE Mojave quadrangle where the study site is located indicated one MGS sighting 35 years ago (1985) on the north side of the airport. This area was heavily degraded by 1994 based on Google historical aerial photographs. The farthest documented movement of MGS is 3.9 miles (Harris and Leitner 2005). No documented MGS have been sighted in the last 35 years within 3.9 miles of this project site. CDFW in their publication "A Conservation Strategy for the Mohave Ground Squirrel, Xerospermophilus mohavensis" on page 28/Figure 2 indicates the study site is outside of CDFW's accepted population area (Figure 5). The publication, on page 27 states "Except for a few incidental sightings, the area west of California City has not had MGS detections since 1993" (CDFW 2019).

MGS habitat consists of a variety of desert scrub habitats, none of which occur any longer within, adjacent, or in close proximity to the project site. A table listing MGS habitats and a discussion of required shrubs and annuals can be found in the publication titled "A Conservation Strategy for the Mohave Ground Squirrel" (CDFW 2019). Except for creosote bush and burrobush (*Ambrosia dumosa*) none of the other shrubs associated with suitable MGS habitat type are present within the study site. The diversity and percent coverage of native annuals was low within the study area. Virtually no required shrubs or annuals were present to support MGS on or around this study site (Hagan 2017a-c, 2018a-b, 2019a-b, 2020a-b). Additionally, the 2019 CDFW publication notes on page 34 that unpublished data from P. Leitner suggests abundance of winterfat and spiny hopsage positively relates to the presence of MGS. These shrub species are not present within the study site (Table 1). Data from Leitner's diet study suggests areas dominated with invasive grasses (*Bromus* spp., *Schismus* sp.) and red-stem filaree (*Erodium cicutarium*) are of less value to MGS (Leitner and Leitner 2017). MGS predominantly depend on foliage (stems, leaves) for forage (CDFW 2019, Leitner and Leitner 2017). Creosote bush seeds made up a small portion (3%) of the MGS diet in the Leitner diet study (Leitner and Leitner 2017). Burrobush was not detected within their diet (Leitner and Leitner 2017). Because MGS depend primarily on foliage, shrub diversity and availability are imperative as part of the habitat for MGS viability. When the native annuals are no longer available to MGS the shrubs must provide forage. Creosote alone would not be expected to provide adequate MGS forage.

MGS presence has been correlated to the presence of large washes and streambeds (Logan 2016). Review of the California Natural Database appears to further validate the conclusions in Logan 2016. Observations of MGS within California City occur almost exclusively east of Cache Creek within the wash areas east and south of the main development areas of California City (CNDDB 2018, Figure 5). Wash resources which meet the characteristics of those east and south of the developed area of California City are not present within or near this study site.

There was no MGS habitat present on site, no take of MGS would be expected as a result of this project. This was determined through an assessment of the inter-relationship of the following factors: lack of requisite habitat elements necessary for forage and reproduction, the impact of long term drought 2012 to 2017 (Armstrong Flight Research 2017), no likelihood of immigration from adjacent areas due to ongoing grazing threats, existing fragmentation of

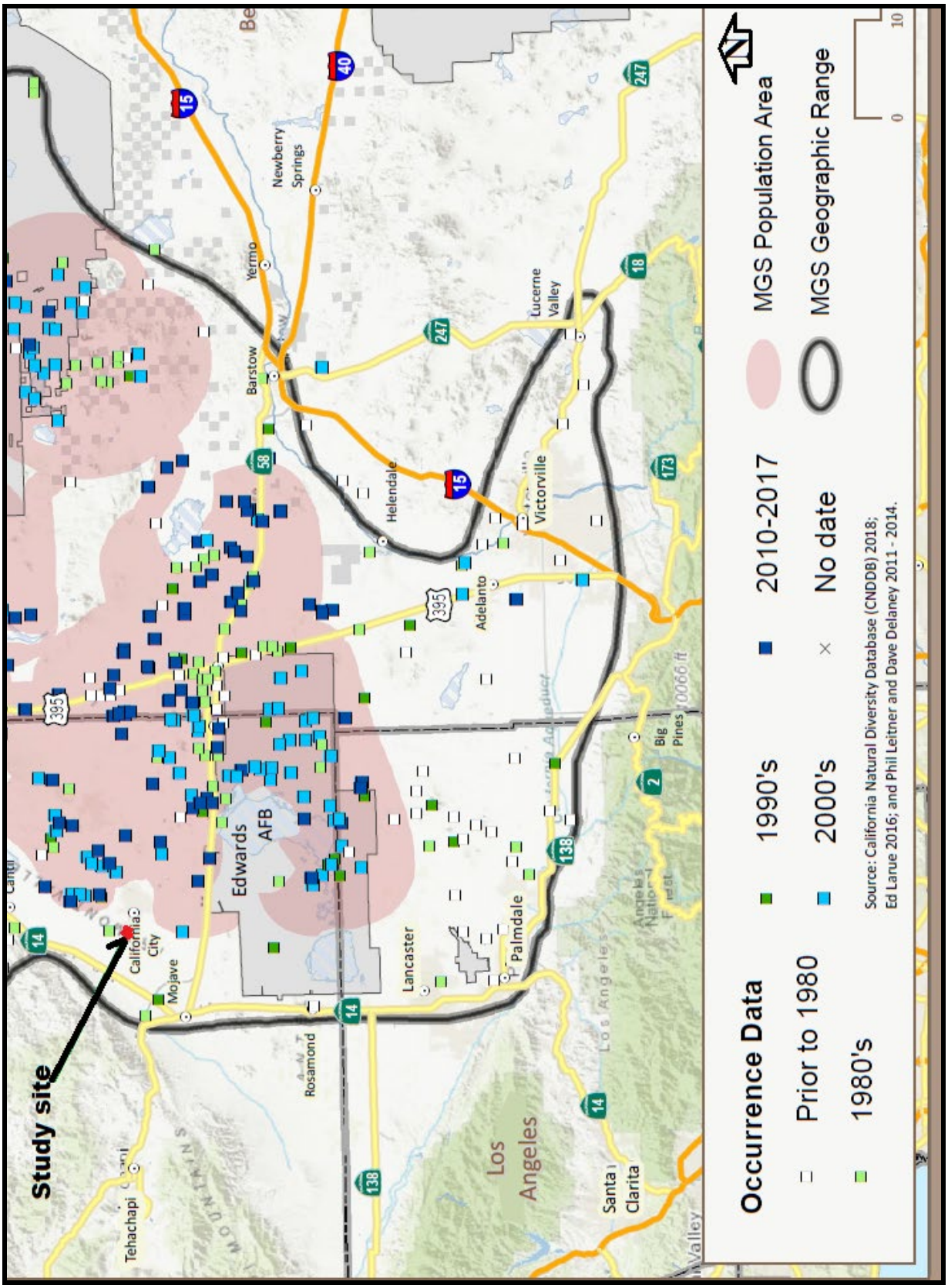

Figure 5. Occurrence data for MGS from CDFW 2019 MGS publication. Study site is red dot.

habitat, domestic dogs, presence of CGS, and no suitable connective corridors in relationship to the distance from the nearest MGS populations/sightings. The risk of MGS "take" on this study site during construction and operation of the planned development is infinitesimal. No further protocol surveys are recommended for MGS. 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).

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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APPENDIX C

CalEEMOD Modeling Results & Analysis

(Summer, Winter, Annual) - REVISED

(APN: 216-010-18)

March 14, 2022

Goodfellas (SPR 21-24) - Kern-Mojave Desert County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Goodfellas (SPR 21-24)

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	34.24	1000sqft	0.79	34,240.00	25
Parking Lot	38.00	Space	0.34	15,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	32
Climate Zone	7			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Project Description/City Ordinance (Sec. 9-2.207. - Parking: General)

Construction Phase - Project Site is vacant

Area Mitigation - Mitigation Incorporated.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	250	150

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	150
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	6/28/2022	5/31/2022
tblLandUse	Population	0.00	25.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.1145	0.8736	0.8775	1.6700e-003	0.0348	0.0399	0.0747	0.0138	0.0384	0.0522	0.0000	139.8482	139.8482	0.0221	1.8000e-003	140.9357
2023	0.4651	0.4798	0.5379	1.0100e-003	8.8100e-003	0.0208	0.0296	2.3900e-003	0.0200	0.0224	0.0000	84.6672	84.6672	0.0134	1.0000e-003	85.2993
Maximum	**0.4651**	**0.8736**	**0.8775**	**1.6700e-003**	**0.0348**	**0.0399**	**0.0747**	**0.0138**	**0.0384**	**0.0522**	**0.0000**	**139.8482**	**139.8482**	**0.0221**	**1.8000e-003**	**140.9357**

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	0.1145	0.8736	0.8775	1.6700e-003	0.0348	0.0399	0.0747	0.0138	0.0384	0.0522	0.0000	139.8480	139.8480	0.0221	1.8000e-003	140.9356
2023	0.4651	0.4798	0.5379	1.0100e-003	8.8100e-003	0.0208	0.0296	2.3900e-003	0.0200	0.0224	0.0000	84.6672	84.6672	0.0134	1.0000e-003	85.2992
Maximum	**0.4651**	**0.8736**	**0.8775**	**1.6700e-003**	**0.0348**	**0.0399**	**0.0747**	**0.0138**	**0.0384**	**0.0522**	**0.0000**	**139.8480**	**139.8480**	**0.0221**	**1.8000e-003**	**140.9356**

Goodfellas (SPR 21-24) - Kern-Mojave Desert County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**6-1-2022**	**8-31-2022**	0.3455	0.3455
2	**9-1-2022**	**11-30-2022**	0.4787	0.4787
3	**12-1-2022**	**2-28-2023**	0.4521	0.4521
4	**3-1-2023**	**5-31-2023**	0.6553	0.6553
		Highest	0.6553	0.6553

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	0.1750	1.0000e-005	6.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2900e-003	1.2900e-003	0.0000	0.0000	1.3800e-003
Energy	3.1400e-003	0.0286	0.0240	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	90.7188	90.7188	5.6300e-003	1.1800e-003	91.2112
Mobile	0.0529	0.1032	0.4841	1.1400e-003	0.1004	1.1100e-003	0.1015	0.0269	1.0500e-003	0.0279	0.0000	105.8493	105.8493	5.7900e-003	6.5800e-003	107.9554
Waste						0.0000	0.0000		0.0000	0.0000	8.6190	0.0000	8.6190	0.5094	0.0000	21.3532
Water						0.0000	0.0000		0.0000	0.0000	2.5120	18.2844	20.7964	0.2596	6.2800e-003	29.1564
Total	**0.2310**	**0.1318**	**0.5088**	**1.3100e-003**	**0.1004**	**3.2800e-003**	**0.1036**	**0.0269**	**3.2200e-003**	**0.0301**	**11.1310**	**214.8538**	**225.9848**	**0.7803**	**0.0140**	**249.6776**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.1489	0.0000	3.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-004	7.0000e-004	0.0000	0.0000	7.3000e-004
Energy	3.1400e-003	0.0286	0.0240	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	90.7188	90.7188	5.6300e-003	1.1800e-003	91.2112
Mobile	0.0529	0.1032	0.4841	1.1400e-003	0.1004	1.1100e-003	0.1015	0.0269	1.0500e-003	0.0279	0.0000	105.8493	105.8493	5.7900e-003	6.5800e-003	107.9554
Waste						0.0000	0.0000		0.0000	0.0000	8.6190	0.0000	8.6190	0.5094	0.0000	21.3532
Water						0.0000	0.0000		0.0000	0.0000	2.5120	18.2844	20.7964	0.2596	6.2800e-003	29.1564
Total	**0.2049**	**0.1318**	**0.5085**	**1.3100e-003**	**0.1004**	**3.2800e-003**	**0.1036**	**0.0269**	**3.2200e-003**	**0.0301**	**11.1310**	**214.8532**	**225.9842**	**0.7803**	**0.0140**	**249.6770**

	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	**11.30**	**0.01**	**0.06**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

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	0	
2	Site Preparation	Site Preparation	6/29/2022	6/30/2022	5	2	
3	Grading	Grading	7/1/2022	7/6/2022	5	4	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Building Construction	Building Construction	7/7/2022	4/12/2023	5	200	
5	Paving	Paving	4/13/2023	4/26/2023	5	10	
6	Architectural Coating	Architectural Coating	4/27/2023	5/10/2023	5	10	

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0.34

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 51,360; Non-Residential Outdoor: 17,120; Striped Parking Area: 912 (Architectural Coating – sqft)

OffRoad Equipment

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	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Site Preparation	Graders	1	8.00	187	0.41
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
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	7	21.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

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**

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**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

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					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0146	7.0900e-003	2.0000e-005		6.2000e-004	6.2000e-004		5.7000e-004	5.7000e-004	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238
Total	**1.3100e-003**	**0.0146**	**7.0900e-003**	**2.0000e-005**	**6.2700e-003**	**6.2000e-004**	**6.8900e-003**	**3.0000e-003**	**5.7000e-004**	**3.5700e-003**	**0.0000**	**1.5115**	**1.5115**	**4.9000e-004**	**0.0000**	**1.5238**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

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	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0537	0.0537	0.0000	0.0000	0.0542
Total	**3.0000e-005**	**2.0000e-005**	**2.1000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0537**	**0.0537**	**0.0000**	**0.0000**	**0.0542**

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					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0146	7.0900e-003	2.0000e-005		6.2000e-004	6.2000e-004		5.7000e-004	5.7000e-004	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238
Total	**1.3100e-003**	**0.0146**	**7.0900e-003**	**2.0000e-005**	**6.2700e-003**	**6.2000e-004**	**6.8900e-003**	**3.0000e-003**	**5.7000e-004**	**3.5700e-003**	**0.0000**	**1.5115**	**1.5115**	**4.9000e-004**	**0.0000**	**1.5238**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

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	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0537	0.0537	0.0000	0.0000	0.0542
Total	**3.0000e-005**	**2.0000e-005**	**2.1000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0537**	**0.0537**	**0.0000**	**0.0000**	**0.0542**

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					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0340	0.0184	4.0000e-005		1.4800e-003	1.4800e-003		1.3700e-003	1.3700e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
Total	**3.0800e-003**	**0.0340**	**0.0184**	**4.0000e-005**	**0.0142**	**1.4800e-003**	**0.0157**	**6.8500e-003**	**1.3700e-003**	**8.2200e-003**	**0.0000**	**3.6205**	**3.6205**	**1.1700e-003**	**0.0000**	**3.6498**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

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	6.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1341	0.1341	0.0000	0.0000	0.1354
Total	**6.0000e-005**	**5.0000e-005**	**5.2000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1341**	**0.1341**	**0.0000**	**0.0000**	**0.1354**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0340	0.0184	4.0000e-005		1.4800e-003	1.4800e-003		1.3700e-003	1.3700e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
Total	**3.0800e-003**	**0.0340**	**0.0184**	**4.0000e-005**	**0.0142**	**1.4800e-003**	**0.0157**	**6.8500e-003**	**1.3700e-003**	**8.2200e-003**	**0.0000**	**3.6205**	**3.6205**	**1.1700e-003**	**0.0000**	**3.6498**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

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	6.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1341	0.1341	0.0000	0.0000	0.1354
Total	**6.0000e-005**	**5.0000e-005**	**5.2000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1341**	**0.1341**	**0.0000**	**0.0000**	**0.1354**

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	0.1047	0.7939	0.8081	1.4000e-003		0.0374	0.0374		0.0361	0.0361	0.0000	115.3013	115.3013	0.0201	0.0000	115.8034
Total	**0.1047**	**0.7939**	**0.8081**	**1.4000e-003**		**0.0374**	**0.0374**		**0.0361**	**0.0361**	**0.0000**	**115.3013**	**115.3013**	**0.0201**	**0.0000**	**115.8034**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

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	1.1300e-003	0.0279	8.4300e-003	1.1000e-004	3.3900e-003	3.2000e-004	3.7100e-003	9.8000e-004	3.0000e-004	1.2800e-003	0.0000	10.2834	10.2834	6.0000e-005	1.5200e-003	10.7388
Worker	4.2400e-003	3.0800e-003	0.0347	1.0000e-004	0.0108	6.0000e-005	0.0108	2.8500e-003	6.0000e-005	2.9100e-003	0.0000	8.9436	8.9436	2.9000e-004	2.7000e-004	9.0303
Total	**5.3700e-003**	**0.0310**	**0.0431**	**2.1000e-004**	**0.0141**	**3.8000e-004**	**0.0145**	**3.8300e-003**	**3.6000e-004**	**4.1900e-003**	**0.0000**	**19.2270**	**19.2270**	**3.5000e-004**	**1.7900e-003**	**19.7691**

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	0.1047	0.7939	0.8081	1.4000e-003		0.0374	0.0374		0.0361	0.0361	0.0000	115.3012	115.3012	0.0201	0.0000	115.8033
Total	**0.1047**	**0.7939**	**0.8081**	**1.4000e-003**		**0.0374**	**0.0374**		**0.0361**	**0.0361**	**0.0000**	**115.3012**	**115.3012**	**0.0201**	**0.0000**	**115.8033**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

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	1.1300e-003	0.0279	8.4300e-003	1.1000e-004	3.3900e-003	3.2000e-004	3.7100e-003	9.8000e-004	3.0000e-004	1.2800e-003	0.0000	10.2834	10.2834	6.0000e-005	1.5200e-003	10.7388
Worker	4.2400e-003	3.0800e-003	0.0347	1.0000e-004	0.0108	6.0000e-005	0.0108	2.8500e-003	6.0000e-005	2.9100e-003	0.0000	8.9436	8.9436	2.9000e-004	2.7000e-004	9.0303
Total	**5.3700e-003**	**0.0310**	**0.0431**	**2.1000e-004**	**0.0141**	**3.8000e-004**	**0.0145**	**3.8300e-003**	**3.6000e-004**	**4.1900e-003**	**0.0000**	**19.2270**	**19.2270**	**3.5000e-004**	**1.7900e-003**	**19.7691**

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	0.0556	0.4274	0.4603	8.1000e-004		0.0188	0.0188		0.0181	0.0181	0.0000	66.2837	66.2837	0.0113	0.0000	66.5651
Total	**0.0556**	**0.4274**	**0.4603**	**8.1000e-004**		**0.0188**	**0.0188**		**0.0181**	**0.0181**	**0.0000**	**66.2837**	**66.2837**	**0.0113**	**0.0000**	**66.5651**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

