Initial Study

Woodlake Reorganization Project

Prepared for:

City of Woodlake
350 N. Valencia Ave
Woodlake, CA 93286
(559) 564-8055
Contact: Jason Waters

Prepared by:

Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291
(559) 840-4414
Contact: Emily Bowen, LEED AP

November 2019

TABLE OF CONTENTS

PROJECT INFORMATION

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

Project title

Woodlake Reorganization Project

Lead agency name and address

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

Contact person and phone number

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

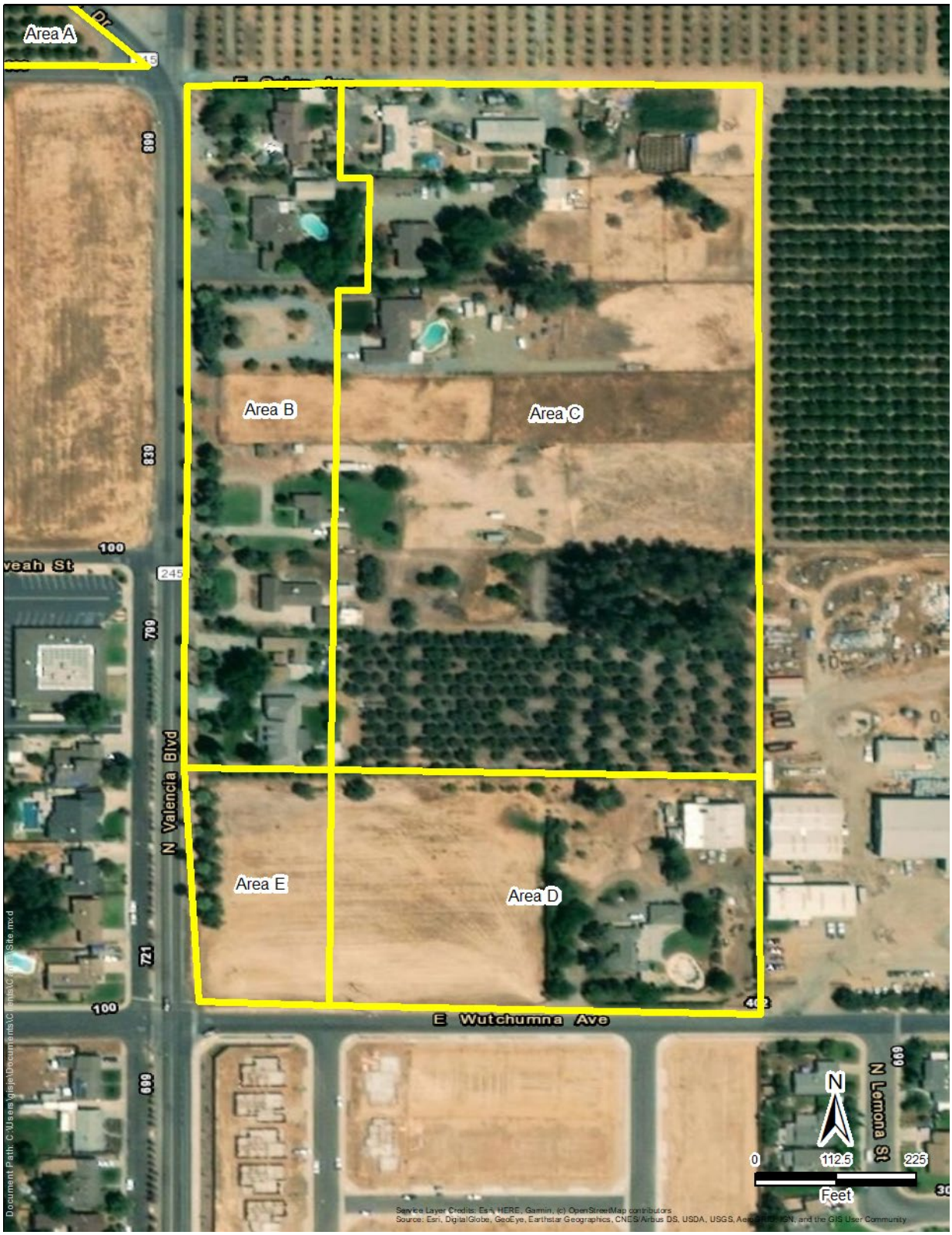
Project location

The City of Woodlake is located in Tulare County in the southern part of the San Joaquin Valley. The proposed Project is located in various locations, as demonstrated on Figure 1 – Project Map. Woodlake is bisected by SR 216 and SR 245 and the City is situated five miles north of SR 198.

Figure 1 – Location

Figure 2 – Project Area A

Figure 3 – Project Areas B, C, D and E



Project sponsor's name/address

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

General plan designation

Various – see project description

Zoning

Various – see project description

Project Description

The City intends to annex, amend the land use through a General Plan Amendment (GPA), and/or change the zone in five distinct areas, as described below:

Area A

Area A consists of APN 057-060-028 and -029. The City intends to annex the 38-acre Area A into city limits, change the land use designation from "Agriculture" to "Low Density Residential", give it a zone designation of R-1-10 and develop up to 90 single family units, as described in further detail under "Residential Development". See Figures 1 and 2.

Area B

These parcels along Valencia Blvd. are within the city limits and are currently zoned R-1-7 with a land use designation of "Very Low Density Residential". These parcels will be rezoned to R-1-10 and the land use will be changed to "Low Density Residential". See Figure 3.

Area C

These parcels are designated as "Very Low Density Residential". These parcels will be annexed into the city limits, zoned as R-1-10 and re-designated as "Low Density Residential".

Area D

This parcel (APN 061-010-015) is currently within the SOI and designated as "Neighborhood Commercial". This parcel will be annexed and zoned as Neighborhood Commercial. The land use designation will not change.

Area E

APN 061-010-016 is within the city limits with a current land use designation of Neighborhood Commercial, which will remain. The site currently is zoned as R-1-7 and will be rezoned as Neighborhood Commercial to match the land use designation.

Residential Development

The City is proposing a residential development within Area A for the development of up to 90 single-family residential units, as demonstrated in the conceptual site plan provided in Figure 3. The development will hook up to City water and sewer and includes a stormwater basin to hold all storm drainage on-site.

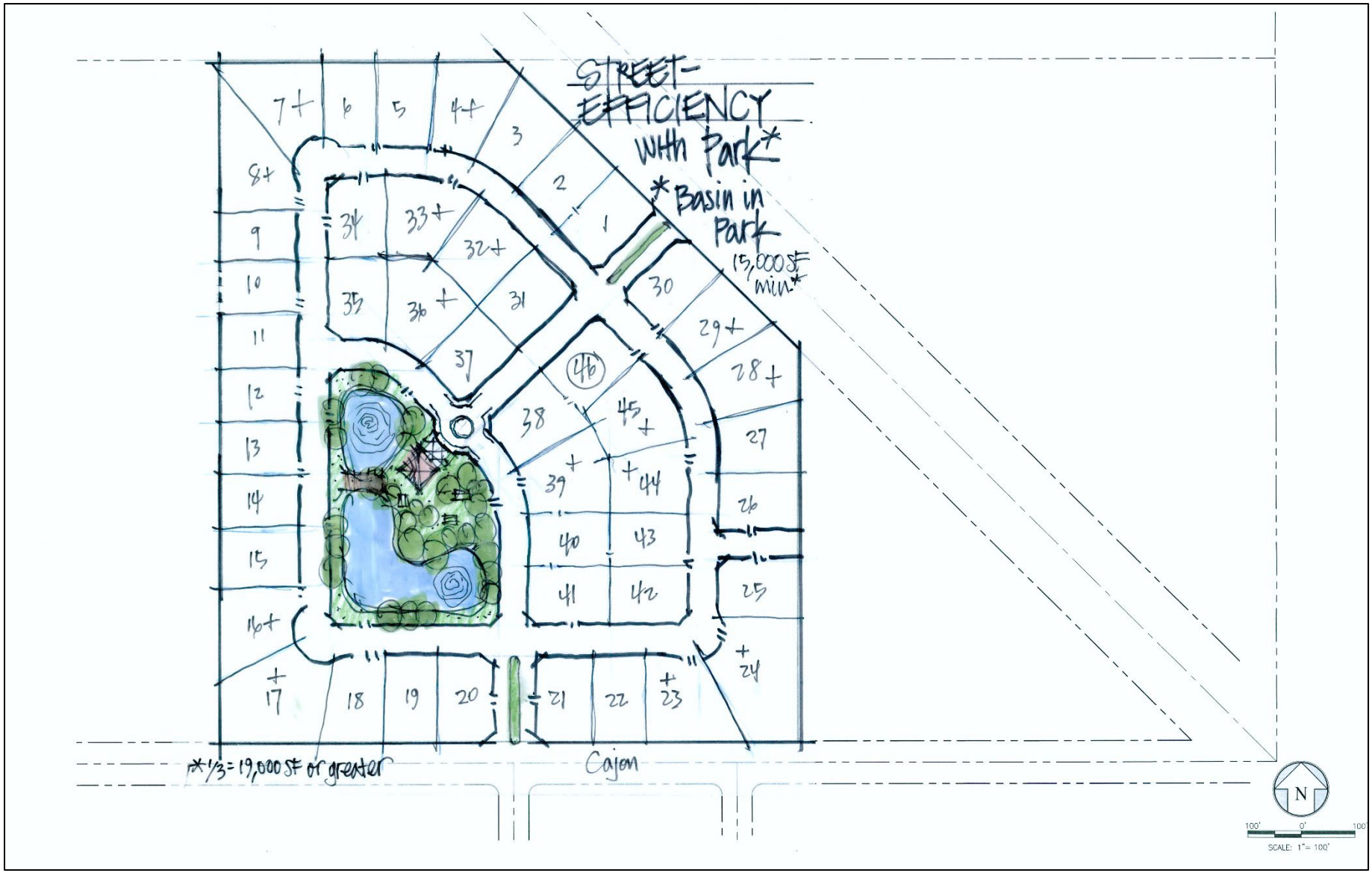
Surrounding Land Uses/Existing Conditions

The proposed Project site, Area A, is currently being used for orchards and is occupied by one residence. Areas B, C, D, and E are currently occupied by several residences and some agricultural uses.

Lands surrounding the proposed Project are described as follows:

- North: Area A: Rural residential and agricultural. Areas B, C, D, and E: Agricultural.
- South: Area A: Residential and vacant land. Areas B, C, D, and E: Residential.
- East: Area A: Rural residential and agricultural. Areas B, C, D, and E: Agricultural and commercial.
- West: Area A: Rural residential. Areas B, C, D, and E: Residential and vacant.

Figure 3 – Conceptual Residential Site Plan



Other Public Agencies Involved

- Tulare County LAFCO
- San Joaquin Valley Air Pollution Control District
- Central Valley Regional Water Quality Control Board

Tribal Consultation

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

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

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

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

November 5, 2019

Jason Waters — Date

Community Services Director

City of Woodlake

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

Would the project:

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

ENVIRONMENTAL SETTING

The City of Woodlake is located on the San Joaquin Valley floor at the western foothills of the Sierra Nevada mountain range. On clear days, the peaks are visible from the majority of the City. The site is located in a residential and agricultural area with neighborhoods and orchards dominating the landscape. The proposed Project site, Area A, is bounded to the north by rural residences, to the east by State Route (SR) 245/ Olivera Drive, to the west by rural residences, and to the south by West Cajon Avenue. The proposed Project site, Areas B, C, D, and E, are bounded to the north by agricultural land uses, to the east by agriculture and commercial business, to the west by SR 245/ North Valencia Avenue,

and to the south by East Wutchumna Avenue. There are no adopted scenic resources or scenic in the area. State Routes in the proposed Project vicinity include 216 and 198, in addition to SR 245.

RESPONSES

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

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

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

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

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

There are no state designated scenic highways within the immediate proximity to the Project site. California Department of Transportation Scenic Highway Mapping System identifies SR 198 east of SR 99 as an Eligible State Scenic Highway.[1] This is the closest highway, located approximately seven miles south of the Project site; however, the Project site is both physically and visually separated from SR 198 by intervening land uses. In addition, no scenic highways or roadways are listed within the Project area in the City of Woodlake's General Plan or Tulare County's General Plan. Based on the National Register of Historic Places (NRHP) and the City's General Plan, no historic buildings exist on the Project site. The

[1] California Department of Transportation. California Scenic Highway Mapping System, Tulare County. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed October 2019.

proposed Project would not cause damage to rock outcroppings or historic buildings within a State scenic highway corridor. Any impacts would be considered ***less than significant***.

Mitigation Measures: None are required.

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

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

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

Currently the sources of light in the Project area are from the surrounding residential, commercial and agricultural uses and the vehicles traveling along SR 245, West Cajon Avenue and East Wutchumna Avenue. The Project would include nighttime lighting for building and security, as required by Chapter 5.48 of the Woodlake Municipal Code. Eventually Area A, which is proposed to be developed for 90 residential units, would include lighting associated with internal road street lights and residences, as well as vehicles traveling to and from homes. Accordance with the Municipal Code will also ensure that outdoor lighting does not produce obtrusive glare onto the public right-of-way or adjoining properties. Lighting fixtures for security would be designed with "cutoff" type fixtures or shielded light fixtures, or a combination of fixture types to cast light downward, thereby providing lighting at the ground level for safety while reducing glare to adjacent properties. Accordingly, the Project would not create substantial new sources of light or glare. Potential impacts are ***less than significant***.