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	3.4000e-004	0.0129	4.1900e-003	6.0000e-005	1.9500e-003	8.0000e-005	2.0300e-003	5.6000e-004	8.0000e-005	6.4000e-004	0.0000	5.6925	5.6925	2.0000e-005	8.4000e-004	5.9437
Worker	2.2400e-003	1.5500e-003	0.0183	5.0000e-005	6.1800e-003	3.0000e-005	6.2100e-003	1.6400e-003	3.0000e-005	1.6700e-003	0.0000	4.9763	4.9763	1.5000e-004	1.4000e-004	5.0222
Total	**2.5800e-003**	**0.0145**	**0.0225**	**1.1000e-004**	**8.1300e-003**	**1.1000e-004**	**8.2400e-003**	**2.2000e-003**	**1.1000e-004**	**2.3100e-003**	**0.0000**	**10.6689**	**10.6689**	**1.7000e-004**	**9.8000e-004**	**10.9659**

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	0.0556	0.4274	0.4603	8.1000e-004		0.0188	0.0188		0.0181	0.0181	0.0000	66.2836	66.2836	0.0113	0.0000	66.5650
Total	**0.0556**	**0.4274**	**0.4603**	**8.1000e-004**		**0.0188**	**0.0188**		**0.0181**	**0.0181**	**0.0000**	**66.2836**	**66.2836**	**0.0113**	**0.0000**	**66.5650**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

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	3.4000e-004	0.0129	4.1900e-003	6.0000e-005	1.9500e-003	8.0000e-005	2.0300e-003	5.6000e-004	8.0000e-005	6.4000e-004	0.0000	5.6925	5.6925	2.0000e-005	8.4000e-004	5.9437
Worker	2.2400e-003	1.5500e-003	0.0183	5.0000e-005	6.1800e-003	3.0000e-005	6.2100e-003	1.6400e-003	3.0000e-005	1.6700e-003	0.0000	4.9763	4.9763	1.5000e-004	1.4000e-004	5.0222
Total	**2.5800e-003**	**0.0145**	**0.0225**	**1.1000e-004**	**8.1300e-003**	**1.1000e-004**	**8.2400e-003**	**2.2000e-003**	**1.1000e-004**	**2.3100e-003**	**0.0000**	**10.6689**	**10.6689**	**1.7000e-004**	**9.8000e-004**	**10.9659**

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	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	4.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.6700e-003**	**0.0312**	**0.0440**	**7.0000e-005**		**1.5400e-003**	**1.5400e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**5.8862**	**5.8862**	**1.8700e-003**	**0.0000**	**5.9329**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

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	1.9000e-004	1.3000e-004	1.5500e-003	0.0000	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4220	0.4220	1.0000e-005	1.0000e-005	0.4259
Total	**1.9000e-004**	**1.3000e-004**	**1.5500e-003**	**0.0000**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4220**	**0.4220**	**1.0000e-005**	**1.0000e-005**	**0.4259**

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	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	4.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.6700e-003**	**0.0312**	**0.0440**	**7.0000e-005**		**1.5400e-003**	**1.5400e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**5.8862**	**5.8862**	**1.8700e-003**	**0.0000**	**5.9329**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

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	1.9000e-004	1.3000e-004	1.5500e-003	0.0000	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4220	0.4220	1.0000e-005	1.0000e-005	0.4259
Total	**1.9000e-004**	**1.3000e-004**	**1.5500e-003**	**0.0000**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4220**	**0.4220**	**1.0000e-005**	**1.0000e-005**	**0.4259**

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	0.4020					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.4030**	**6.5100e-003**	**9.0600e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.5000e-004**	**3.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

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	6.0000e-005	4.0000e-005	4.8000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1299	0.1299	0.0000	0.0000	0.1310
Total	**6.0000e-005**	**4.0000e-005**	**4.8000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1299**	**0.1299**	**0.0000**	**0.0000**	**0.1310**

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	0.4020					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.4030**	**6.5100e-003**	**9.0600e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.5000e-004**	**3.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

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	6.0000e-005	4.0000e-005	4.8000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1299	0.1299	0.0000	0.0000	0.1310
Total	**6.0000e-005**	**4.0000e-005**	**4.8000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1299**	**0.1299**	**0.0000**	**0.0000**	**0.1310**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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	0.0529	0.1032	0.4841	1.1400e-003	0.1004	1.1100e-003	0.1015	0.0269	1.0500e-003	0.0279	0.0000	105.8493	105.8493	5.7900e-003	6.5800e-003	107.9554
Unmitigated	0.0529	0.1032	0.4841	1.1400e-003	0.1004	1.1100e-003	0.1015	0.0269	1.0500e-003	0.0279	0.0000	105.8493	105.8493	5.7900e-003	6.5800e-003	107.9554

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	115.39	86.97	42.46	264,569	264,569
Parking Lot	0.00	0.00	0.00		
Total	115.39	86.97	42.46	264,569	264,569

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	0.475755	0.052577	0.176436	0.169714	0.032065	0.009816	0.013925	0.037355	0.000591	0.000241	0.025277	0.001517	0.004732
Parking Lot	0.475755	0.052577	0.176436	0.169714	0.032065	0.009816	0.013925	0.037355	0.000591	0.000241	0.025277	0.001517	0.004732

5.0 Energy Detail

Goodfellas (SPR 21-24) - Kern-Mojave Desert County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	59.6020	59.6020	5.0300e-003	6.1000e-004	59.9095
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	59.6020	59.6020	5.0300e-003	6.1000e-004	59.9095
NaturalGas Mitigated	3.1400e-003	0.0286	0.0240	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	31.1168	31.1168	6.0000e-004	5.7000e-004	31.3017
NaturalGas Unmitigated	3.1400e-003	0.0286	0.0240	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	31.1168	31.1168	6.0000e-004	5.7000e-004	31.3017

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	583107	3.1400e-003	0.0286	0.0240	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	31.1168	31.1168	6.0000e-004	5.7000e-004	31.3017
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		**3.1400e-003**	**0.0286**	**0.0240**	**1.7000e-004**		**2.1700e-003**	**2.1700e-003**		**2.1700e-003**	**2.1700e-003**	**0.0000**	**31.1168**	**31.1168**	**6.0000e-004**	**5.7000e-004**	**31.3017**

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	583107	3.1400e-003	0.0286	0.0240	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	31.1168	31.1168	6.0000e-004	5.7000e-004	31.3017
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		**3.1400e-003**	**0.0286**	**0.0240**	**1.7000e-004**		**2.1700e-003**	**2.1700e-003**		**2.1700e-003**	**2.1700e-003**	**0.0000**	**31.1168**	**31.1168**	**6.0000e-004**	**5.7000e-004**	**31.3017**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	330758	58.6585	4.9500e-003	6.0000e-004	58.9611
Parking Lot	5320	0.9435	8.0000e-005	1.0000e-005	0.9484
Total		**59.6020**	**5.0300e-003**	**6.1000e-004**	**59.9095**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	330758	58.6585	4.9500e-003	6.0000e-004	58.9611
Parking Lot	5320	0.9435	8.0000e-005	1.0000e-005	0.9484
Total		**59.6020**	**5.0300e-003**	**6.1000e-004**	**59.9095**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

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	0.1489	0.0000	3.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-004	7.0000e-004	0.0000	0.0000	7.3000e-004
Unmitigated	0.1750	1.0000e-005	6.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2900e-003	1.2900e-003	0.0000	0.0000	1.3800e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.0402					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2900e-003	1.2900e-003	0.0000	0.0000	1.3800e-003
Total	**0.1750**	**1.0000e-005**	**6.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.2900e-003**	**1.2900e-003**	**0.0000**	**0.0000**	**1.3800e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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	0.0241					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1247					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	3.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-004	7.0000e-004	0.0000	0.0000	7.3000e-004
Total	**0.1489**	**0.0000**	**3.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.0000e-004**	**7.0000e-004**	**0.0000**	**0.0000**	**7.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	20.7964	0.2596	6.2800e-003	29.1564
Unmitigated	20.7964	0.2596	6.2800e-003	29.1564

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	7.918 / 0	20.7964	0.2596	6.2800e-003	29.1564
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**20.7964**	**0.2596**	**6.2800e-003**	**29.1564**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	7.918 / 0	20.7964	0.2596	6.2800e-003	29.1564
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**20.7964**	**0.2596**	**6.2800e-003**	**29.1564**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.6190	0.5094	0.0000	21.3532
Unmitigated	8.6190	0.5094	0.0000	21.3532

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	42.46	8.6190	0.5094	0.0000	21.3532
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**8.6190**	**0.5094**	**0.0000**	**21.3532**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	42.46	8.6190	0.5094	0.0000	21.3532
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**8.6190**	**0.5094**	**0.0000**	**21.3532**

9.0 Operational Offroad

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Goodfellas (SPR 21-24)

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	34.24	1000sqft	0.79	34,240.00	25
Parking Lot	38.00	Space	0.34	15,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	32
Climate Zone	7			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Project Description/City Ordinance (Sec. 9-2.207. - Parking: General)

Construction Phase - Project Site is vacant

Area Mitigation - Mitigation Incorporated.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	250	150

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	150
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	6/28/2022	5/31/2022
tblLandUse	Population	0.00	25.00

2.0 Emissions Summary

Goodfellas (SPR 21-24) - Kern-Mojave Desert County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1.7457	17.0052	13.4989	0.0254	7.1647	0.8385	7.9075	3.4465	0.7834	4.1299	0.0000	2,349.8682	2,349.8682	0.6477	0.0308	2,367.9237
2023	80.6134	12.0878	13.3106	0.0253	0.2268	0.5177	0.7445	0.0614	0.4999	0.5613	0.0000	2,337.9600	2,337.9600	0.4141	0.0295	2,355.3586
Maximum	**80.6134**	**17.0052**	**13.4989**	**0.0254**	**7.1647**	**0.8385**	**7.9075**	**3.4465**	**0.7834**	**4.1299**	**0.0000**	**2,349.8682**	**2,349.8682**	**0.6477**	**0.0308**	**2,367.9237**

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	1.7457	17.0052	13.4989	0.0254	7.1647	0.8385	7.9075	3.4465	0.7834	4.1299	0.0000	2,349.8682	2,349.8682	0.6477	0.0308	2,367.9237
2023	80.6134	12.0878	13.3106	0.0253	0.2268	0.5177	0.7445	0.0614	0.4999	0.5613	0.0000	2,337.9600	2,337.9600	0.4141	0.0295	2,355.3586
Maximum	**80.6134**	**17.0052**	**13.4989**	**0.0254**	**7.1647**	**0.8385**	**7.9075**	**3.4465**	**0.7834**	**4.1299**	**0.0000**	**2,349.8682**	**2,349.8682**	**0.6477**	**0.0308**	**2,367.9237**

Goodfellas (SPR 21-24) - Kern-Mojave Desert County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.9591	7.0000e-005	7.3700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0158	0.0158	4.0000e-005		0.0169
Energy	0.0172	0.1566	0.1316	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.9475	187.9475	3.6000e-003	3.4500e-003	189.0644
Mobile	0.4061	0.6096	3.2840	7.6300e-003	0.6426	6.9900e-003	0.6496	0.1718	6.5800e-003	0.1784		778.9252	778.9252	0.0385	0.0446	793.1651
Total	**1.3824**	**0.7663**	**3.4229**	**8.5700e-003**	**0.6426**	**0.0189**	**0.6615**	**0.1718**	**0.0185**	**0.1903**		**966.8885**	**966.8885**	**0.0421**	**0.0480**	**982.2464**

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	0.8158	4.0000e-005	4.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.5200e-003	8.5200e-003	2.0000e-005		8.9600e-003
Energy	0.0172	0.1566	0.1316	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.9475	187.9475	3.6000e-003	3.4500e-003	189.0644
Mobile	0.4061	0.6096	3.2840	7.6300e-003	0.6426	6.9900e-003	0.6496	0.1718	6.5800e-003	0.1784		778.9252	778.9252	0.0385	0.0446	793.1651
Total	**1.2391**	**0.7663**	**3.4199**	**8.5700e-003**	**0.6426**	**0.0189**	**0.6615**	**0.1718**	**0.0185**	**0.1903**		**966.8813**	**966.8813**	**0.0421**	**0.0480**	**982.2385**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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	**10.37**	**0.00**	**0.09**	**0.00**	**0.00**	**0.11**	**0.00**	**0.00**	**0.11**	**0.01**	**0.00**	**0.00**	**0.00**	**0.05**	**0.00**	**0.00**

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	0	
2	Site Preparation	Site Preparation	6/29/2022	6/30/2022	5	2	
3	Grading	Grading	7/1/2022	7/6/2022	5	4	
4	Building Construction	Building Construction	7/7/2022	4/12/2023	5	200	
5	Paving	Paving	4/13/2023	4/26/2023	5	10	
6	Architectural Coating	Architectural Coating	4/27/2023	5/10/2023	5	10	

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0.34

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 51,360; Non-Residential Outdoor: 17,120; Striped Parking Area: 912 (Architectural Coating – sqft)

OffRoad Equipment

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	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Site Preparation	Graders	1	8.00	187	0.41

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	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	8.00	97	0.37
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	7	21.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727		1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**6.2662**	**0.6225**	**6.8887**	**3.0041**	**0.5727**	**3.5768**		**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

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
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
Worker	0.0301	0.0173	0.2445	6.4000e-004	0.0657	3.7000e-004	0.0661	0.0174	3.4000e-004	0.0178		64.7197	64.7197	1.8600e-003	1.6900e-003	65.2695
Total	**0.0301**	**0.0173**	**0.2445**	**6.4000e-004**	**0.0657**	**3.7000e-004**	**0.0661**	**0.0174**	**3.4000e-004**	**0.0178**		**64.7197**	**64.7197**	**1.8600e-003**	**1.6900e-003**	**65.2695**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727	0.0000	1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**6.2662**	**0.6225**	**6.8887**	**3.0041**	**0.5727**	**3.5768**	**0.0000**	**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

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
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
Worker	0.0301	0.0173	0.2445	6.4000e-004	0.0657	3.7000e-004	0.0661	0.0174	3.4000e-004	0.0178		64.7197	64.7197	1.8600e-003	1.6900e-003	65.2695
Total	**0.0301**	**0.0173**	**0.2445**	**6.4000e-004**	**0.0657**	**3.7000e-004**	**0.0661**	**0.0174**	**3.4000e-004**	**0.0178**		**64.7197**	**64.7197**	**1.8600e-003**	**1.6900e-003**	**65.2695**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			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**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**		**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	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
Worker	0.0376	0.0216	0.3056	8.0000e-004	0.0822	4.7000e-004	0.0826	0.0218	4.3000e-004	0.0222		80.8996	80.8996	2.3200e-003	2.1100e-003	81.5869
Total	**0.0376**	**0.0216**	**0.3056**	**8.0000e-004**	**0.0822**	**4.7000e-004**	**0.0826**	**0.0218**	**4.3000e-004**	**0.0222**		**80.8996**	**80.8996**	**2.3200e-003**	**2.1100e-003**	**81.5869**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			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**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**	**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	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
Worker	0.0376	0.0216	0.3056	8.0000e-004	0.0822	4.7000e-004	0.0826	0.0218	4.3000e-004	0.0222		80.8996	80.8996	2.3200e-003	2.1100e-003	81.5869
Total	**0.0376**	**0.0216**	**0.3056**	**8.0000e-004**	**0.0822**	**4.7000e-004**	**0.0826**	**0.0218**	**4.3000e-004**	**0.0222**		**80.8996**	**80.8996**	**2.3200e-003**	**2.1100e-003**	**81.5869**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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
Vendor	0.0181	0.4190	0.1308	1.6900e-003	0.0543	4.9600e-003	0.0592	0.0156	4.7500e-003	0.0204		178.4361	178.4361	1.0900e-003	0.0264	186.3331
Worker	0.0789	0.0453	0.6417	1.6800e-003	0.1725	9.8000e-004	0.1735	0.0458	9.0000e-004	0.0467		169.8892	169.8892	4.8800e-003	4.4300e-003	171.3325
Total	**0.0971**	**0.4643**	**0.7725**	**3.3700e-003**	**0.2268**	**5.9400e-003**	**0.2327**	**0.0614**	**5.6500e-003**	**0.0670**		**348.3254**	**348.3254**	**5.9700e-003**	**0.0308**	**357.6656**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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
Vendor	0.0181	0.4190	0.1308	1.6900e-003	0.0543	4.9600e-003	0.0592	0.0156	4.7500e-003	0.0204		178.4361	178.4361	1.0900e-003	0.0264	186.3331
Worker	0.0789	0.0453	0.6417	1.6800e-003	0.1725	9.8000e-004	0.1735	0.0458	9.0000e-004	0.0467		169.8892	169.8892	4.8800e-003	4.4300e-003	171.3325
Total	**0.0971**	**0.4643**	**0.7725**	**3.3700e-003**	**0.2268**	**5.9400e-003**	**0.2327**	**0.0614**	**5.6500e-003**	**0.0670**		**348.3254**	**348.3254**	**5.9700e-003**	**0.0308**	**357.6656**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

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
Vendor	9.6100e-003	0.3376	0.1132	1.6300e-003	0.0543	2.3100e-003	0.0566	0.0156	2.2100e-003	0.0178		171.7643	171.7643	6.8000e-004	0.0254	179.3382
Worker	0.0724	0.0397	0.5863	1.6300e-003	0.1725	9.2000e-004	0.1734	0.0458	8.5000e-004	0.0466		164.4079	164.4079	4.3700e-003	4.0900e-003	165.7347
Total	**0.0820**	**0.3774**	**0.6995**	**3.2600e-003**	**0.2268**	**3.2300e-003**	**0.2300**	**0.0614**	**3.0600e-003**	**0.0645**		**336.1723**	**336.1723**	**5.0500e-003**	**0.0295**	**345.0728**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