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project site, Area A is currently being utilized for agricultural and rural residential purposes. Though Area A is outside of City Limits, it is officially designated by the City of Woodlake[2] as Agricultural. It is proposed to be annexed and the land use designation changed from "Agricultural" to "Low Density Residential", to facilitate the development of 90 residential units. The Project site, Area A is considered *Prime Farmland* and *Farmland of Statewide Importance*[3]*;* however the land is not under the Williamson Act.

The proposed Project site, Areas B, C and E are not considered *Prime Farmland* or *Farmland of Statewide Importance,* and are determined to be *Rural Residential.* Area D is considered *Urban Built Up Land.* Annexation will apply to Areas A, C and D, zone changes will apply to Areas A, B, C and E, and a general Plan Amendment (GPA) will apply to Areas A, B and C, as described previously in the Project Description.

RESPONSES

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

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

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

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

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project site, Area A is *Prime Farmland* and *Farmland of Statewide Importance* according to the California Important Farmland Finder, however it is adjacent to Woodlake City Limits. As such, potential conversion of farmlands on this site have been found to be significant and unavoidable in the

[2] City of Woodlake General Plan, Zoning Map. http://www.cityofwoodlake.com/wp-content/uploads/2017/11/City-of-Woodlake-Zoning-Map.pdf. Accessed October 2019.
[3] Department of Conservation, California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed October 2019.

Woodlake General Plan, 2008-2028 EIR (Sch#2008101159) and a Statement of Overriding Consideration has been adopted by the City. The Project site, Area A is not under the Williamson Act contract. Additionally, Areas B-E are *Rural Residential* and *Urban Built Up Land*. Therefore, no land conversion from Farmland would occur for this portion of the Project. The Project is not zoned for forestland and does not propose any zone changes related to forest or timberland. There is ***no impact***.

Mitigation Measures: None are required.

III. AIR QUALITY

Would the project:

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

ENVIRONMENTAL SETTING

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

The proposed Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), particulate matter (PM_{10} and $PM_{2.5}$), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

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

within that air basin. Areas are classified under the Federal Clean Air Act as either "attainment", "non-attainment", or "extreme non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State and Federal extreme non-attainment area for O3, a State and Federal non-attainment area for PM2.5, a State non-attainment area for PM10, and Federal and State attainment area for CO, SO2, NO2, and Pb.

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

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

	Federal Standard	California Standard
Ozone	0.075 ppm (8-hr avg)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.30 ppm (annual avg) 0.18 ppm (1-hr avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1hr avg)
Lead	1.5 µg/m3 (calendar quarter) 0.15 µg/m3 (rolling 3-month avg)	1.5 µg/m3 (30-day avg)
Particulate Matter (PM10)	150 µg/m3 (24-hr avg)	20 µg/m3 (annual avg) 50 µg/m3 (24-hr avg)
Particulate Matter (PM2.5)	15 µg/m3 (annual avg)	35 µg/m3 (24-hr avg) 12 µg/m3 (annual avg)

µg/m3 = micrograms per cubic meter

Additional State regulations include:

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

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off- road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NOX) and toxic particulate matter from diesel engines. CARB is currently

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

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

RESPONSES

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

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

c. Expose sensitive receptors to substantial pollutant concentrations?

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

- Extreme Ozone Attainment Demonstration Plan (EOADP) for attainment of the 1-hour ozone standard (2004);
- 2007 Ozone Plan for attainment of the 8-hour ozone standard;
- 2007 PM_{10} Maintenance Plan and Request for Redesignation; and
- 2008 $PM_{2.5}$ Plan.

Because of the region's non-attainment status for ozone, $PM_{2.5}$, and PM_{10}, if the project-generated emissions of either of the ozone precursor pollutants (ROG or NOx), PM_{10}, or $PM_{2.5}$ were to exceed the

[4] San Joaquin Valley Air Pollution Control District. Guide to Assessing and Mitigating Air Quality Impacts. March 19, 2015. Page 28. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Accessed October 2019.

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

The annual significance thresholds to be used for the Project for construction and operational emissions are as follows[5]:

- 10 tons per year ROG;
- 10 tons per year NOx;
- 15 tons per year PM_{10}; and
- 15 tons per year $PM_{2.5}$.

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

Short-Term (Construction) Emissions

Site preparation and project construction would involve grading, hauling, and various activities needed to construct the project. During construction, the project could generate pollutants such as hydrocarbons, oxides of nitrogen, carbon monoxide, and suspended PM. A major source of PM would be windblown dust generated during construction activities. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Vehicles leaving the site could deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM10 emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM10 emissions would depend on soil moisture, the silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Operational Emissions

Operational emissions would primarily be generated from vehicles traveling to and from the residences proposed for development in Area A. According to the CalEEMod trip summary information for "Low Density Residential", the proposed Project would generate an average of 866 trips per day. There are no substantial stationary emission generators associated with the project.

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

Total Project Emissions

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

Table 2 - Proposed Project Construction and Operation Emissions

	VOC/ROG (tons/year) (tons/year)	NO_x (tons/year)	PM_{10} (tons/year)	$PM_{2.5}$ (tons/year)	Total CO2 (MT/year)
Maximum annual construction emissions 2019-2022	0.99	3.15	0.36	0.22	412.74
Annual operational emissions	1.15	3.70	0.98	0.28	1,663.75
Annual Threshold of Significance	10	10	15	15	--
Significant?	No	No	No	No	--

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

As demonstrated in Table 2, estimated construction and operational emissions would not exceed the SJVAPCD's significance thresholds for ROG, NOx, PM_{10}, and $PM_{2.5}$. As a result, the Project uses would not conflict with emissions inventories contained in regional air quality attainment plans and would not result in a significant contribution to the region's air quality non-attainment status[6].

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

Mitigation Measures: None are required.

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

Less than Significant Impact. The proposed Project is located in a rural residential and agricultural area, with some portions of land within City Limits and some proposed for annexation. During construction, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These

[6] San Joaquin Valley Air Pollution Control District. Guide to Assessing and Mitigating Air Quality Impacts. March 19, 2015. Page 65. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Accessed October 2019.

odors would be temporary and are not likely to be noticeable for extended periods of time beyond the Project site. The potential for diesel odor impacts is therefore considered less than significant.

As such, the proposed Project and its future residential tenants are not expected to produce any offensive odors that would result in frequent odor complaints. Any impacts would be ***less than significant.***

Mitigation Measures: None are required.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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 federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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 the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

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

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

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

The site, Area A currently consists of orchards and a single rural residential home. Areas B-E consist of many rural residential homes and some mixed agricultural uses. The Project site's surrounding lands consist of primarily active agriculture and rural residences, with some commercial activity to the east of Area D.

According to the National Wetlands Inventory[7], Antelope Creek, a Riverine Wetland, runs diagonal through Area A; however, it has previously been piped underground at the Project site.

RESPONSES

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant Impact with Mitigation Incorporation. The site, Area A is currently developed for orchards. The site is highly disturbed; however the existing orchard trees, along with the several large trees along Olivera Drive may serve as habitat for bird species. Areas B-E also have several types of trees scattered in patches throughout the properties and along SR 245. Several bird species in the Project area are protected under the Migratory Bird Treaty Act. Migratory birds can typically be seen foraging in fallow fields and grassland habitats and they nest in dense vegetation. The dense tree growth on the site areas and presence of nearby fields can potentially attract Migratory Birds or other sensitive bird species for nesting or foraging purposes. Construction activities such as excavating, trenching, and grading that disturb a nesting bird on the Project site or immediately adjacent to the construction zone could constitute a significant effect. Implementation of Mitigation Measure BIO-1 will ensure that any impacts remain ***less than significant***.

Mitigation Measures:

BIO-1

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

[7] U.S. Department of Fish and Wildlife. National Wetlands Inventory. Surface Waters and Wetlands. https://www.fws.gov/wetlands/data/Mapper.html. Accessed October 2019.

disturbing the nesting birds, work may need to be halted or redirected to other areas until nesting and fledging are completed or the nest has failed for non-construction related reasons.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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

No Impact. Antelope Creek is distributary of the Kaweah River below Terminus Dam and is within the Kaweah Flood Control Unit;[8] however, the Creek has been piped underground to accommodate the active agriculture on site. As such, there are no natural waterways, sensitive natural communities, or protected wetlands on the subject site. As such, there is ***no impact.***

Mitigation Measures: None are required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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

Mitigation Measures: None are required.

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

[8] Tulare County Flood Control District. Flood Control Master Plan. 1971. https://tularecounty.ca.gov/index.cfm/_api/render/file/?fileID=8045B502-5056-A959-DB0F3AB7DEC64B50. Accessed October 2019.

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a.	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

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

The prehistoric and historic site records and literature search was completed by the California Historical Resources Information System, Southern San Joaquin Valley Information Center (CHRIS/SSJVIC), California State University Bakersfield (File RS# 19-387, October 4, 2019). Specialized listings for cultural resources consulted by the SSJVIC include the Historic Properties Directory for Tulare County with the most recent updates of the National Register of Historic Places, California Historical Landmarks, and California Points of Historical Interest as well as other evaluations of properties reviewed by the State of California Office of Historic Preservation. Other sources consulted by the SSJVIC include California Inventory of Historic Resources, California Points of Historical Interest, and California Register. In addition, The California History Plan and Five Views: An Ethnic Sites Survey for California, Historic Properties Directory and available local and regional surveys/inventories/historic maps were consulted.

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

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

RESPONSES

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

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

Mitigation Measures: None are required.

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

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

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

Although no cultural or archaeological resources, paleontological resources or human remains have been identified in the project area, the possibility exists that such resources or remains may be discovered during Project site preparation, excavation and/or grading activities. Mitigation Measures CUL – 1 and CUL – 2 will be implemented to ensure that Project will result in ***less than significant impacts with mitigation***.

Mitigation Measures:

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

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

VI. ENERGY

Would the project:

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

ENVIRONMENTAL SETTING

California's total energy consumption is second-highest in the nation, but, in 2016, the state's per capita energy consumption ranked 48th, due in part to its mild climate and its energy efficiency programs. In 2017, California ranked second in the nation in conventional hydroelectric generation and first as a producer of electricity from solar, geothermal, and biomass resources while also in 2017, solar PV and solar thermal installations provided about 16% of California's net electricity generation.[9]

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

Energy Source	BTUs[10]
Gasoline	120,429 per gallon
Natural Gas	1,037 per cubic foot
Electricity	3,412 per kilowatt-hour

[9] U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. https://www.eia.gov/state/?sid=CA#tabs-1. Accessed October 2019.
[10] U.S. Energy Information Administration. Energy Units and Calculators Explained. https://www.eia.gov/energyexplained/index.php?page=about_energy_units. Accessed October 2019.

California electrical consumption in 2016 was 7,830.8 trillion BTU[11], as provided in Table 3, while total electrical consumption by Tulare County in 2017 was 14.530 trillion BTU.[12]

Table 3 – 2016 California Energy Consumption[13]

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

The California Department of Transportation (Caltrans) reports that approximately 25.1 million automobiles, 5.7 million trucks, and 889,024 motorcycles were registered in the state in 2017, resulting in a total estimated 339.8 billion vehicles miles traveled (VMT).[14] Within Tulare County, an estimated 3.7 million vehicle miles were traveled in 2017 for an average of 10,099 miles per day.[15]

Applicable Regulations

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

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

[11] U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. https://www.eia.gov/state/?sid=CA#tabs-1. Accessed October 2019.
[12] California Energy Commission. Electricity Consumption by County. http://ecdms.energy.ca.gov/elecbycounty.aspx. Accessed October 2019.
[13] U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. https://www.eia.gov/state/?sid=CA#tabs-1. Accessed October 2019.
[14] Caltrans. 2017. California Transportation Quick Facts. http://www.dot.ca.gov/drisi/library/qf/qf2017.pdf. Accessed October 2019.
[15] Caltrans. 2017. Tulare County Transportation Quick Facts. http://www.dot.ca.gov/drisi/library/qfco/tul/tul2017.pdf. Accessed October 2019.

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

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

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

Clean Energy and Pollution Reduction Act (SB 350)

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

Renewable Portfolio Standard (SB 1078 and SB 107)

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

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

RESPONSES

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

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

Less Than Significant Impact. The proposed Project includes annexation that will apply to Areas A, C and D, zone changes that will apply to Areas A, B, C and E, and a general Plan Amendment (GPA) that will apply to Areas A, B and C, as described previously. See Project Description. The proposed Project also includes construction of up to 90 single-family units and the associated improvements in Area A. The Project would introduce energy usage on a site that is currently demanding minimal energy by few rural residential homes and agriculture. By comparison, at buildout, the Project would consume large amounts of energy in both the short-term during Project construction and in the long-term during Project operation.

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

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

Table 4 – Annual Project Energy Consumption

Land Use	Electricity Use in kWh/year	Natural Gas Use in kBTU/year	Annual Energy Consumption (in Million BTU)
Single Family Residential	797,227	2,379,220	5.10

The proposed Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly increases energy savings, and it is generally assumed that compliance with Title 24 ensures projects will not result in the inefficient, wasteful, or unnecessary consumption of energy.

As discussed in Impact XVII – Transportation/Traffic, the proposed Project would generate approximately 866 vehicle trips per day. The length of these trips and the individual vehicle fuel efficiencies are not known; therefore, the resulting energy consumption cannot be accurately calculated. Adopted federal vehicle fuel standards have continually improved since their original adoption in 1975 and assists in avoiding the inefficient, wasteful, and unnecessary use of energy by vehicles.

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

Therefore, any impacts are ***less than significant***.

Mitigation Measures: None are required.

VII. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
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 most recently adopted Uniform Building Code	☐	☐	☒	☐

	creating substantial direct or indirect risks to life or property?				
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

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

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

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

RESPONSES

a-i. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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

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

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

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

Mitigation Measures: None are required.