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
Vendor	9.6100e-003	0.3376	0.1132	1.6300e-003	0.0543	2.3100e-003	0.0566	0.0156	2.2100e-003	0.0178		171.7643	171.7643	6.8000e-004	0.0254	179.3382
Worker	0.0724	0.0397	0.5863	1.6300e-003	0.1725	9.2000e-004	0.1734	0.0458	8.5000e-004	0.0466		164.4079	164.4079	4.3700e-003	4.0900e-003	165.7347
Total	**0.0820**	**0.3774**	**0.6995**	**3.2600e-003**	**0.2268**	**3.2300e-003**	**0.2300**	**0.0614**	**3.0600e-003**	**0.0645**		**336.1723**	**336.1723**	**5.0500e-003**	**0.0295**	**345.0728**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7337**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**		**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

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
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
Worker	0.0448	0.0246	0.3630	1.0100e-003	0.1068	5.7000e-004	0.1074	0.0283	5.2000e-004	0.0289		101.7764	101.7764	2.7000e-003	2.5300e-003	102.5977
Total	**0.0448**	**0.0246**	**0.3630**	**1.0100e-003**	**0.1068**	**5.7000e-004**	**0.1074**	**0.0283**	**5.2000e-004**	**0.0289**		**101.7764**	**101.7764**	**2.7000e-003**	**2.5300e-003**	**102.5977**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7337**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**	**0.0000**	**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

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
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
Worker	0.0448	0.0246	0.3630	1.0100e-003	0.1068	5.7000e-004	0.1074	0.0283	5.2000e-004	0.0289		101.7764	101.7764	2.7000e-003	2.5300e-003	102.5977
Total	**0.0448**	**0.0246**	**0.3630**	**1.0100e-003**	**0.1068**	**5.7000e-004**	**0.1074**	**0.0283**	**5.2000e-004**	**0.0289**		**101.7764**	**101.7764**	**2.7000e-003**	**2.5300e-003**	**102.5977**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	80.4080					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	**80.5996**	**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	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
Worker	0.0138	7.5700e-003	0.1117	3.1000e-004	0.0329	1.8000e-004	0.0330	8.7200e-003	1.6000e-004	8.8800e-003		31.3158	31.3158	8.3000e-004	7.8000e-004	31.5685
Total	**0.0138**	**7.5700e-003**	**0.1117**	**3.1000e-004**	**0.0329**	**1.8000e-004**	**0.0330**	**8.7200e-003**	**1.6000e-004**	**8.8800e-003**		**31.3158**	**31.3158**	**8.3000e-004**	**7.8000e-004**	**31.5685**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	80.4080					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	**80.5996**	**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	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
Worker	0.0138	7.5700e-003	0.1117	3.1000e-004	0.0329	1.8000e-004	0.0330	8.7200e-003	1.6000e-004	8.8800e-003		31.3158	31.3158	8.3000e-004	7.8000e-004	31.5685
Total	**0.0138**	**7.5700e-003**	**0.1117**	**3.1000e-004**	**0.0329**	**1.8000e-004**	**0.0330**	**8.7200e-003**	**1.6000e-004**	**8.8800e-003**		**31.3158**	**31.3158**	**8.3000e-004**	**7.8000e-004**	**31.5685**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.4061	0.6096	3.2840	7.6300e-003	0.6426	6.9900e-003	0.6496	0.1718	6.5800e-003	0.1784		778.9252	778.9252	0.0385	0.0446	793.1651
Unmitigated	0.4061	0.6096	3.2840	7.6300e-003	0.6426	6.9900e-003	0.6496	0.1718	6.5800e-003	0.1784		778.9252	778.9252	0.0385	0.0446	793.1651

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	115.39	86.97	42.46	264,569	264,569
Parking Lot	0.00	0.00	0.00		
Total	115.39	86.97	42.46	264,569	264,569

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.475755	0.052577	0.176436	0.169714	0.032065	0.009816	0.013925	0.037355	0.000591	0.000241	0.025277	0.001517	0.004732
Parking Lot	0.475755	0.052577	0.176436	0.169714	0.032065	0.009816	0.013925	0.037355	0.000591	0.000241	0.025277	0.001517	0.004732

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0172	0.1566	0.1316	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.9475	187.9475	3.6000e-003	3.4500e-003	189.0644
NaturalGas Unmitigated	0.0172	0.1566	0.1316	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.9475	187.9475	3.6000e-003	3.4500e-003	189.0644

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1597.55	0.0172	0.1566	0.1316	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.9475	187.9475	3.6000e-003	3.4500e-003	189.0644
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		**0.0172**	**0.1566**	**0.1316**	**9.4000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**		**187.9475**	**187.9475**	**3.6000e-003**	**3.4500e-003**	**189.0644**

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	1.59755	0.0172	0.1566	0.1316	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.9475	187.9475	3.6000e-003	3.4500e-003	189.0644
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		**0.0172**	**0.1566**	**0.1316**	**9.4000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**		**187.9475**	**187.9475**	**3.6000e-003**	**3.4500e-003**	**189.0644**

6.0 Area Detail

Goodfellas (SPR 21-24) - Kern-Mojave Desert County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

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	0.8158	4.0000e-005	4.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.5200e-003	8.5200e-003	2.0000e-005		8.9600e-003
Unmitigated	0.9591	7.0000e-005	7.3700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0158	0.0158	4.0000e-005		0.0169

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.2203					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.8000e-004	7.0000e-005	7.3700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0158	0.0158	4.0000e-005		0.0169
Total	**0.9591**	**7.0000e-005**	**7.3700e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0158**	**0.0158**	**4.0000e-005**		**0.0169**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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	0.1322					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6833					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.9000e-004	4.0000e-005	4.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.5200e-003	8.5200e-003	2.0000e-005		8.9600e-003
Total	**0.8158**	**4.0000e-005**	**4.2800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**8.5200e-003**	**8.5200e-003**	**2.0000e-005**		**8.9600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Goodfellas (SPR 21-24)

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	34.24	1000sqft	0.79	34,240.00	25
Parking Lot	38.00	Space	0.34	15,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	32
Climate Zone	7			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Project Description/City Ordinance (Sec. 9-2.207. - Parking: General)

Construction Phase - Project Site is vacant

Area Mitigation - Mitigation Incorporated.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	250	150

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	150
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	6/28/2022	5/31/2022
tblLandUse	Population	0.00	25.00

2.0 Emissions Summary

Goodfellas (SPR 21-24) - Kern-Mojave Desert County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1.7349	17.0083	13.3942	0.0252	7.1647	0.8385	7.9075	3.4465	0.7834	4.1299	0.0000	2,329.9544	2,329.9544	0.6479	0.0313	2,348.1596
2023	80.6117	12.1179	13.2170	0.0251	0.2268	0.5177	0.7445	0.0614	0.4999	0.5613	0.0000	2,318.9321	2,318.9321	0.4143	0.0299	2,336.4774
Maximum	**80.6117**	**17.0083**	**13.3942**	**0.0252**	**7.1647**	**0.8385**	**7.9075**	**3.4465**	**0.7834**	**4.1299**	**0.0000**	**2,329.9544**	**2,329.9544**	**0.6479**	**0.0313**	**2,348.1596**

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	1.7349	17.0083	13.3942	0.0252	7.1647	0.8385	7.9075	3.4465	0.7834	4.1299	0.0000	2,329.9544	2,329.9544	0.6479	0.0313	2,348.1596
2023	80.6117	12.1179	13.2170	0.0251	0.2268	0.5177	0.7445	0.0614	0.4999	0.5613	0.0000	2,318.9321	2,318.9321	0.4143	0.0299	2,336.4774
Maximum	**80.6117**	**17.0083**	**13.3942**	**0.0252**	**7.1647**	**0.8385**	**7.9075**	**3.4465**	**0.7834**	**4.1299**	**0.0000**	**2,329.9544**	**2,329.9544**	**0.6479**	**0.0313**	**2,348.1596**

Goodfellas (SPR 21-24) - Kern-Mojave Desert County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.9591	7.0000e-005	7.3700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0158	0.0158	4.0000e-005		0.0169
Energy	0.0172	0.1566	0.1316	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.9475	187.9475	3.6000e-003	3.4500e-003	189.0644
Mobile	0.3178	0.6725	3.1046	7.0200e-003	0.6426	7.0000e-003	0.6496	0.1718	6.5900e-003	0.1784		717.4519	717.4519	0.0422	0.0466	732.3971
Total	**1.2942**	**0.8292**	**3.2436**	**7.9600e-003**	**0.6426**	**0.0189**	**0.6615**	**0.1718**	**0.0185**	**0.1903**		**905.4152**	**905.4152**	**0.0458**	**0.0501**	**921.4783**

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	0.8158	4.0000e-005	4.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.5200e-003	8.5200e-003	2.0000e-005		8.9600e-003
Energy	0.0172	0.1566	0.1316	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.9475	187.9475	3.6000e-003	3.4500e-003	189.0644
Mobile	0.3178	0.6725	3.1046	7.0200e-003	0.6426	7.0000e-003	0.6496	0.1718	6.5900e-003	0.1784		717.4519	717.4519	0.0422	0.0466	732.3971
Total	**1.1509**	**0.8291**	**3.2405**	**7.9600e-003**	**0.6426**	**0.0189**	**0.6615**	**0.1718**	**0.0185**	**0.1903**		**905.4079**	**905.4079**	**0.0458**	**0.0501**	**921.4705**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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	**11.07**	**0.00**	**0.10**	**0.00**	**0.00**	**0.11**	**0.00**	**0.00**	**0.11**	**0.01**	**0.00**	**0.00**	**0.00**	**0.04**	**0.00**	**0.00**

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	0	
2	Site Preparation	Site Preparation	6/29/2022	6/30/2022	5	2	
3	Grading	Grading	7/1/2022	7/6/2022	5	4	
4	Building Construction	Building Construction	7/7/2022	4/12/2023	5	200	
5	Paving	Paving	4/13/2023	4/26/2023	5	10	
6	Architectural Coating	Architectural Coating	4/27/2023	5/10/2023	5	10	

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0.34

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 51,360; Non-Residential Outdoor: 17,120; Striped Parking Area: 912 (Architectural Coating – sqft)

OffRoad Equipment

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	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Site Preparation	Graders	1	8.00	187	0.41

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	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	8.00	97	0.37
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	7	21.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727		1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**6.2662**	**0.6225**	**6.8887**	**3.0041**	**0.5727**	**3.5768**		**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

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
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
Worker	0.0262	0.0198	0.2028	5.6000e-004	0.0657	3.7000e-004	0.0661	0.0174	3.4000e-004	0.0178		57.0641	57.0641	2.0100e-003	1.8500e-003	57.6649
Total	**0.0262**	**0.0198**	**0.2028**	**5.6000e-004**	**0.0657**	**3.7000e-004**	**0.0661**	**0.0174**	**3.4000e-004**	**0.0178**		**57.0641**	**57.0641**	**2.0100e-003**	**1.8500e-003**	**57.6649**

Goodfellas (SPR 21-24) - Kern-Mojave Desert County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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					6.2662	0.0000	6.2662	3.0041	0.0000	3.0041			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727	0.0000	1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**6.2662**	**0.6225**	**6.8887**	**3.0041**	**0.5727**	**3.5768**	**0.0000**	**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

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
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
Worker	0.0262	0.0198	0.2028	5.6000e-004	0.0657	3.7000e-004	0.0661	0.0174	3.4000e-004	0.0178		57.0641	57.0641	2.0100e-003	1.8500e-003	57.6649
Total	**0.0262**	**0.0198**	**0.2028**	**5.6000e-004**	**0.0657**	**3.7000e-004**	**0.0661**	**0.0174**	**3.4000e-004**	**0.0178**		**57.0641**	**57.0641**	**2.0100e-003**	**1.8500e-003**	**57.6649**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			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**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**		**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	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
Worker	0.0327	0.0247	0.2535	7.1000e-004	0.0822	4.7000e-004	0.0826	0.0218	4.3000e-004	0.0222		71.3301	71.3301	2.5100e-003	2.3100e-003	72.0811
Total	**0.0327**	**0.0247**	**0.2535**	**7.1000e-004**	**0.0822**	**4.7000e-004**	**0.0826**	**0.0218**	**4.3000e-004**	**0.0222**		**71.3301**	**71.3301**	**2.5100e-003**	**2.3100e-003**	**72.0811**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			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**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**	**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	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
Worker	0.0327	0.0247	0.2535	7.1000e-004	0.0822	4.7000e-004	0.0826	0.0218	4.3000e-004	0.0222		71.3301	71.3301	2.5100e-003	2.3100e-003	72.0811
Total	**0.0327**	**0.0247**	**0.2535**	**7.1000e-004**	**0.0822**	**4.7000e-004**	**0.0826**	**0.0218**	**4.3000e-004**	**0.0222**		**71.3301**	**71.3301**	**2.5100e-003**	**2.3100e-003**	**72.0811**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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
Vendor	0.0176	0.4478	0.1353	1.6900e-003	0.0543	4.9700e-003	0.0592	0.0156	4.7600e-003	0.0204		178.6183	178.6183	1.0700e-003	0.0265	186.5312
Worker	0.0687	0.0519	0.5324	1.4800e-003	0.1725	9.8000e-004	0.1735	0.0458	9.0000e-004	0.0467		149.7933	149.7933	5.2800e-003	4.8500e-003	151.3703
Total	**0.0863**	**0.4997**	**0.6678**	**3.1700e-003**	**0.2268**	**5.9500e-003**	**0.2327**	**0.0614**	**5.6600e-003**	**0.0670**		**328.4115**	**328.4115**	**6.3500e-003**	**0.0313**	**337.9015**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

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
Vendor	0.0176	0.4478	0.1353	1.6900e-003	0.0543	4.9700e-003	0.0592	0.0156	4.7600e-003	0.0204		178.6183	178.6183	1.0700e-003	0.0265	186.5312
Worker	0.0687	0.0519	0.5324	1.4800e-003	0.1725	9.8000e-004	0.1735	0.0458	9.0000e-004	0.0467		149.7933	149.7933	5.2800e-003	4.8500e-003	151.3703
Total	**0.0863**	**0.4997**	**0.6678**	**3.1700e-003**	**0.2268**	**5.9500e-003**	**0.2327**	**0.0614**	**5.6600e-003**	**0.0670**		**328.4115**	**328.4115**	**6.3500e-003**	**0.0313**	**337.9015**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

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
Vendor	8.9900e-003	0.3620	0.1170	1.6300e-003	0.0543	2.3200e-003	0.0566	0.0156	2.2200e-003	0.0178		172.1271	172.1271	6.5000e-004	0.0254	179.7245
Worker	0.0632	0.0455	0.4889	1.4300e-003	0.1725	9.2000e-004	0.1734	0.0458	8.5000e-004	0.0466		145.0173	145.0173	4.7500e-003	4.4700e-003	146.4672
Total	**0.0721**	**0.4075**	**0.6059**	**3.0600e-003**	**0.2268**	**3.2400e-003**	**0.2300**	**0.0614**	**3.0700e-003**	**0.0645**		**317.1444**	**317.1444**	**5.4000e-003**	**0.0299**	**326.1916**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

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
Vendor	8.9900e-003	0.3620	0.1170	1.6300e-003	0.0543	2.3200e-003	0.0566	0.0156	2.2200e-003	0.0178		172.1271	172.1271	6.5000e-004	0.0254	179.7245
Worker	0.0632	0.0455	0.4889	1.4300e-003	0.1725	9.2000e-004	0.1734	0.0458	8.5000e-004	0.0466		145.0173	145.0173	4.7500e-003	4.4700e-003	146.4672
Total	**0.0721**	**0.4075**	**0.6059**	**3.0600e-003**	**0.2268**	**3.2400e-003**	**0.2300**	**0.0614**	**3.0700e-003**	**0.0645**		**317.1444**	**317.1444**	**5.4000e-003**	**0.0299**	**326.1916**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7337**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**		**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

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
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
Worker	0.0391	0.0282	0.3027	8.9000e-004	0.1068	5.7000e-004	0.1074	0.0283	5.2000e-004	0.0289		89.7726	89.7726	2.9400e-003	2.7700e-003	90.6701
Total	**0.0391**	**0.0282**	**0.3027**	**8.9000e-004**	**0.1068**	**5.7000e-004**	**0.1074**	**0.0283**	**5.2000e-004**	**0.0289**		**89.7726**	**89.7726**	**2.9400e-003**	**2.7700e-003**	**90.6701**

Goodfellas (SPR 21-24) - Kern-Mojave Desert County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7337**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**	**0.0000**	**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

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
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
Worker	0.0391	0.0282	0.3027	8.9000e-004	0.1068	5.7000e-004	0.1074	0.0283	5.2000e-004	0.0289		89.7726	89.7726	2.9400e-003	2.7700e-003	90.6701
Total	**0.0391**	**0.0282**	**0.3027**	**8.9000e-004**	**0.1068**	**5.7000e-004**	**0.1074**	**0.0283**	**5.2000e-004**	**0.0289**		**89.7726**	**89.7726**	**2.9400e-003**	**2.7700e-003**	**90.6701**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	80.4080					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	**80.5996**	**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	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
Worker	0.0120	8.6700e-003	0.0931	2.7000e-004	0.0329	1.8000e-004	0.0330	8.7200e-003	1.6000e-004	8.8800e-003		27.6224	27.6224	9.0000e-004	8.5000e-004	27.8985
Total	**0.0120**	**8.6700e-003**	**0.0931**	**2.7000e-004**	**0.0329**	**1.8000e-004**	**0.0330**	**8.7200e-003**	**1.6000e-004**	**8.8800e-003**		**27.6224**	**27.6224**	**9.0000e-004**	**8.5000e-004**	**27.8985**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	80.4080					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	**80.5996**	**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	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
Worker	0.0120	8.6700e-003	0.0931	2.7000e-004	0.0329	1.8000e-004	0.0330	8.7200e-003	1.6000e-004	8.8800e-003		27.6224	27.6224	9.0000e-004	8.5000e-004	27.8985
Total	**0.0120**	**8.6700e-003**	**0.0931**	**2.7000e-004**	**0.0329**	**1.8000e-004**	**0.0330**	**8.7200e-003**	**1.6000e-004**	**8.8800e-003**		**27.6224**	**27.6224**	**9.0000e-004**	**8.5000e-004**	**27.8985**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.3178	0.6725	3.1046	7.0200e-003	0.6426	7.0000e-003	0.6496	0.1718	6.5900e-003	0.1784		717.4519	717.4519	0.0422	0.0466	732.3971
Unmitigated	0.3178	0.6725	3.1046	7.0200e-003	0.6426	7.0000e-003	0.6496	0.1718	6.5900e-003	0.1784		717.4519	717.4519	0.0422	0.0466	732.3971

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	115.39	86.97	42.46	264,569	264,569
Parking Lot	0.00	0.00	0.00		
Total	115.39	86.97	42.46	264,569	264,569

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.475755	0.052577	0.176436	0.169714	0.032065	0.009816	0.013925	0.037355	0.000591	0.000241	0.025277	0.001517	0.004732
Parking Lot	0.475755	0.052577	0.176436	0.169714	0.032065	0.009816	0.013925	0.037355	0.000591	0.000241	0.025277	0.001517	0.004732

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0172	0.1566	0.1316	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.9475	187.9475	3.6000e-003	3.4500e-003	189.0644
NaturalGas Unmitigated	0.0172	0.1566	0.1316	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.9475	187.9475	3.6000e-003	3.4500e-003	189.0644

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	1597.55	0.0172	0.1566	0.1316	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.9475	187.9475	3.6000e-003	3.4500e-003	189.0644
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		**0.0172**	**0.1566**	**0.1316**	**9.4000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**		**187.9475**	**187.9475**	**3.6000e-003**	**3.4500e-003**	**189.0644**

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	1.59755	0.0172	0.1566	0.1316	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.9475	187.9475	3.6000e-003	3.4500e-003	189.0644
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		**0.0172**	**0.1566**	**0.1316**	**9.4000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**		**187.9475**	**187.9475**	**3.6000e-003**	**3.4500e-003**	**189.0644**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

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	0.8158	4.0000e-005	4.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.5200e-003	8.5200e-003	2.0000e-005		8.9600e-003
Unmitigated	0.9591	7.0000e-005	7.3700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0158	0.0158	4.0000e-005		0.0169

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.2203					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.8000e-004	7.0000e-005	7.3700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0158	0.0158	4.0000e-005		0.0169
Total	**0.9591**	**7.0000e-005**	**7.3700e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0158**	**0.0158**	**4.0000e-005**		**0.0169**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

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	0.1322					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6833					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.9000e-004	4.0000e-005	4.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.5200e-003	8.5200e-003	2.0000e-005		8.9600e-003
Total	**0.8158**	**4.0000e-005**	**4.2800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**8.5200e-003**	**8.5200e-003**	**2.0000e-005**		**8.9600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

PROJECT INFORMATIONAL EXHIBITS

(APN: 216-010-18*)*

SPR 21-24: Aerial Mapping (APN: 216-010-18)

Legend

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

1: 9,028

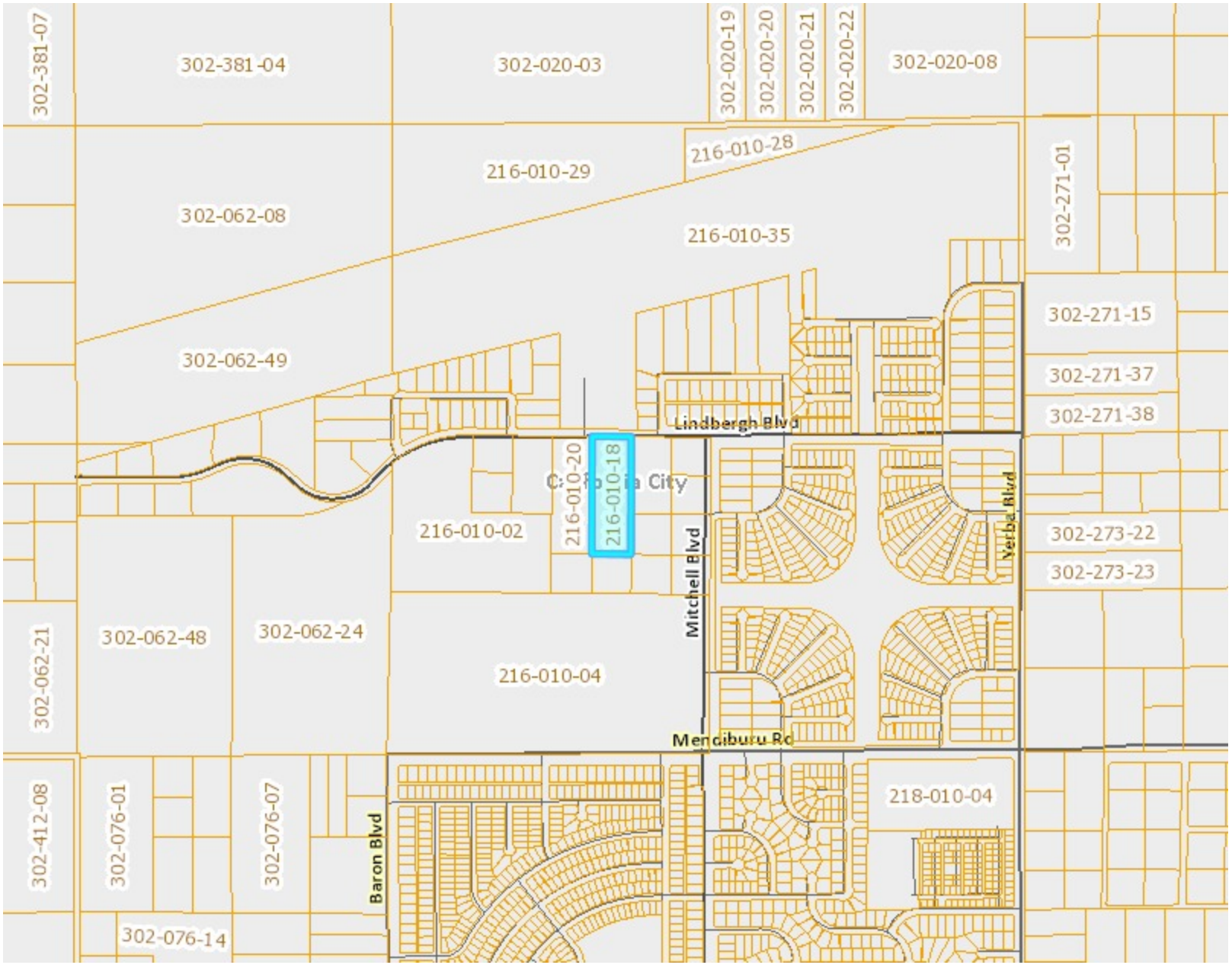
0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

SPR 21-24: Agricultural Preserves/Williamson Act Contracted Lands - (APN: 216-010-18)

Kern County Online Mapping System



Legend

- Parcels Land
- Roads 10k-24k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- City Incorporated 100k
  - CITIES
  - CITY OF BAKERSFIELD
- Western Rosedale SP Trails
  - Constructed Bike Path
  - Constructed Equestrian Trail
  - Proposed Bike Path
  - Proposed Equestrian Trail
  - Proposed Multi-Use Trail
- Williamson Act-Active
- Williamson Act-NonRenewal
- Ag Preserve Boundaries
  - 01
  - 02
  - 03
  - 04
  - 05

1: 18,056

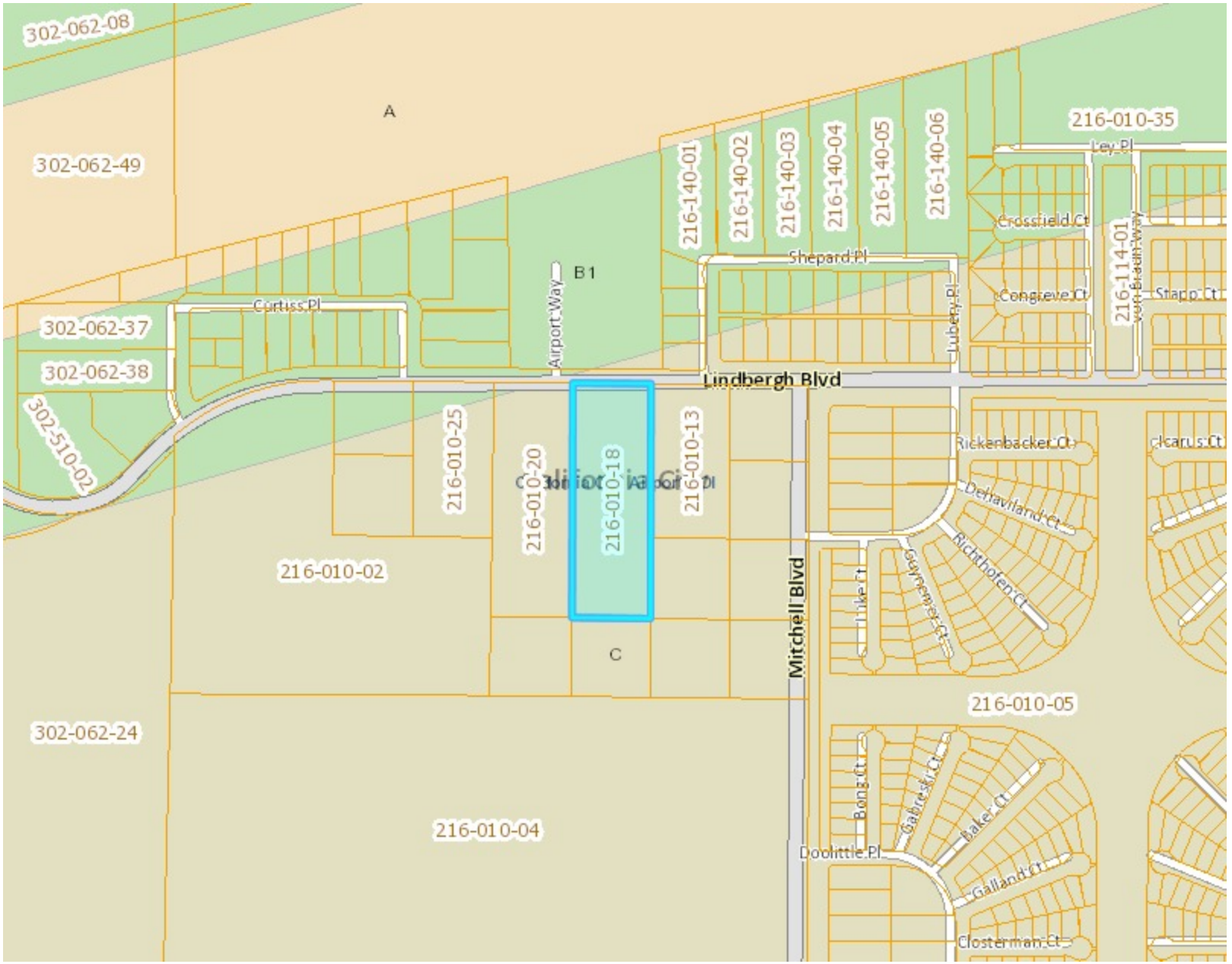
0.6 0 0.28 0.6 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

SPR 21-24: Airport SOI - AIA Zone "C" (APN: 216-010-18)

Kern County Online Mapping System



Legend

- Parcels Land
- City Incorporated
- Airport Land Use Plan
  - A
  - B1
  - B2
  - C
  - D
  - D*
  - E1
  - E2
- Airport SOI
- County Facilities

1: 9,028

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

216-01 T. 32 S. R. 37 E. SCHOOL DIST. 11-18 216-01

BK 302

5326.38

994.95

55

465.55

(29) 46.81 AC.

(28) 10AC

1929.07

(35) 197.53AC.

937.78

55

579.93

(36) MH

115.68

(33) 1AC.

490.22

1339.21

385.44

385.69

411.82

1" = 600'

(6) MR

982.08

1689.29

820.47

TRACT (02)

649.85

BK 302

5305.06

16

(22) 2.5AC

(24) 2.5AC

(25) 5 AC

(20) 7.5AC

(18) 7.5AC

(13) 5AC

(15) 2.5AC

(16) 2.5AC

(14) 2.5AC

(30) 2.5AC

(21) 2.5AC

(19) 2.5AC

(12) 2.5AC

(31) 2.5AC

(2) 29.27AC.

532 33.56 AC.

(5) 33.56 AC.

2528

(4) 80 AC.

5305.44

BK 302

5323.80

BK 218

Note: This map is for assessment purposes only. It is not to be construed as portraying legal ownership or divisions of land for purposes of zoning or subdivision law.

Revised: 7/10/13

ASSESSORS MAP NO. 216-01
COUNTY OF KERN

SPR 21-24: Aerial Mapping (APN: 216-010-18)

Legend

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

1: 9,028

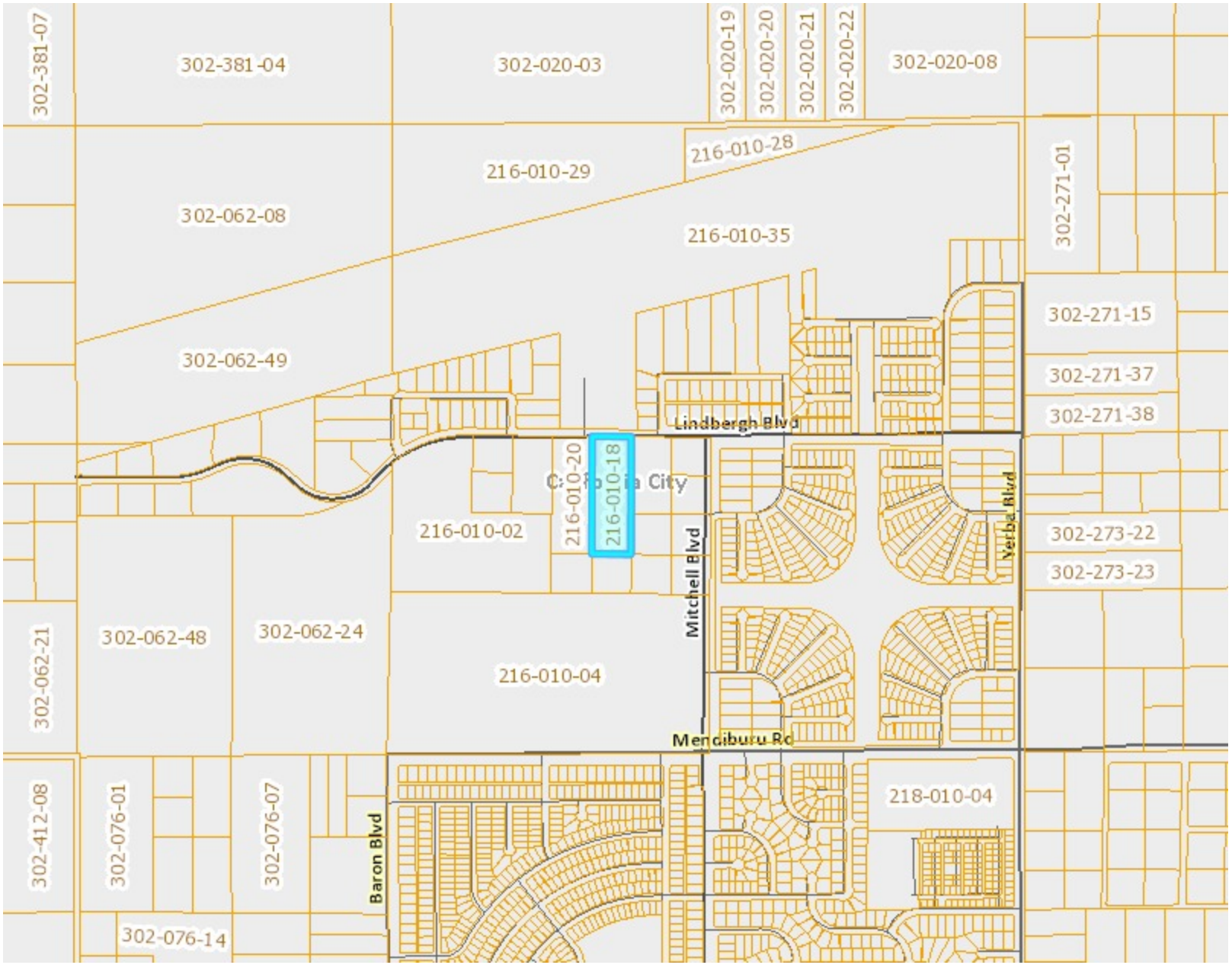
0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

SPR 21-24: Agricultural Preserves/Williamson Act Contracted Lands - (APN: 216-010-18)

Kern County Online Mapping System



Legend

- Parcels Land
- Roads 10k-24k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- City Incorporated 100k
  - CITIES
  - CITY OF BAKERSFIELD
- Western Rosedale SP Trails
  - Constructed Bike Path
  - Constructed Equestrian Trail
  - Proposed Bike Path
  - Proposed Equestrian Trail
  - Proposed Multi-Use Trail
- Williamson Act-Active
- Williamson Act-NonRenewal
- Ag Preserve Boundaries
  - 01
  - 02
  - 03
  - 04
  - 05