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

Less than Significant Impact. Annexation will apply to Areas A, C and D, zone changes will apply to Areas A, B, C and E, and a general Plan Amendment (GPA) will apply to Areas A, B and C, as described previously. See Project Description. The proposed Project will construct up to 90 single-family units with associated improvements. The Project site has a generally flat topography, is in an established urban area and does not include any Project features that would result in soil erosion or loss of topsoil. Therefore, the impact is ***less than significant***.

Mitigation Measures: None are required.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

Less than Significant Impact. The proposed Project, Area A includes the construction necessary to tie the 90 single-family units into the City of Woodlake's existing sewer and water system. Septic systems will not be utilized on these parcels. The sewer tie-ins will be designed to the specifications necessitated by the on-site soils, in compliance with the building code. Any impacts will be ***less than significant***.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

Various gases in the earth's atmosphere play an important role in moderating the earth's surface temperature. Solar radiation enters earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation but are effective in absorbing infrared radiation. Consequently, radiation that would otherwise escape back into space is retained, resulting in a warming of the earth's atmosphere. This phenomenon is known as the greenhouse effect. Scientific research to date indicates that some of the observed climate change is a result of increased GHG emissions associated with human activity. Among the GHGs contributing to the greenhouse effect are water vapor, carbon dioxide (CO_2), methane (CH_4), ozone, Nitrous Oxide (NO_x), and chlorofluorocarbons. Human-caused emissions of these GHGs in excess of natural ambient concentrations are considered responsible for enhancing the greenhouse effect. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Global climate change is, indeed, a global issue. GHGs are global pollutants, unlike criteria pollutants and TACs (which are pollutants of regional and/or local concern). Global climate change, if it occurs, could potentially affect water resources in California. Rising temperatures could be anticipated to result in sea-level rise (as polar ice caps melt) and possibly change the timing and amount of precipitation, which could alter water quality. According to some, climate change could result in more extreme weather patterns; both heavier precipitation that could lead to flooding, as well as more extended drought periods. There is uncertainty regarding the timing, magnitude, and nature of the potential changes to water resources as a result of climate change; however, several trends are evident.

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

In 2009, the SJVAPCD adopted the guidance document: Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects Under CEQA. This document recommends the usage of performance-based standards, otherwise knowns as Best Performance Standards (BPS), to assess significance of project-specific greenhouse gas emissions on global climate change during the environmental review process. Projects implementing BPS in accordance with SJVAPCD's guidance would be determined to have a less than significant individual and cumulative impact on greenhouse gas emissions and would not require project specific quantification of greenhouse gas emissions.[16]

RESPONSES

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

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

Less Than Significant Impact. Greenhouse gas emissions would generate from long-term area and mobile sources as well as indirectly from energy consumption. Mobile sources would include residential vehicle trips and area source emissions would result from consumption of natural gas and electricity. As discussed above, projects implementing BPS would not require quantification of specific greenhouse gas emissions and such projects would be determined to have a less than significant individual and cumulative impact for greenhouse gas emissions; however, GHG gas emissions are also quantified and provided in Table 2. As such, the proposed Project's greenhouse gas emissions would not be considered a significant impact if the Project would implement BPS strategies, in accordance with SJVAPCD recommendations. Exact project feature details are not yet available, therefore, the implementation of **GHG-1** as a mitigation measure would ensure that any impacts remain ***less than significant.***

[16] SJVAPCD. Guidance for Assessing and Mitigating Air Quality Impacts. March 19, 2015. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Page 112.

Mitigation Measures

GHG-1: The project applicant shall demonstrate compliance with the applicable BPS strategies to the Planning Division prior to the issuance of a building permit. The following PBS strategies are considered to be applicable, feasible, and effective in reducing greenhouse gas emissions generated by the project:

- The project applicant shall provide a pedestrian access network that internally links all residential units and connects to the existing surrounding external streets and pedestrian facilities.
- The project applicant shall ensure site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as wells, berms, landscaping, and slopes between residential uses that impede bicycle or pedestrian circulation shall be eliminated. In addition, barriers to pedestrian access of neighboring facilities and sites shall be minimized.
- Any transit stops associated with the project shall be provided with safe and convenient bicycle/pedestrian access and provide essential transit stop improvements (i.e., shelters, route information, benches, and lighting).
- The project applicant shall install energy efficient roofing materials.
- The project applicant shall incorporate bike lanes and routes into the street system.
- The project applicant shall plant trees to provide shade.
- The project applicant shall install only natural gas or electric stoves in residences. The project applicant shall install energy efficient heating and cooling systems, appliances and equipment, and control systems.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
response plan or emergency evacuation plan?				
g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The area immediately surrounding the proposed Project consists of rural residential and agricultural uses. The parcels are currently utilized for orchards, rural residences and some mixed-use agriculture.

RESPONSES

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

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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

The operational phase of the proposed Project would occur after construction is completed and residents move in to occupy the expanded space on a day-to-day basis. The proposed Project includes land uses that

are considered compatible with the surrounding uses. None of these land uses routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception of common commercial grade hazardous materials such as household and commercial cleaners, paint, etc. The proposed Project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, nor would a significant hazard to the public or to the environment through the reasonably foreseeable upset and accidental conditions involving the likely release of hazardous materials into the environment occur. Therefore, the proposed Project will not create a significant hazard to the public or the environment and any impacts would be ***less than significant***.

Mitigation Measures: None are required.

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

No Impact. No schools are located within 0.25 mile of the Project site. This condition precludes the possibility of activities associated with the proposed Project exposing schools within a 0.25-mile radius of the project site to hazardous materials. Woodlake Valley Middle School and Bravo Lake High School are just over 0.25 miles away, approximately 0.3 miles southwest and west, respectively. However, ***no impact*** is expected to occur.

Mitigation Measures: None are required.

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

No Impact. The proposed Project site is not located on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 (Geotracker and DTSC Envirostor databases – accessed in August 2019).[17] There are no hazardous materials sites that impact the Project. As such, ***no impacts*** would occur that would create a significant hazard to the public or the environment.

Mitigation Measures: None are required.

[17] California Department of Toxic Substances Control. Envirostor Database. http://www.envirostor.dtsc.ca.gov/public/map/?myaddress=woodlake+ca. Accessed October 2019.

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

Less than Significant Impact. There are no private airstrips in the Project vicinity. The Woodlake Municipal Airport is located 1.9 miles south of the site. The proposed site is not located inside the Airport Land Use Plan's Safety Zones[18]. Furthermore, the proposed land use would not substantially contribute to the severity of an aircraft accident nor result in a substantial safety hazard for people residing or working in the Project area. Thus, any impacts are ***less than significant***.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

[18] Tulare County Comprehensive Airport Land Use Plan. December 2012. https://tularecounty.ca.gov/rma/index.cfm/rma-documents/planning-documents/tulare-county-comprehensive-airport-land-use-plan/. Accessed October 2019.