1: 18,056

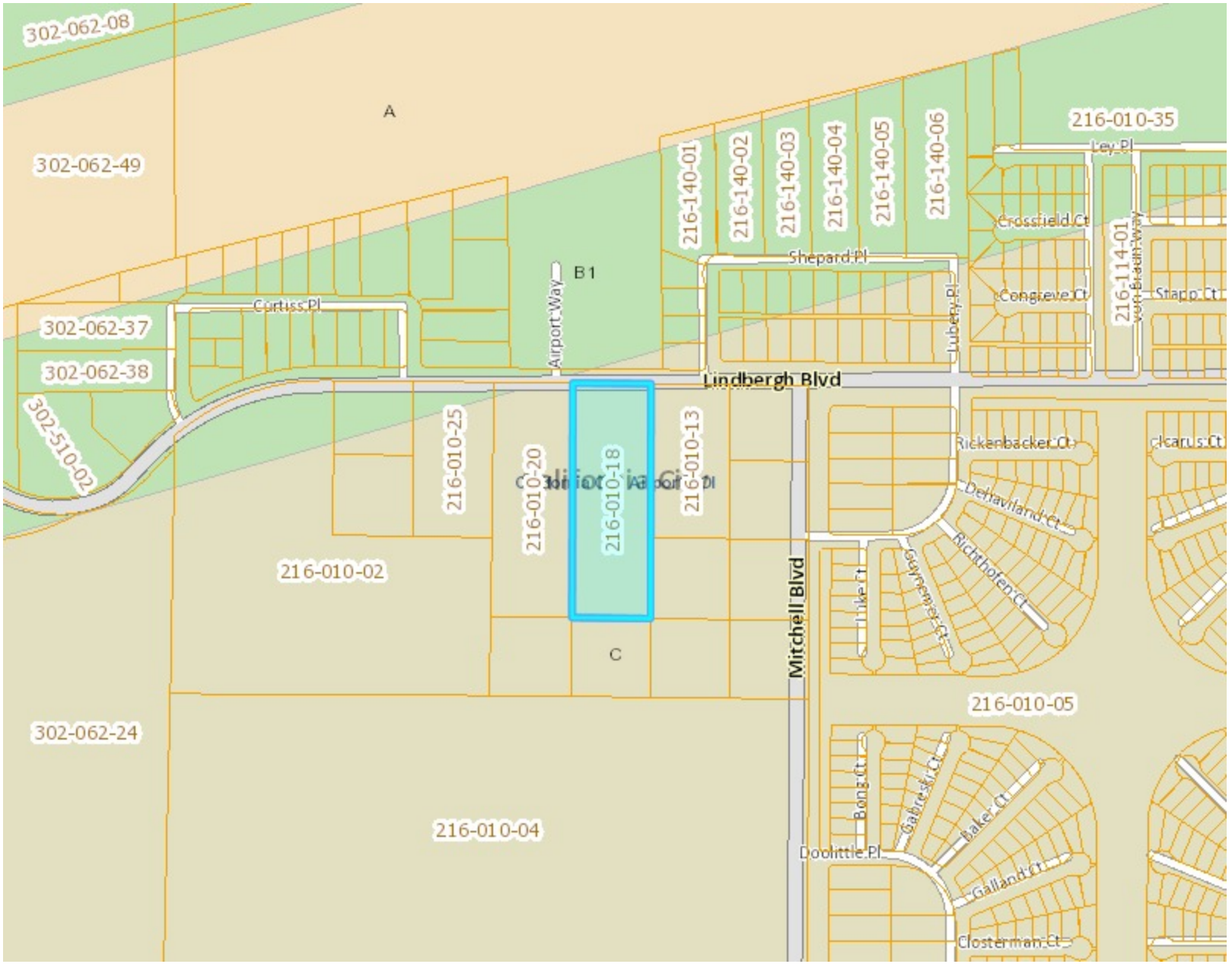
0.6 0 0.28 0.6 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

SPR 21-24: Airport SOI - AIA Zone "C" (APN: 216-010-18)

Kern County Online Mapping System



Legend

- Parcels Land
- City Incorporated
- Airport Land Use Plan
  - A
  - B1
  - B2
  - C
  - D
  - D*
  - E1
  - E2
- Airport SOI
- County Facilities

1: 9,028

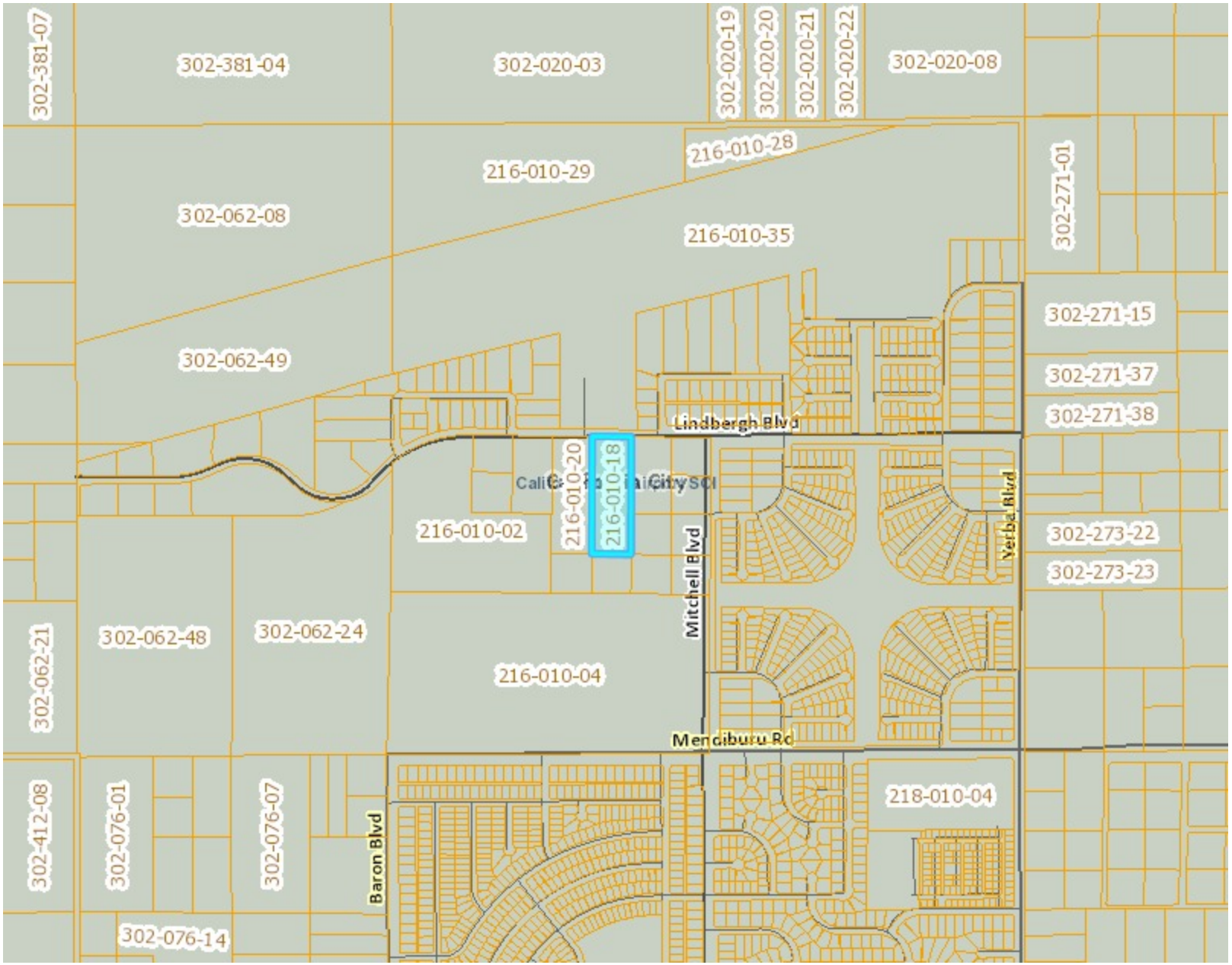
0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

Kern County
Online Mapping System

SPR 21-24: Estray (APN: 216-010-18)



Legend

- Parcels Land
- Roads 10k-24k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- City Incorporated 100k
  - CITIES
  - CITY OF BAKERSFIELD
- Airport SOI
- Western Rosedale SP Trails
  - Constructed Bike Path
  - Constructed Equestrian Trail
  - Proposed Bike Path
  - Proposed Equestrian Trail
  - Proposed Multi-Use Trail
- Estray
  - Exception
  - Open Range
  - Open Range With Conditions
- County Facilities

1: 18,056

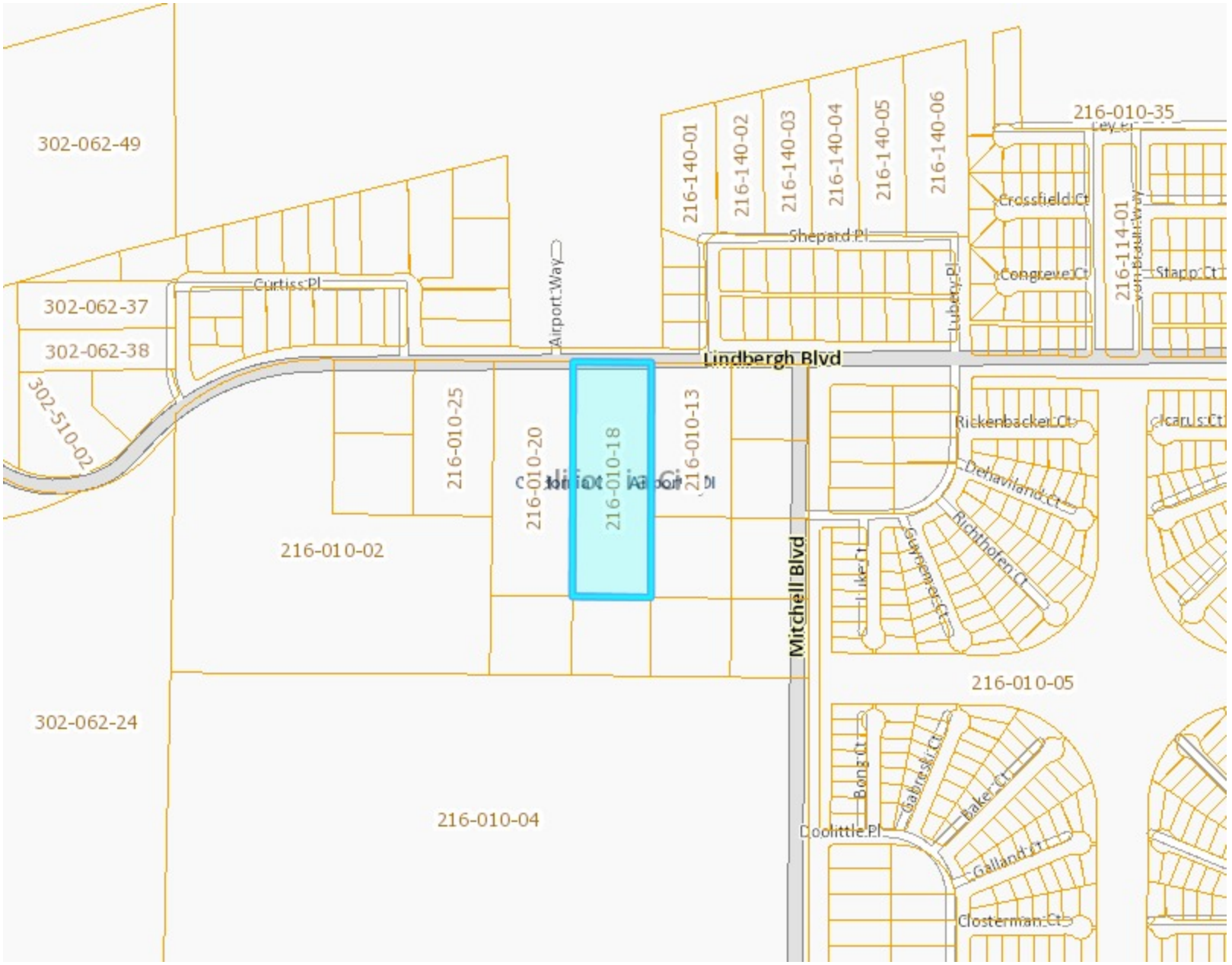
0.6 0 0.28 0.6 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

SPR 21-24: GP Circ. Element Intersections (APN: 216-010-18)

Kern County Online Mapping System



Legend

- Parcels Land
- Roads 5k-10k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- City Incorporated
- Airport SOI
- GP Circ. Element Intersections
  - Unknown
  - Existing
  - Proposed
- County Facilities

1: 9,028

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

Kern County Assessor-Recorder

ASSESSOR
1115 Truxtun Avenue
Bakersfield CA 93301
8-5 M-F (Except Holidays)
About the Assessor

RECORDER
1530 Truxtun Avenue
Bakersfield CA 93301
8-2 M-F (Except Holidays)
About the Recorder

HALL OF RECORDS
1655 Chester Avenue
Bakersfield CA 93301
8-4:30 M-F (Except Holidays)

Jon Lifquist – Assessor-Recorder

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

Kern Property Profile			
Property Information			
ATN	216-010-18-00-9	Status	Active
Parcel Num.	216-010-18-1 View Assessor's Map		GIS Map
Legal	SECTION 16 TOWNSHIP 32 RANGE 37		
Acres	7.50		
Use Code	3086 - VAC IND LAND-CANNABIS CULT		
Prior APN	--		
Supervisorial District	2 - Zack Scrivner		

Recorded Documents

Document Number	Document Type	Date Recorded
220141211	Deed	09/30/2020
217003372	Deed	01/10/2017
216131623	Deed	09/26/2016

Property Characteristics

Building #0	

Assessment Information for Tax Year	2020-2021
	Assessed Values
Land Value:	185,711
Mineral Value:	0
Improvement Value:	0
Other Improvement:	0
Personal Property Value:	0
Total:	185,711
Less Exemption Value:	0
Net Total Taxable Value:	185,711
Tax Rate Area:	011-018 CALIFORNIA CITY INSIDE-MOJAVE

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

Tax Bill Information

Questions regarding tax bills should be directed to the Tax Collector at (661) 868-3490.

2020 Lien Date Bill	20-1152488-00-9	Billed
Net Billed Value	Tax Rate Area	Proration Period
185,711	011-018	1 Year

General Amt	Special Amt	Special Asmnts	General Rate	Special Rate
2,197.96	0.00	178.00	1.18	0.00

	Due Date	Amount	Date Paid	Penalty	Total Paid
1st Installment	12/10/2020	1,187.98		118.79	0.00
2nd Installment	04/12/2021	1,187.98		128.79	0.00
Total		2,375.96			0.00

Go to Bill Details on Kern County Treasurer-Tax Collector's website

This notice informs you of THE TAXABLE VALUE of your property. It also serves to inform you of your opportunity to request reconsideration of our findings. If you believe that your property was worth less than the indicated amount, you should first discuss the matter with the Assessor's staff by calling (661)-868-3485.

Pursuant to the State Constitution, property shall be taxed in proportion to its value. This law requires the property be appraised at its 1975-76 market value unless it has been sold, newly constructed, or had

property on the local roll shall be the lesser of: (a) factored base year value, (b) current market value, or (c) the value of the property if it was damaged or destroyed by calamity pursuant to Revenue and Taxation Code § 170

Within 12 months following the month of notification of the assessment, if the Assessor agrees that a reduction of value is warranted and legal and proper, he may adjust the value. Or, if the assessment roll has been completed, he may aid you in applying to the local assessment appeals board for relief. A written stipulation may be made and filed with the application to the Kern County Assessment Appeals Board in accordance with the Revenue and Taxation Code § 1607. This section provides that the taxpayer need not attend the scheduled equalization hearing and testify to the property's value, if you and the Assessor agree to the value and sign a written stipulation to this effect. The Board can either accept the stipulation or reject it and set a new hearing date. Applications for Change in Assessment for value not agreed upon with the Assessor must be filed in writing by the taxpayer or his representative with the Clerk of the Assessment Appeals Board between July 2 and November 30 of the current fiscal year. The Clerk of the Assessment Appeals Board is located at the County Administrative Center, 5th floor, 1115 Truxtun Ave, Bakersfield, CA 93301, and the phone number is (661)-868-3585. If you have not received this notice at least 15 days prior to November 30, then you have 60 days from receipt of this notice or the mailing of your tax bill that reflects an increase in the base year value (whichever is earlier) to file an application for change in assessment. This application must include an affidavit declaring under penalty of perjury that the notice was not timely received. Applications for reduced assessment of the base year value must be filed for the year in which the base year value was initially enrolled or in any of the following three assessment years. This assessment notice also serves to notify owners of land enforceably restricted by contractual agreements under the WILLIAMSON ACT that the Assessor will enroll the lesser of the agricultural preserve value, the indexed base year taxable value, or the current market value. The lesser value will be enrolled unless either party to the contract expressly prohibits such a valuation pursuant to Revenue and Taxation Code § 423.

Pursuant to state law, a copy of the local assessment roll is available for public inspection during regular office hours (8-5) Monday through Friday in the Assessor's Office at 1115 Truxtun Ave, 2nd floor. EXCLUSIONS - Certain sales/transfers of property between parents and children and certain sales/transfers from grandparents to grandchildren may qualify for exclusion from reassessment thereby maintaining your lower property tax liability. Please contact our office at (661)-868-3300 for further information.

SPR 21-24: Kern Circulation Element (APN: 216-010-18)

Kern County Online Mapping System

Legend

- Parcels Land
- Roads 3k-5k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- City Incorporated
- Kern Circulation Element
  - arterial/major highway
  - arterial/major hwy (6 lanes)
  - collector
  - freeway/expressway
  - future freeway
  - local
  - railroad
- County Facilities

1: 4,514

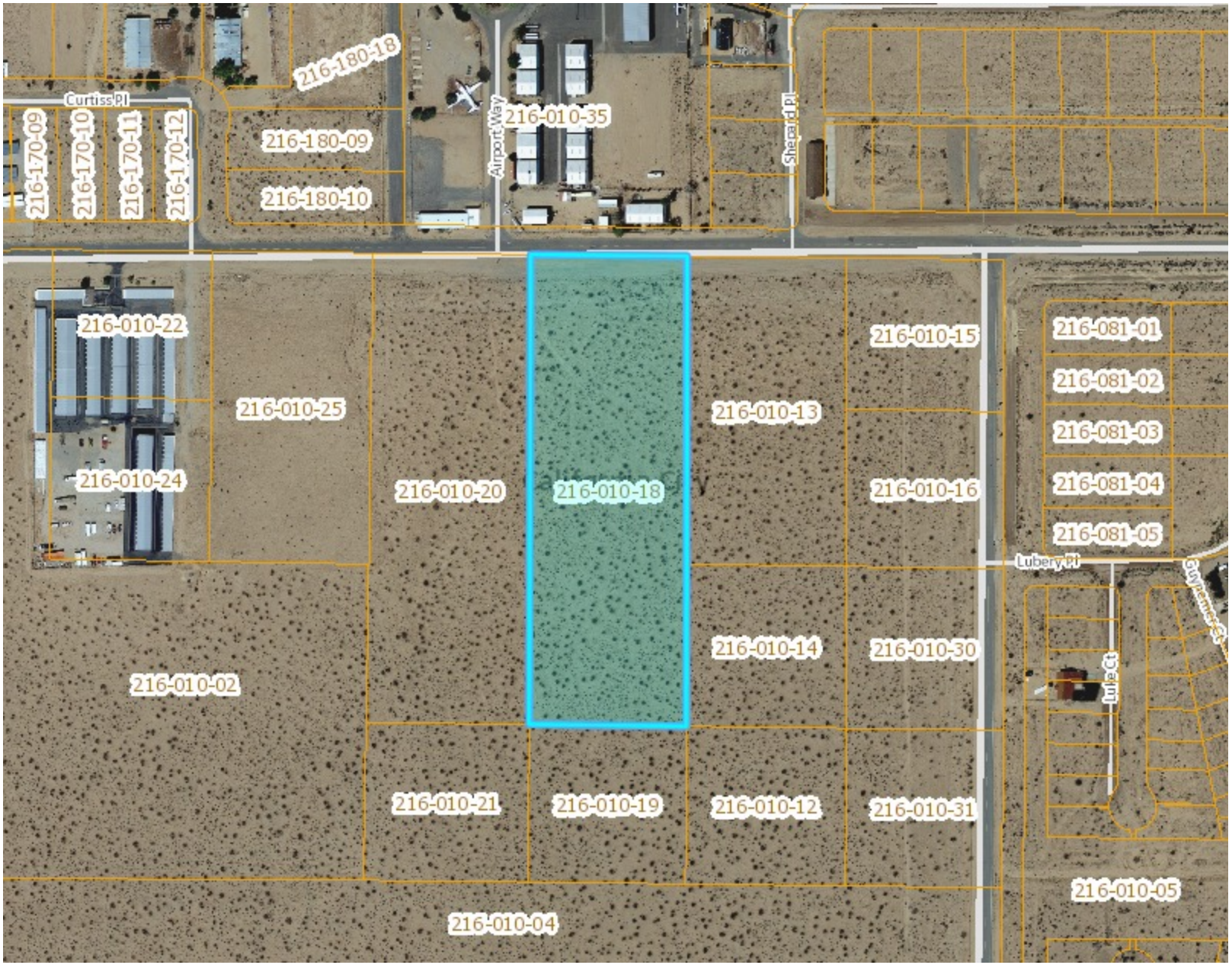
0.1 0 0.07 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

Kern County
Online Mapping System

SPR 21-24: MRZ (APN: 216-010-18)



Legend

- Parcels Land
- Roads 3k-5k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- City Incorporated
- MRZ
- County Facilities

1: 4,514

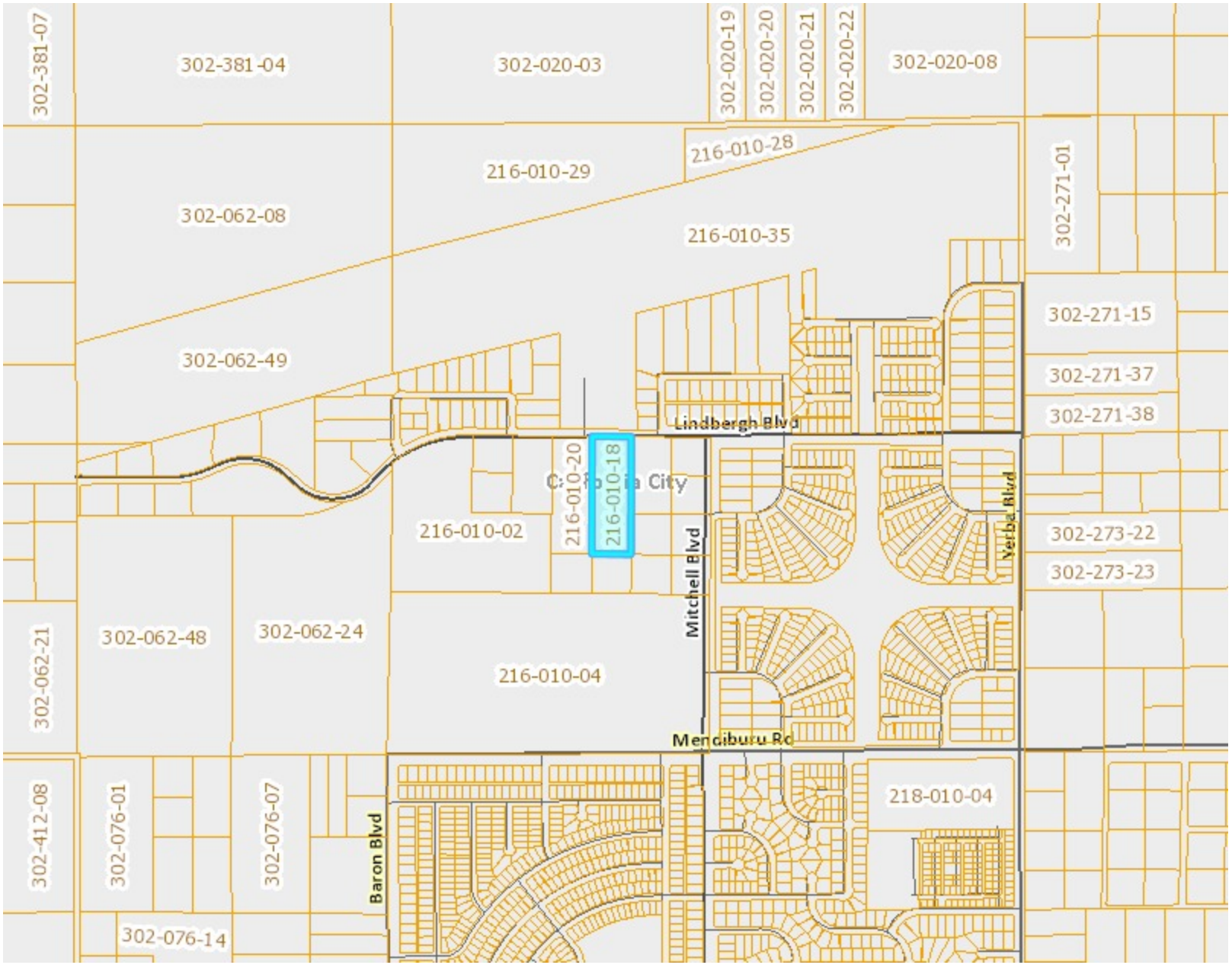
0.1 0 0.07 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

Kern County
Online Mapping System

SPR 21-24: Oil and Gas Subareas and Conformity Tiers - (APN: 216-010-18)



Legend

- Parcels Land
- Roads 10k-24k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- City Incorporated 100k
  - CITIES
  - CITY OF BAKERSFIELD
- Western Rosedale SP Trails
  - Constructed Bike Path
  - Constructed Equestrian Trail
  - Proposed Bike Path
  - Proposed Equestrian Trail
  - Proposed Multi-Use Trail
- Oil and Gas Conformity Tiers
  - Tier 1
  - Tier 2
  - Tier 3
  - Tier 4
  - Tier 5
- Oil and Gas Subareas
  - Central

1: 18,056

0.6 0 0.28 0.6 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

U.S. Fish and Wildlife Service
National Wetlands Inventory

National Wetlands Inventory Mapping - Cal

April 14, 2021

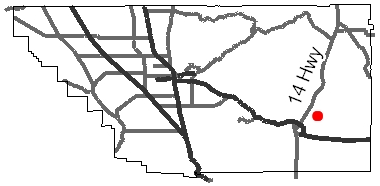
Wetlands

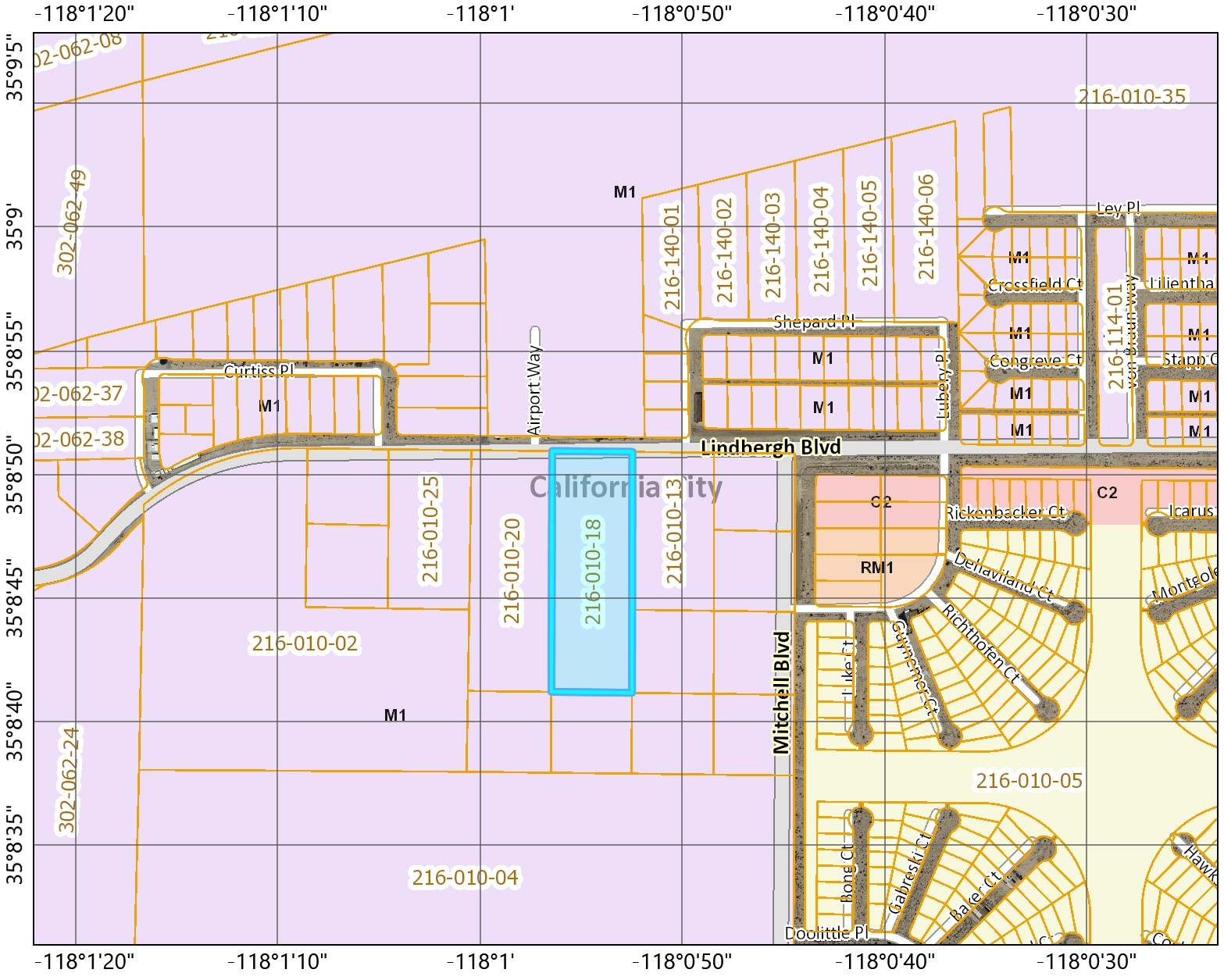
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine


LEGEND
Mapping Projects
Recent
2019
2020
Active
Image Year
2010s
2000s
1990s
1980s
1970s
N/A
1: 9,028
35.153 | -118.013

Kern County
Online Mapping System

APN: 216-010-18





Legend

- Parcels Land
- Roads 5k-10k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- City Incorporated
- Townsites Unicorporated Area
- Zoning CalCity
  - C1
  - C2
  - C3
  - C4
  - C5
  - CMC
  - G
  - M1
  - M2
  - O/RA
  - R1
  - R2
  - R3
  - R4

1: 9,028

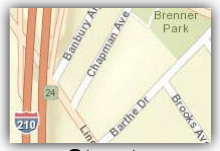
0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

CALIFORNIA DEPARTMENT OF FISH and WILDLIFE BIOS

Topographic



Streets

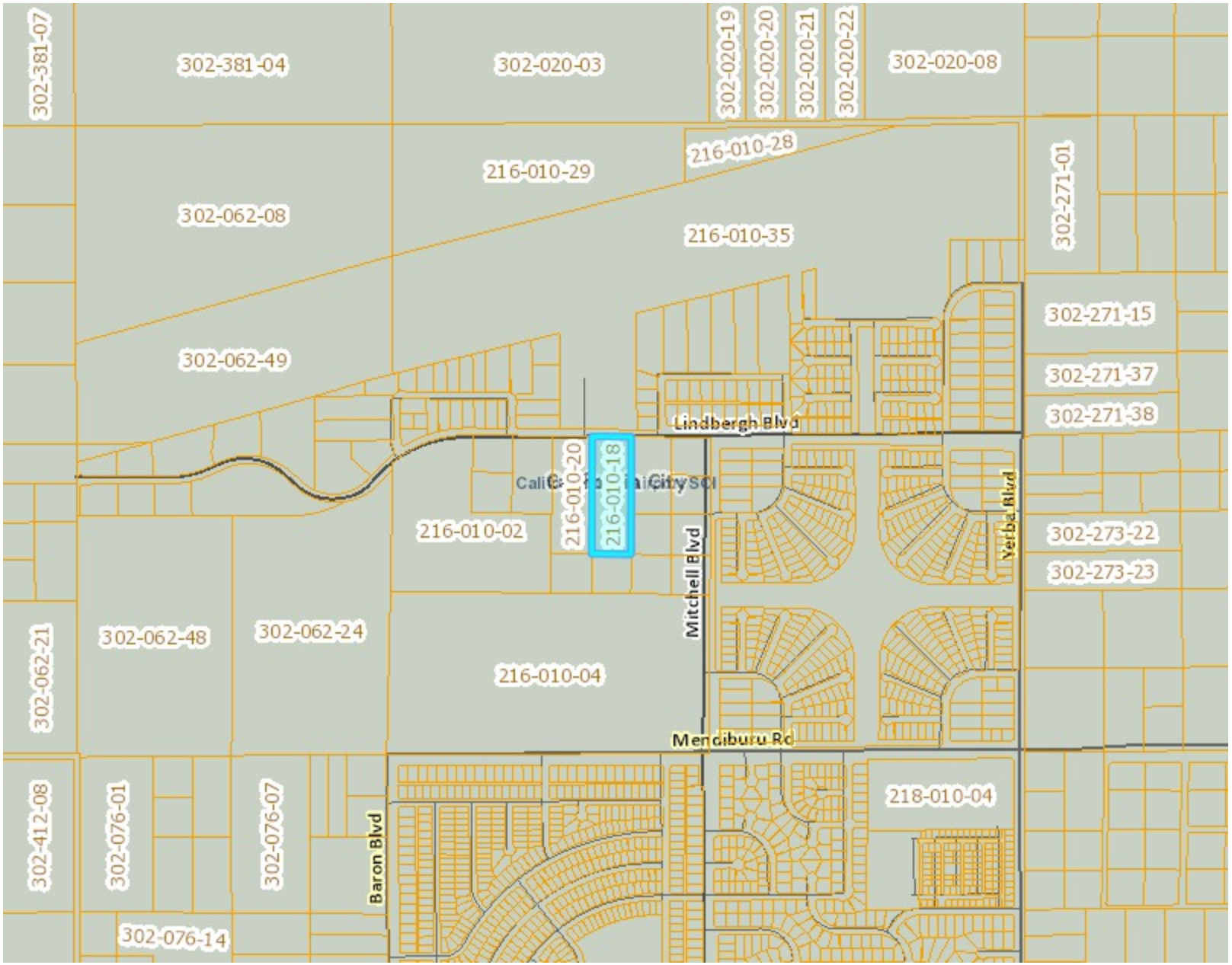
Imagery with Labels

Ocean Basemap


Terrain with Labels

Kern County
Online Mapping System

SPR 21-24: Estray (APN: 216-010-18)



Legend

- Parcels Land
- Roads 10k-24k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- City Incorporated 100k
  - CITIES
  - CITY OF BAKERSFIELD
- Airport SOI
- Western Rosedale SP Trails
  - Constructed Bike Path
  - Constructed Equestrian Trail
  - Proposed Bike Path
  - Proposed Equestrian Trail
  - Proposed Multi-Use Trail
- Estray
  - Exception
  - Open Range
  - Open Range With Conditions
- County Facilities