X. HYDROLOGY AND WATER QUALITY

Would the project:

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

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

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

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

RESPONSES

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

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

Construction

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

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

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

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

Operation

Annexation will apply to proposed Project Areas A, C and D, zone changes will apply to Areas A, B, C and E, and a general Plan Amendment (GPA) will apply to Areas A, B and C, as described previously. See Project Description. The proposed 90 single-family units in Area A would be expected to tie into the City of Woodlake's existing water system. Construction necessary for the residences to connect to City water would be in strict compliance with requirements set forth by the City's Water Control District.

Therefore, any impacts are ***less than significant.***

Mitigation Measures: None are required.

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

Less than Significant Impact. Project demands for groundwater resources in connection with the proposed Project would not substantially deplete groundwater supplies and/or otherwise interfere with groundwater recharge efforts being implemented by the City of Woodlake. The previously discussed annexations and land use changes/zone changes are not expected to have a significant impact on groundwater resources beyond those considered in the adopted City of Woodlake General Plan. For example, the land use change/zone change of "Agriculture" to "Low Density Residential" for Area A is not expected change the groundwater demand in an impactful way, as the existing orchards currently demand large quantities of water. Any impacts would be ***less than significant***.

Mitigation Measures: None are required.

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

i. result in substantial erosion or siltation on- or offsite;

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

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv. impede or redirect flood flows?

The proposed Project includes changes to the existing stormwater drainage pattern of the area through the installation of new buildings, parking areas, landscaping, internal roads and sidewalks. The 90 single-family residences will have stormwater runoff directed to an on-site stormwater catchment basin, designed to City standards, which will be located within a centralized park area in the development. The proposed Project will be required to comply with existing regulatory requirements to prepare a SWPPP which will limit on or offsite erosion or siltation. The Project would not otherwise degrade water quality. The project will have a ***less than significant impact.***

Mitigation Measures: None required.

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

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

Less than Significant Impact. A portion of the Project Area A is located inside the Flood Inundation Area, defined by the City of Woodlake Special Flood Hazard Area Map. Areas B-E are outside the Flood Inundation Area. These maps are provided by the Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan[19] (MJLHMP) a compiled by Tulare County, FEMA, USGS, USDA and US Census. Flooding mainly occurs after heavy rainfall when inadequate stormwater drainage is available. The Project will have stormwater runoff directed into a large catchment basin and will be incompliance with all regulations regarding construction and maintenance of this system, ensuring adequate drainage for the residential development.

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

Mitigation Measures: None are required.

[19] Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan. March, 2018. http://www.dinuba.org/images/2018/Tulare_County_MJLHMP-COMP-2018.pdf. Accessed October 2019.

XI. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The proposed Project site is in the northern portion of the City of Woodlake. The Project vicinity is heavily disturbed with rural residential, commercial and agricultural uses. The sites are currently being utilized for orchards, rural residential homes, and some mixed-use agriculture. See Figure 3 – Aerial Map. Annexation will apply to Areas A, C and D, zone changes will apply to Areas A, B, C and E, and a general Plan Amendment (GPA) will apply to Areas A, B and C, as described previously. See Project Description.

RESPONSES

a. Physically divide an established community?

No Impact. The construction and operation of the Project would cause land use changes. Specifically, Area A would change from "Agricultural" to "Low Density Residential", and Areas B and C would change from "Very Low Density Residential" to "Low Density Residential". The land use changes in the surrounding vicinity would not divide an established community, but would rather expand and connect the community already existing in the areas. ***No impacts*** would occur as a result of this Project.

Mitigation Measures: None are required.

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

No Impact. The proposed Project includes the construction of up to 90 single-family units and the associated improvements. This is an allowable use within the existing zone districts for Areas B and C, and is anticipated to be allowable in Area A once the City approves the annexation and General Plan Amendments. Pending approval, the applicant will follow all regulations dictated by the local and state municipalities in order to avoid and/or mitigate any environmental effects. Therefore, there is ***no impact.***

Mitigation Measures: None are required.

XII. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

There are no known mineral resources within the planning area and no known mining of mineral resources occurs in the City of Woodlake. The closest significant mineral resources consist of sand and gravel deposits along the St. Johns River southeast of Woodlake, near the Sierra Nevada foothills.[20]

RESPONSES

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

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

Mitigation Measures: None are required.

[20] City of Woodlake General Plan. Open Space, Parks, Recreation and Conservation Element. Page 7.

XIII. NOISE

Would the project:

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

ENVIRONMENTAL SETTING

The Project sites are located within the City of Woodlake in a rural residential and agricultural area, see Figure 2 – Site Aerial.

RESPONSES

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

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

Less than Significant Impact.

Short-term (Construction) Noise Impacts

Proposed Project construction related activities will involve temporary noise sources and are anticipated to begin in 2020 and last approximately two years. Typical construction related equipment include graders, trenchers, small tractors and excavators. During the proposed Project construction, noise from construction related activities will contribute to the noise environment in the immediate vicinity. Activities involved in construction will generate maximum noise levels, as indicated in Table 5, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise controls.

Table 5
Typical Construction Noise Levels

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

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

In addition, construction activities would not occur between the hours of 10:00 PM and 7:00 AM, in accordance with Woodlake Municipal Code Section 8.24.020, which limits work "between the hours of ten p.m of one day and seven a.m. of the following day…" Further restrictions on construction noise may be placed on the project as determined through the Conditional Use permit process.

Long-term (Operational) Noise Impacts

The site itself is located in an urban area adjacent to roadways that are heavily travelled. Noise from the proposed Project will be similar to existing conditions and will generally include noise from vehicles, air conditioner units and other similar equipment. Because of its location in proximity to a heavily used state

route, it is not expected that the proposed Project will result in a discernable increase in noise to surrounding land uses. As such, any impacts would be ***less than significant***.

Mitigation Measures: None are required.

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

No Impact. The Project is located outside an airport land use plan. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XIV. POPULATION AND HOUSING

Would the project:

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

ENVIRONMENTAL SETTING

The City of Woodlake's 2000 population was 6,651 up from the 1990 census figure of 5,678. The State Department of Finance, which provides population projections for cities and counties in California, estimated Woodlake's population to be 7,524 on January 1, 2008.[21]

The proposed Project is located in an area dominated by agricultural and rural residential uses. The nearest residences are within 0.25 miles in all directions for Area A. Areas B through E have residences within 0.25 miles to the northwest, to the west, and to the south and southeast.

RESPONSESs

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

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

[21] City of Woodlake General Plan Draft Environmental Impact Report. Page 21.

No Impact. There are up to 90 new homes associated with the proposed Project, which would result in approximately 347 additional residents, based on the estimated 3.86 persons per household[22] for the City of Woodlake. The Project site will be in accordance with the "Low Density Residential" General Plan designation, upon approval of the aforementioned annexations, zone changes and General Plan Amendments. The proposed Project will not affect any regional population, housing, or employment projections anticipated by City policy documents. There is ***no impact***.

Mitigation Measures: None are required.

[22] City of Woodlake General Plan Draft Environmental Impact Report. Page 16.

XV. PUBLIC SERVICES

Would the project:

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

ENVIRONMENTAL SETTING

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

RESPONSES

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

Fire protection?

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

Police Protection?

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

Schools?

No Impact. The direct increase in demand for schools is normally associated with new residential projects that bring new families with school-aged children to a region. The proposed Project, therefore, would result in an influx of new students in the Project area and is expected to result in an increased demand upon District resources. Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. The project applicant would be required to pay such fees to reduce any impacts of new residential development of school services. Payment of the developer fees will offset the addition of school-age children within the district. As such, there is ***no impact***.

Parks?

No Impact. The Conceptual Residential Site Plan includes a park in the layout of the development, to help mitigate the increase in demand for parks and recreation facilities due to the increase in population. Additional park impact fees may apply as directed by the City of Woodlake. The proposed Project would have ***no impacts*** on parks.

Other public facilities?

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

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

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

RESPONSES

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

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed Project includes the construction of residential uses and would directly or indirectly induce population growth. Therefore, the proposed Project would contribute to physical deterioration of existing recreational facilities from increased usage or result in the need for new or expanded recreational facilities. As stated in Section XV, the Conceptual Residential Site Plan includes a park in the layout of the development, to help mitigate the increase in demand for parks and recreation

facilities due to the increase in population. Additional park impact fees may apply as directed by the City of Woodlake. Thus, there would be ***no impact.***

Mitigation Measures: None are required.

XVII. TRANSPORTATION/ TRAFFIC

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project site, Area A is bounded to the north by rural residences, to the east by State Route (SR) 245/ Olivera Drive, to the west by rural residences, and to the south by West Cajon Avenue. The proposed Project site, Areas B, C, D, and E, are bounded to the north by agricultural land uses, to the east by agriculture and commercial business, to the west by SR 245/ North Valencia Avenue, and to the south by East Wutchumna Avenue. Woodlake is bisected by SR 216 and SR 245 and the City is situated five miles north of SR 198. The site includes construction of up to 90 single-family units with the associated improvements.

RESPONSES

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

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

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

d. Result in inadequate emergency access?

Potentially Significant Impact. The Project Applicant intends to develop up to 90 single-family units and construct the necessary improvements associated with a residential neighborhood. Area A, as well as Areas B and E, are in proximity to SR 245. The Woodlake General Plan Circulation Element considers SR 245 to be a main arterial in the City of Woodlake. It connects the City to SR 198 and SR 180, south and north respectively. This route is a 2-lane, undivided roadway and is also classified as a truck route. According to the Woodlake General Plan, in 2004 SR 245 carried 3,250 vehicles per day with a Level of Service (LOS) rating of B. Additionally, Wutchumna Avenue and Cajon Avenue, which are both in proximity to some portion of the proposed Project, are considered East/ West Collectors and provide traffic movement around and through the City. According to the ITE Trip Generation Report, 8th edition, the proposed Project will generate approximately 866 calculated daily trips. The proposed Project is not anticipated to significantly impact any of the existing road segments due to the relatively low number of trips associated with 90 residential units. The Project will not conflict with any congestion management programs, as none are applicable to the Project. No roadway design features associated with this Project would result in an increase in hazards due to a design feature or be an incompatible use. Potential impacts will be less ***than significant***.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

RESPONSES

a). Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

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

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

The Native American Heritage Commission (NAHC) has performed a Sacred Lands File search for sites located on or near the Project site on October 2, 2019, with negative results (see Appendix C). The NAHC also provided a consultation list of tribal governments with traditional lands or cultural places located within the project area. An opportunity has been provided to Native American tribes listed by the Native American Heritage Commission during the CEQA process as required by AB 52. No responses were received by the City in response to the consultation request within the mandatory response timeframes; therefore, this Initial Study has been completed consistent and compliant with AB 52. Any impacts to TCR would be considered ***less than significant***.

Mitigation Measures: No additional measures are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

ENVIRONMENTAL SETTING

The Visalia Landfill plant is approximately 16 miles southwest of the proposed Project site, while the Woodlake Wastewater Treatment Plant is located approximately 1.7 miles south of the Project sites.

RESPONSES

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

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

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

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

Less than Significant Impact. The proposed Project includes the construction and operation of up to 90 single-family units and the associated improvements. The proposed Project would be served by City water and sewer services and by Waste Management for solid waste disposal. The City's water and sewer systems and solid waste disposal programs have capacity for, or are planned to maintain capacity for, community growth in accordance with the adopted General Plan. Any impacts would be ***less than significant***.

Mitigation Measures: None are required.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

Human activities such as smoking, debris burning, and equipment operation are the major causes of wildland fires. Within Tulare County, over 1,029,130 acres (33% of the total area) are classified as "Very High" fire threat and approximately 454,680 acres (15% of the total area) are classified as "High" fire threat. The portion of the county that transitions from the valley floor into the foothills and mountains is characterized by high to very high threat of wildland fires.[23] While the City of Woodlake is nestled at the base of the foothills, the majority of the City is developed into urban uses or in active agriculture, severely

[23] Tulare County General Plan Background Report. February 2010. Page 8-21.

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

RESPONSES

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

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

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

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

Mitigation Measures: None are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

RESPONSES

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

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

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

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

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

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

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

LIST OF PREPARERS

Crawford & Bowen Planning, Inc.

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

Persons and Agencies Consulted

City of Woodlake

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

California Historic Resources Information System

- Celeste Thomson, Coordinator

Native American Heritage Commission

Andrew Green, Staff Services Analyst

Appendix A

CALEEMOD RESULTS

Woodlake Reorganization Project

San Joaquin Valley Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	91.00	Dwelling Unit	29.55	163,800.00	289

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2021
Utility Company					
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Table Name	Column Name	Default Value	New Value
tblWoodstoves	NumberCatalytic	29.55	0.00
tblWoodstoves	NumberNoncatalytic	29.55	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1318	1.3759	0.8031	1.4400e-003	0.2868	0.0675	0.3544	0.1301	0.0624	0.1925	0.0000	129.1368	129.1368	0.0377	0.0000	130.0799
2020	0.3358	3.1465	2.5882	4.7300e-003	0.1936	0.1637	0.3573	0.0687	0.1533	0.2220	0.0000	412.7370	412.7370	0.0959	0.0000	415.1341
2021	0.9873	2.1856	2.1247	3.8200e-003	0.0371	0.1134	0.1504	0.0100	0.1064	0.1164	0.0000	333.3558	333.3558	0.0727	0.0000	335.1734
2022	0.7927	0.0128	0.0178	3.0000e-005	5.0000e-004	7.4000e-004	1.2400e-003	1.3000e-004	7.4000e-004	8.7000e-004	0.0000	2.7189	2.7189	1.6000e-004	0.0000	2.7229
Maximum	**0.9873**	**3.1465**	**2.5882**	**4.7300e-003**	**0.2868**	**0.1637**	**0.3573**	**0.1301**	**0.1533**	**0.2220**	**0.0000**	**412.7370**	**412.7370**	**0.0959**	**0.0000**	**415.1341**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1318	1.3759	0.8031	1.4400e-003	0.2868	0.0675	0.3544	0.1301	0.0624	0.1925	0.0000	129.1366	129.1366	0.0377	0.0000	130.0798
2020	0.3358	3.1465	2.5882	4.7300e-003	0.1936	0.1637	0.3573	0.0687	0.1533	0.2220	0.0000	412.7366	412.7366	0.0959	0.0000	415.1337
2021	0.9873	2.1856	2.1247	3.8200e-003	0.0371	0.1134	0.1504	0.0100	0.1064	0.1164	0.0000	333.3555	333.3555	0.0727	0.0000	335.1731
2022	0.7927	0.0128	0.0178	3.0000e-005	5.0000e-004	7.4000e-004	1.2400e-003	1.3000e-004	7.4000e-004	8.7000e-004	0.0000	2.7189	2.7189	1.6000e-004	0.0000	2.7229
Maximum	**0.9873**	**3.1465**	**2.5882**	**4.7300e-003**	**0.2868**	**0.1637**	**0.3573**	**0.1301**	**0.1533**	**0.2220**	**0.0000**	**412.7366**	**412.7366**	**0.0959**	**0.0000**	**415.1337**

	ROG	NOx	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	**10-3-2019**	**1-2-2020**	1.5556	1.5556
2	**1-3-2020**	**4-2-2020**	1.2098	1.2098
3	**4-3-2020**	**7-2-2020**	0.7407	0.7407
4	**7-3-2020**	**10-2-2020**	0.7488	0.7488
5	**10-3-2020**	**1-2-2021**	0.7481	0.7481
6	**1-3-2021**	**4-2-2021**	0.6652	0.6652
7	**4-3-2021**	**7-2-2021**	0.6720	0.6720
8	**7-3-2021**	**10-2-2021**	0.6794	0.6794

9	**10-3-2021**	**1-2-2022**	1.1832	1.1832
10	**1-3-2022**	**4-2-2022**	0.7672	0.7672
		Highest	1.5556	1.5556

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	0.8180	0.0419	0.6916	2.5000e-004		6.4800e-003	6.4800e-003		6.4800e-003	6.4800e-003	0.0000	40.5256	40.5256	1.8300e-003	7.2000e-004	40.7866
Energy	0.0128	0.1096	0.0467	7.0000e-004		8.8600e-003	8.8600e-003		8.8600e-003	8.8600e-003	0.0000	126.9641	126.9641	2.4300e-003	2.3300e-003	127.7186
Mobile	0.3241	3.4989	3.3671	0.0159	0.9501	0.0146	0.9647	0.2556	0.0138	0.2693	0.0000	1,472.3020	1,472.3020	0.0976	0.0000	1,474.7419
Waste						0.0000	0.0000		0.0000	0.0000	22.0732	0.0000	22.0732	1.3045	0.0000	54.6855
Water						0.0000	0.0000		0.0000	0.0000	1.8810	0.0000	1.8810	0.1932	4.5600e-003	8.0704
Total	**1.1549**	**3.6504**	**4.1054**	**0.0168**	**0.9501**	**0.0299**	**0.9800**	**0.2556**	**0.0291**	**0.2847**	**23.9542**	**1,639.7917**	**1,663.7459**	**1.5995**	**7.6100e-003**	**1,706.0029**

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	0.8180	0.0419	0.6916	2.5000e-004		6.4800e-003	6.4800e-003		6.4800e-003	6.4800e-003	0.0000	40.5256	40.5256	1.8300e-003	7.2000e-004	40.7866
Energy	0.0128	0.1096	0.0467	7.0000e-004		8.8600e-003	8.8600e-003		8.8600e-003	8.8600e-003	0.0000	126.9641	126.9641	2.4300e-003	2.3300e-003	127.7186
Mobile	0.3241	3.4989	3.3671	0.0159	0.9501	0.0146	0.9647	0.2556	0.0138	0.2693	0.0000	1,472.3020	1,472.3020	0.0976	0.0000	1,474.7419
Waste						0.0000	0.0000		0.0000	0.0000	22.0732	0.0000	22.0732	1.3045	0.0000	54.6855
Water						0.0000	0.0000		0.0000	0.0000	1.8810	0.0000	1.8810	0.1932	4.5600e-003	8.0704
Total	**1.1549**	**3.6504**	**4.1054**	**0.0168**	**0.9501**	**0.0299**	**0.9800**	**0.2556**	**0.0291**	**0.2847**	**23.9542**	**1,639.7917**	**1,663.7459**	**1.5995**	**7.6100e-003**	**1,706.0029**

	ROG	NOx	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**

3.0 Construction Detail

Construction Phase

Woodlake Reorganization Project - San Joaquin Valley Unified APCD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/3/2019	11/13/2019	5	30	
2	Site Preparation	Site Preparation	11/14/2019	12/11/2019	5	20	
3	Grading	Grading	12/12/2019	2/12/2020	5	45	
4	Building Construction	Building Construction	2/13/2020	10/20/2021	5	440	
5	Paving	Paving	10/21/2021	12/8/2021	5	35	
6	Architectural Coating	Architectural Coating	12/9/2021	1/26/2022	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 331,695; Residential Outdoor: 110,565; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Woodlake Reorganization Project - San Joaquin Valley Unified APCD Air District, Annual

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	33.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0527	0.5367	0.3309	5.8000e-004		0.0269	0.0269		0.0250	0.0250	0.0000	51.9395	51.9395	0.0145	0.0000	52.3007
Total	**0.0527**	**0.5367**	**0.3309**	**5.8000e-004**		**0.0269**	**0.0269**		**0.0250**	**0.0250**	**0.0000**	**51.9395**	**51.9395**	**0.0145**	**0.0000**	**52.3007**

3.2 Demolition - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0500e-003	7.3000e-004	7.3800e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.6669	1.6669	5.0000e-005	0.0000	1.6683
Total	**1.0500e-003**	**7.3000e-004**	**7.3800e-003**	**2.0000e-005**	**1.8000e-003**	**1.0000e-005**	**1.8100e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.6669**	**1.6669**	**5.0000e-005**	**0.0000**	**1.6683**

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	0.0527	0.5367	0.3309	5.8000e-004		0.0269	0.0269		0.0250	0.0250	0.0000	51.9394	51.9394	0.0145	0.0000	52.3007
Total	**0.0527**	**0.5367**	**0.3309**	**5.8000e-004**		**0.0269**	**0.0269**		**0