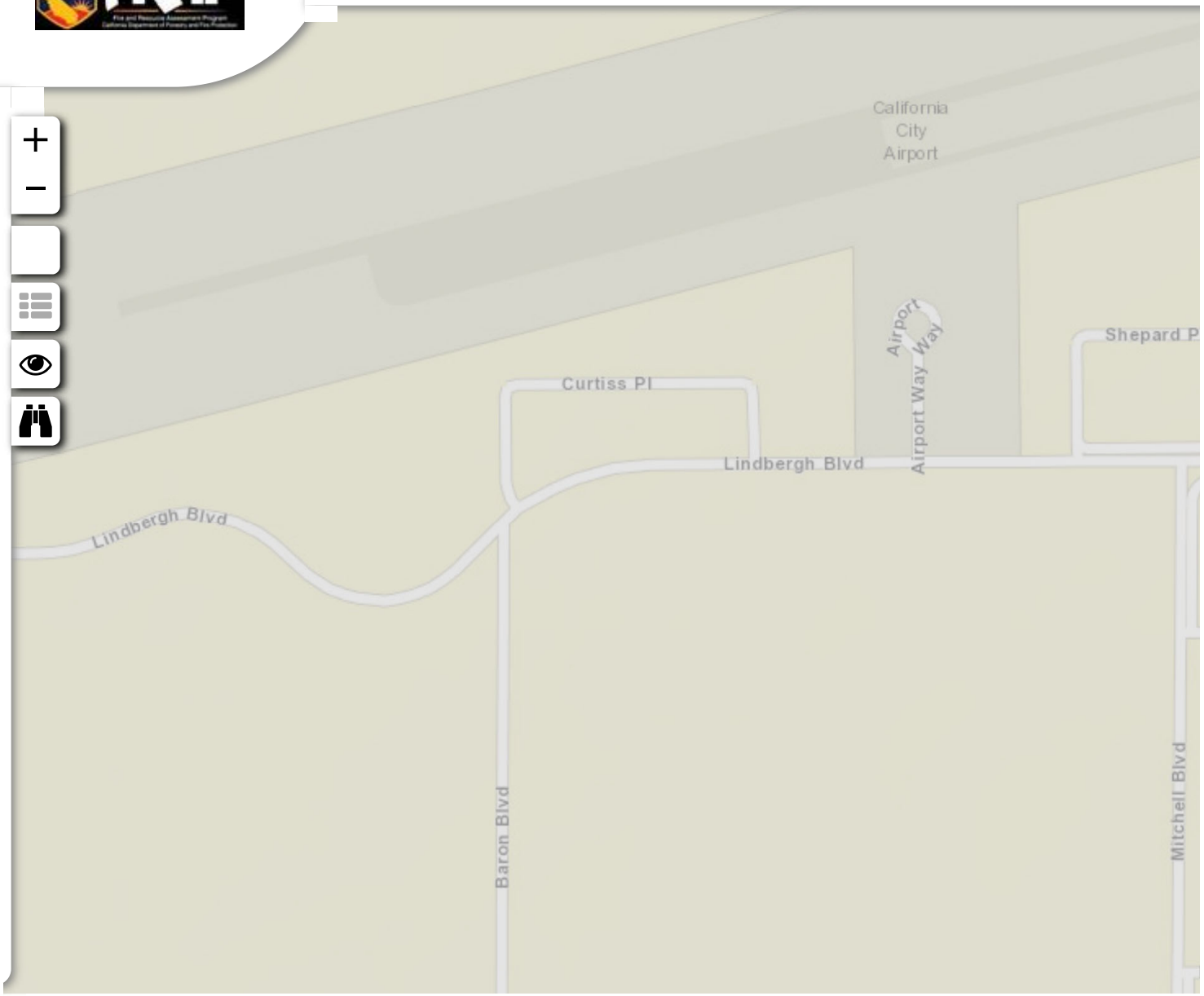
1: 18,056

0.6 0 0.28 0.6 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

FHSZ Viewer



0 300 600ft

FHSZ Viewer

Help

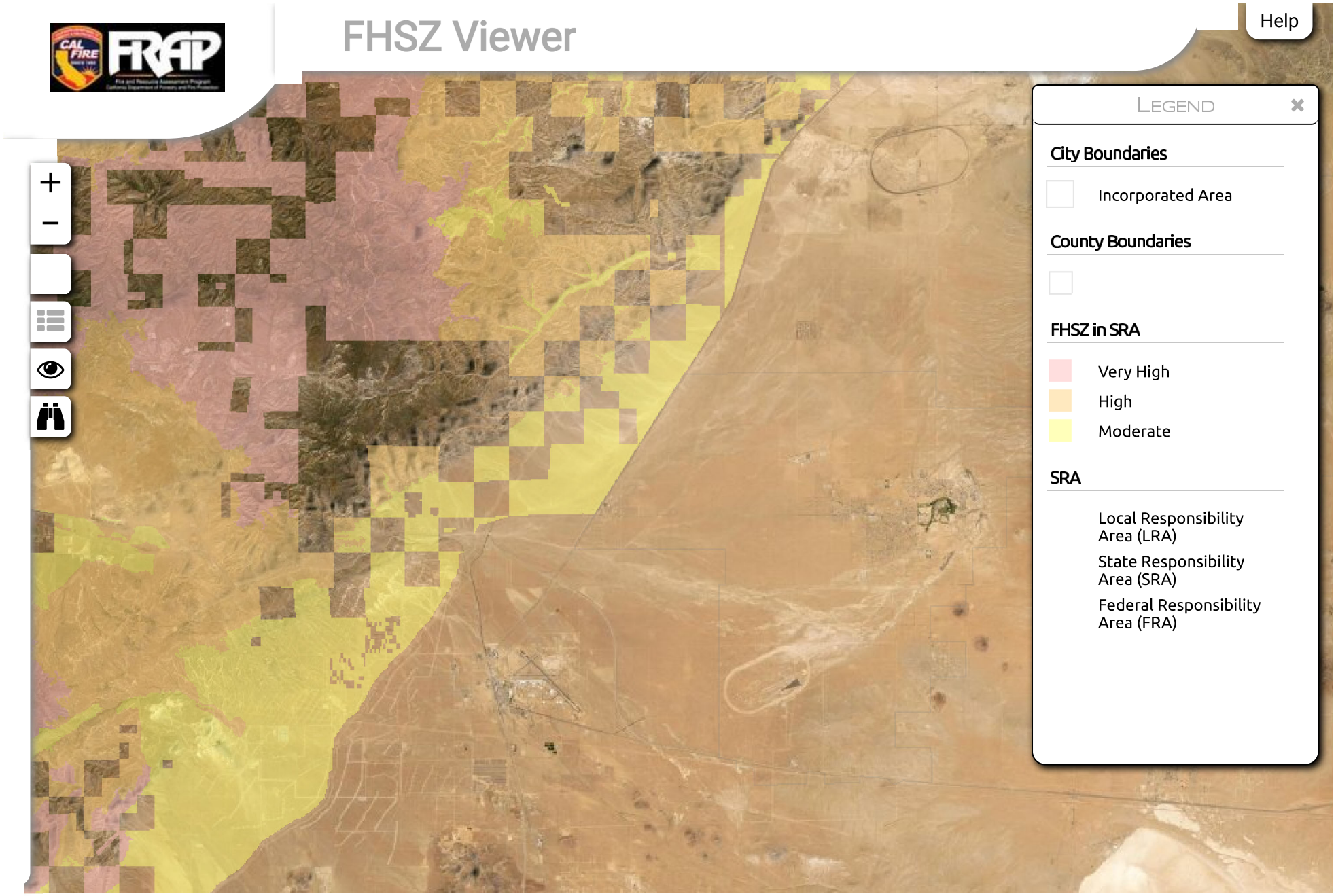


FIGURE 4: City Density Zone Map

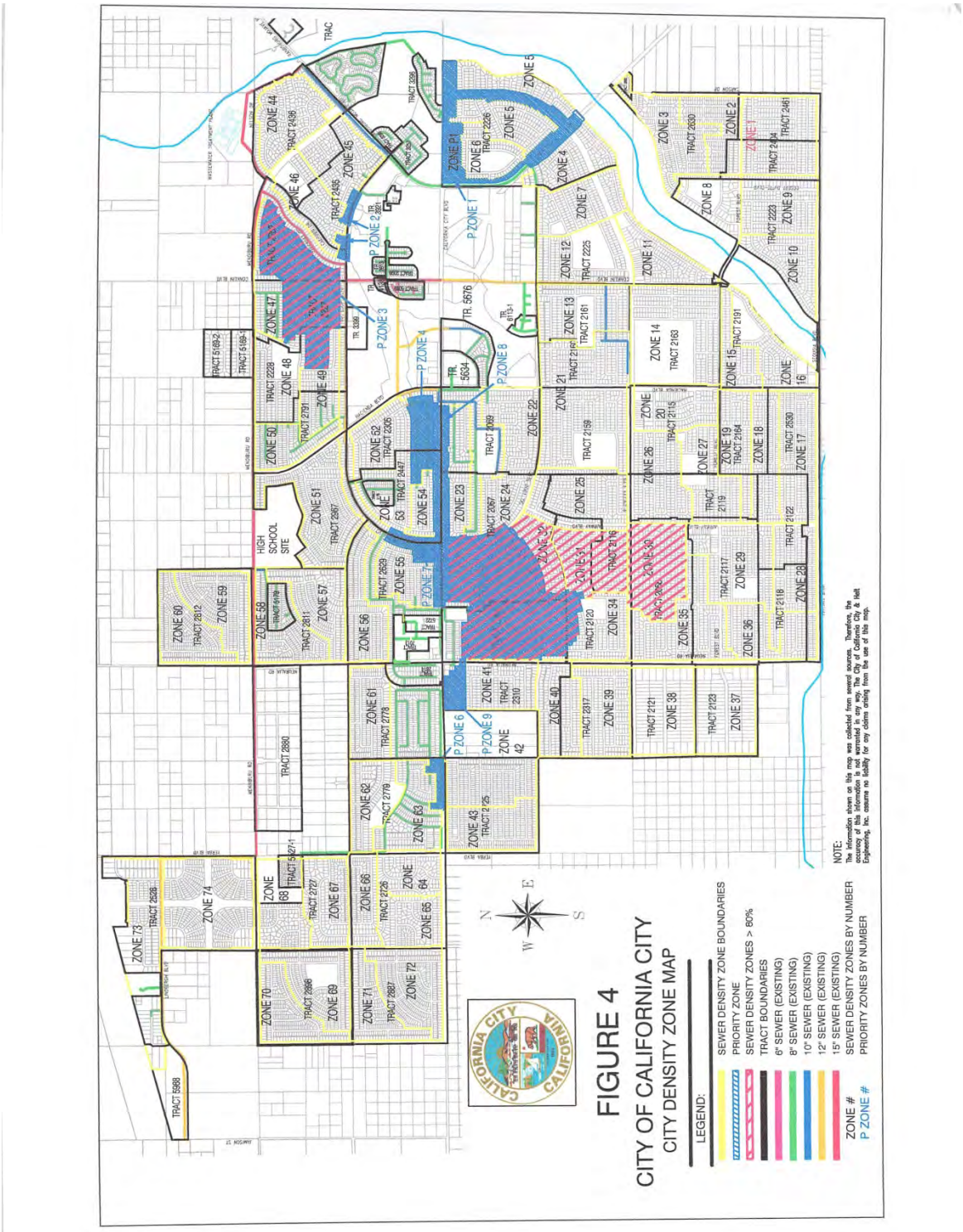


FIGURE 6: California City, Sewer Plan

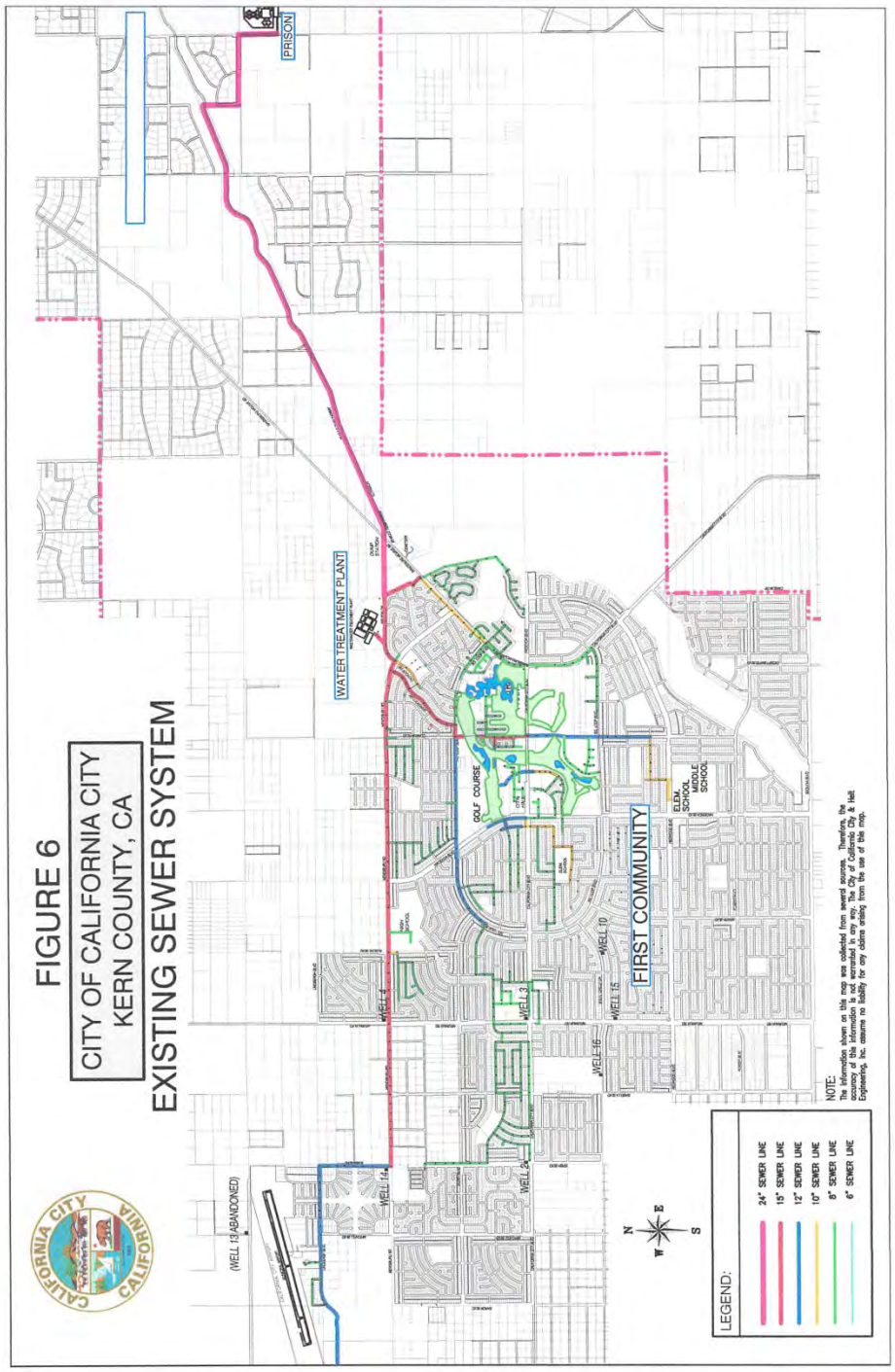
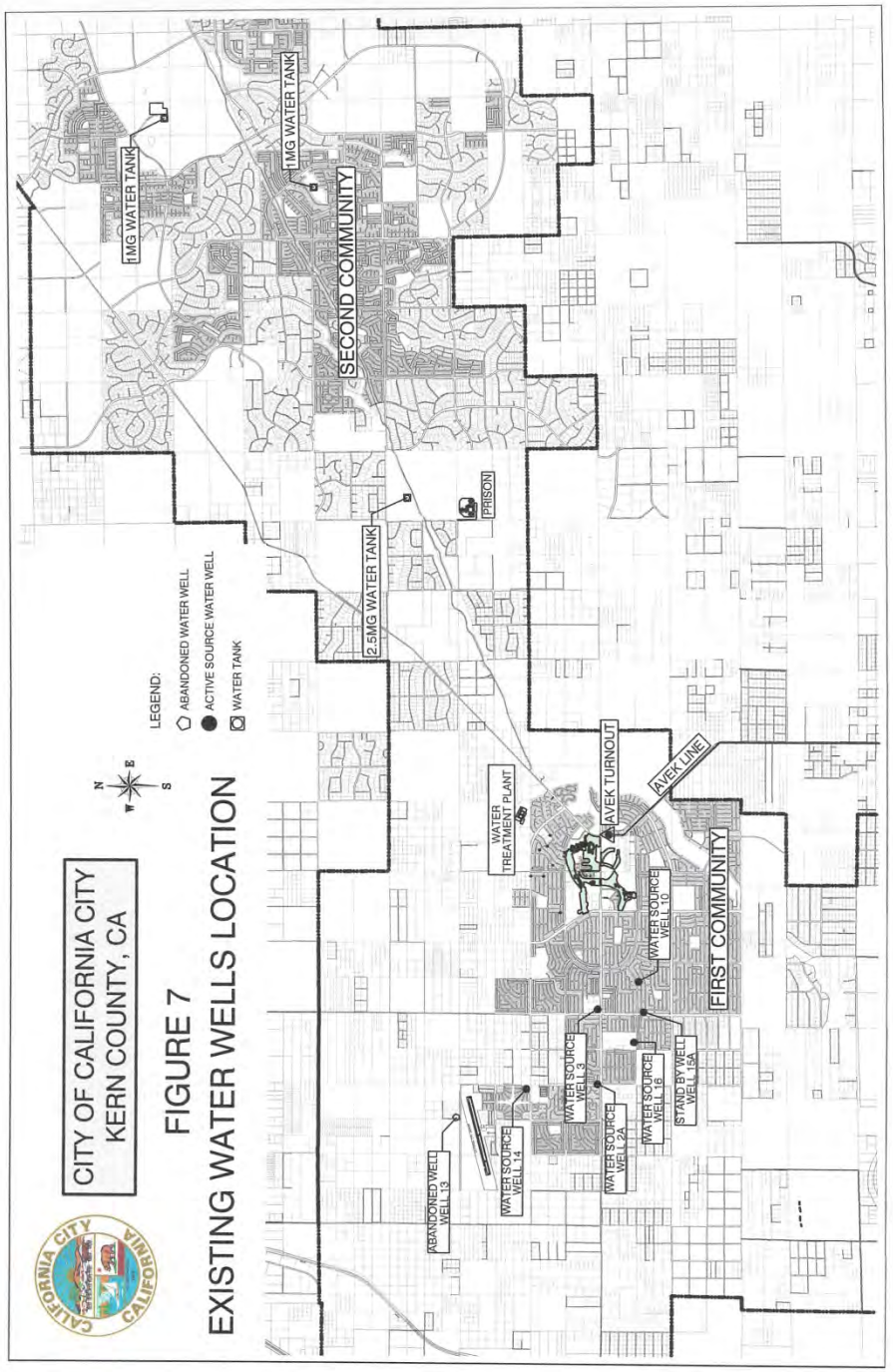
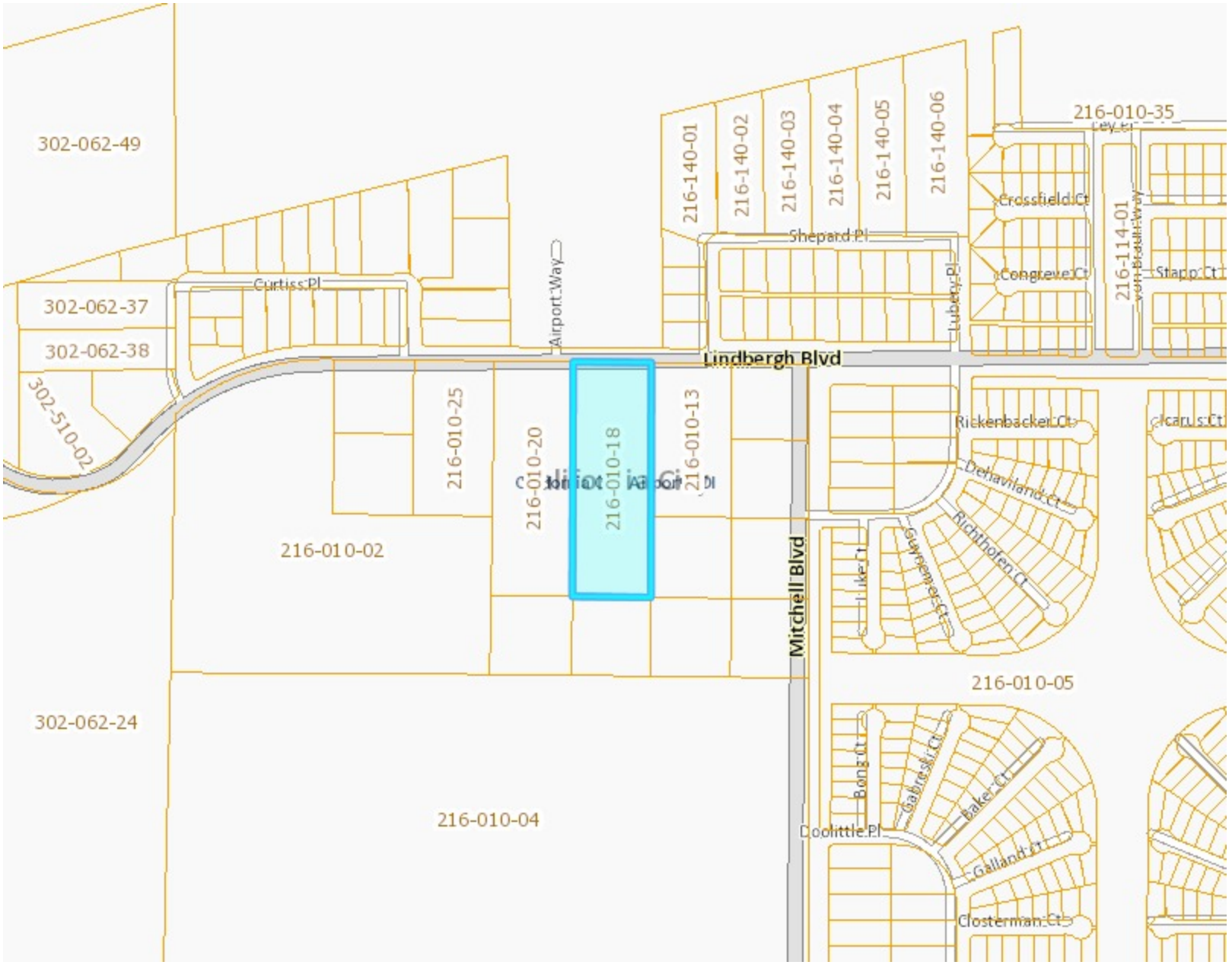


FIGURE 7: California City, Groundwater Wells Location Plan



SPR 21-24: GP Circ. Element Intersections (APN: 216-010-18)

Kern County Online Mapping System



Legend

- Parcels Land
- Roads 5k-10k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- City Incorporated
- Airport SOI
- GP Circ. Element Intersections
  - Unknown
  - Existing
  - Proposed
- County Facilities

1: 9,028

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

Kern County Assessor-Recorder

ASSESSOR
1115 Truxtun Avenue
Bakersfield CA 93301
8-5 M-F (Except Holidays)
About the Assessor

RECORDER
1530 Truxtun Avenue
Bakersfield CA 93301
8-2 M-F (Except Holidays)
About the Recorder

HALL OF RECORDS
1655 Chester Avenue
Bakersfield CA 93301
8-4:30 M-F (Except Holidays)

Jon Lifquist – Assessor-Recorder

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

Kern Property Profile			
Property Information			
ATN	216-010-18-00-9	Status	Active
Parcel Num.	216-010-18-1 View Assessor's Map		GIS Map
Legal	SECTION 16 TOWNSHIP 32 RANGE 37		
Acres	7.50		
Use Code	3086 - VAC IND LAND-CANNABIS CULT		
Prior APN	--		
Supervisorial District	2 - Zack Scrivner		

Recorded Documents

Document Number	Document Type	Date Recorded
220141211	Deed	09/30/2020
217003372	Deed	01/10/2017
216131623	Deed	09/26/2016

Property Characteristics

Building #0	

Assessment Information for Tax Year	2020-2021
	Assessed Values
Land Value:	185,711
Mineral Value:	0
Improvement Value:	0
Other Improvement:	0
Personal Property Value:	0
Total:	185,711
Less Exemption Value:	0
Net Total Taxable Value:	185,711
Tax Rate Area:	011-018 CALIFORNIA CITY INSIDE-MOJAVE

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

Tax Bill Information

Questions regarding tax bills should be directed to the Tax Collector at (661) 868-3490.

2020 Lien Date Bill	20-1152488-00-9	Billed
Net Billed Value	Tax Rate Area	Proration Period
185,711	011-018	1 Year

General Amt	Special Amt	Special Asmnts	General Rate	Special Rate
2,197.96	0.00	178.00	1.18	0.00

	Due Date	Amount	Date Paid	Penalty	Total Paid
1st Installment	12/10/2020	1,187.98		118.79	0.00
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SPR 21-24: Kern Circulation Element (APN: 216-010-18)

Kern County Online Mapping System

Legend

- Parcels Land
- Roads 3k-5k
  - Freeway
  - Highway
  - Major
  - Minor
  - Local
  - Ramp
  - Unpaved
- City Incorporated
- Kern Circulation Element
  - arterial/major highway
  - arterial/major hwy (6 lanes)
  - collector
  - freeway/expressway
  - future freeway
  - local
  - railroad
- County Facilities

1: 4,514

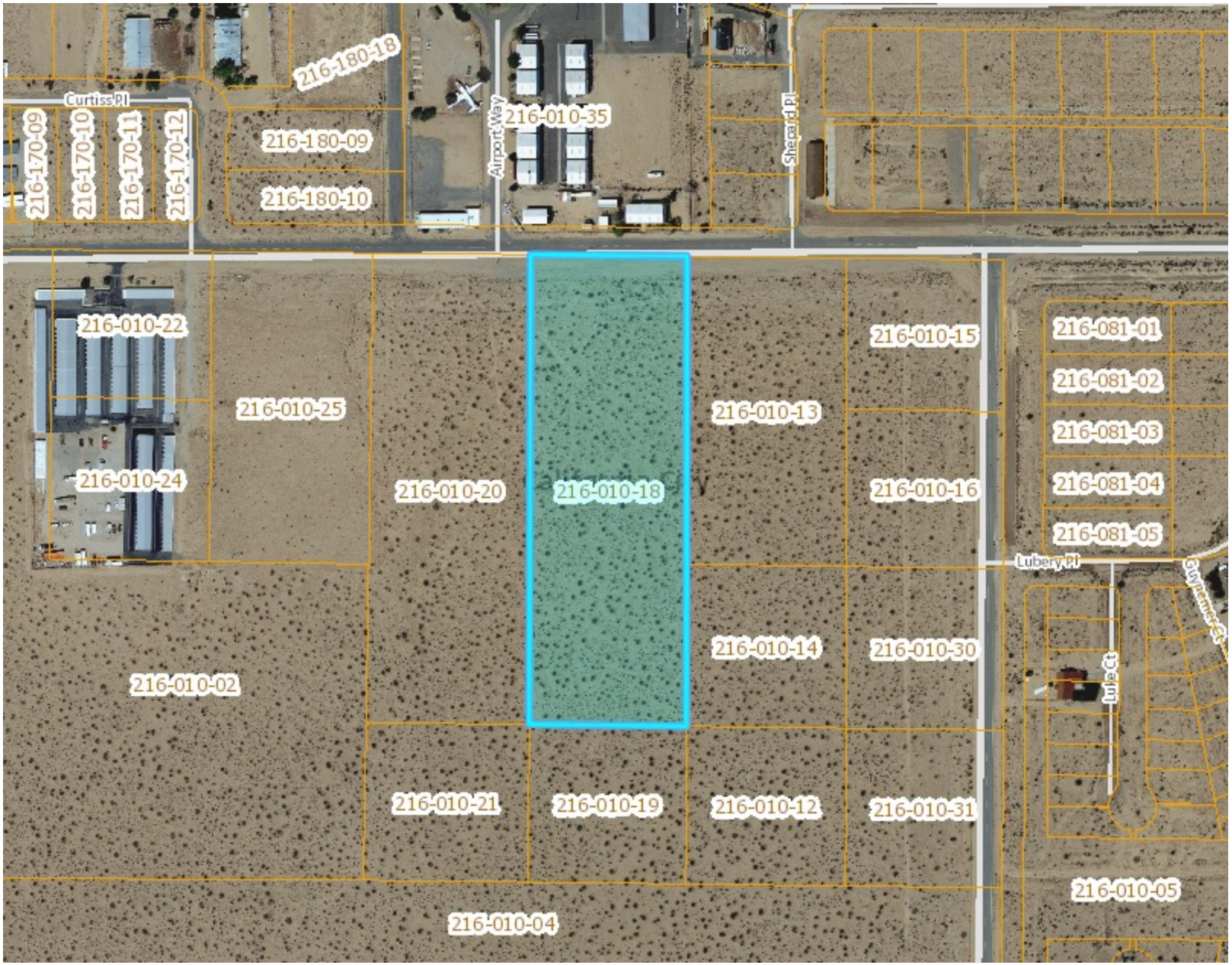
0.1 0 0.07 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

Kern County
Online Mapping System

SPR 21-24: MRZ (APN: 216-010-18)



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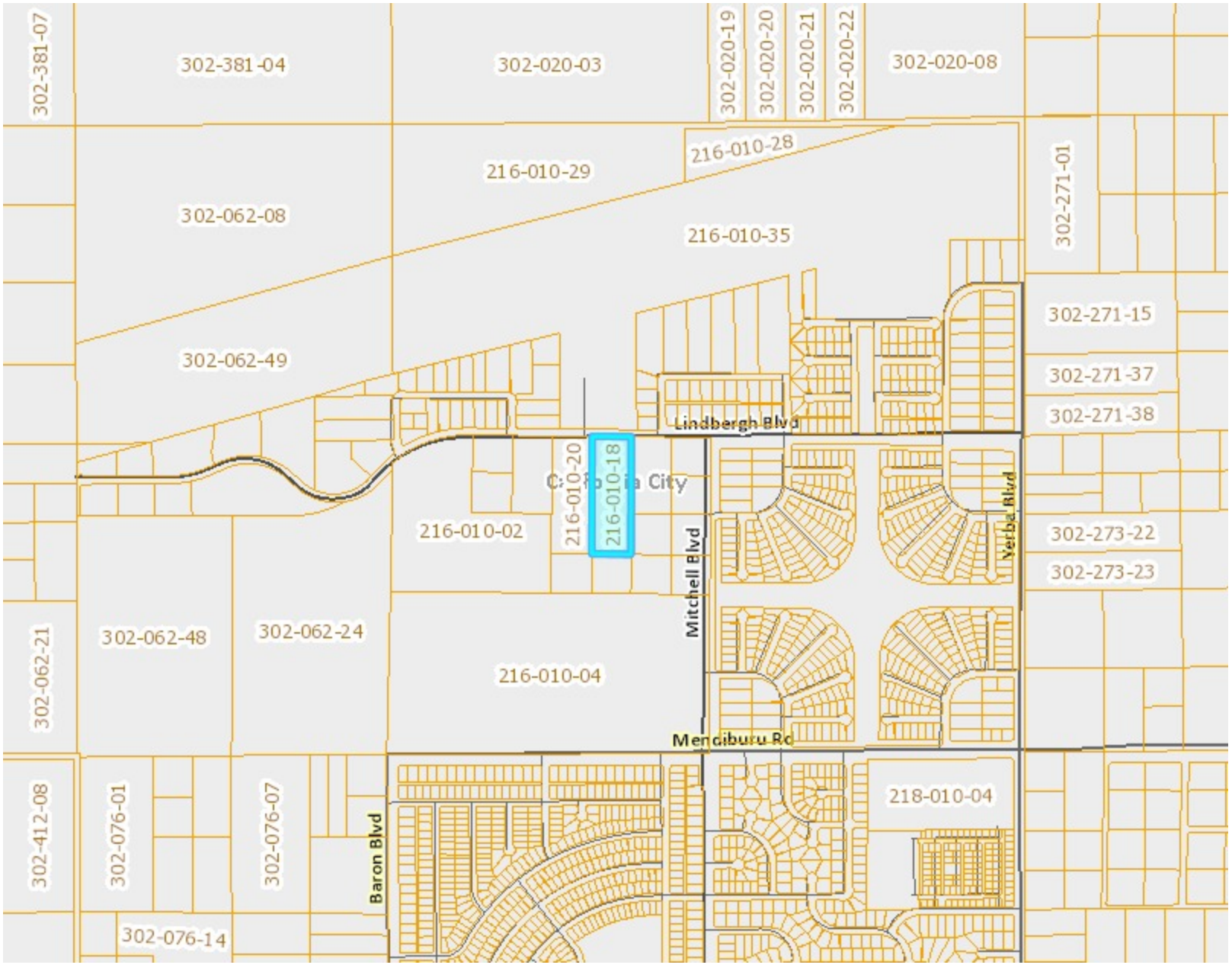
0.1 0 0.07 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

Kern County
Online Mapping System

SPR 21-24: Oil and Gas Subareas and Conformity Tiers - (APN: 216-010-18)



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  - Unpaved
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  - CITIES
  - CITY OF BAKERSFIELD
- Western Rosedale SP Trails
  - Constructed Bike Path
  - Constructed Equestrian Trail
  - Proposed Bike Path
  - Proposed Equestrian Trail
  - Proposed Multi-Use Trail
- Oil and Gas Conformity Tiers
  - Tier 1
  - Tier 2
  - Tier 3
  - Tier 4
  - Tier 5
- Oil and Gas Subareas
  - Central

1: 18,056

0.6 0 0.28 0.6 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

TAZ 1463

3/15/2022

2042 Households (2018 RTP Final)

- 10
- 50
- 100
- 500
- 1,000

2042 Employment (2018 RTP Final)

- 1
- 10
- 50
- 100
- 1,000

Kern County Traffic Analysis Zones

1:100,120

0 0.5 1 2 mi

0 1 2 4 km

Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA, NGA, EPA, USDA

U.S. Fish and Wildlife Service
National Wetlands Inventory

National Wetlands Inventory Mapping - Cal

April 14, 2021

Wetlands

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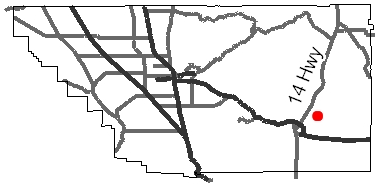
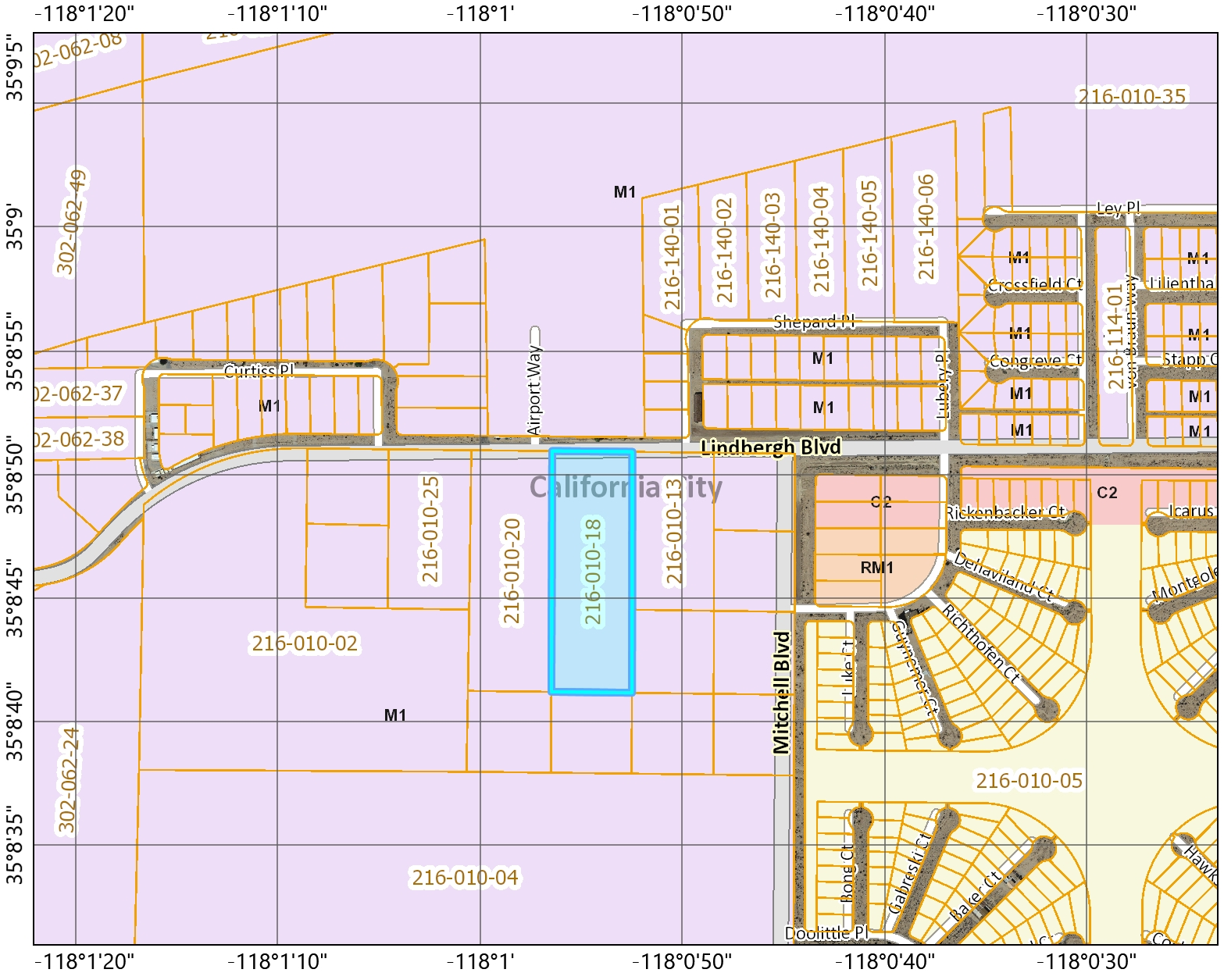
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine


LEGEND
Mapping Projects
Recent
2019
2020
Active
Image Year
2010s
2000s
1990s
1980s
1970s
N/A
1: 9,028
35.153 | -118.013

Kern County
Online Mapping System

APN: 216-010-18





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  - C3
  - C4
  - C5
  - CMC
  - G
  - M1
  - M2
  - O/RA
  - R1
  - R2
  - R3
  - R4

1: 9,028

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes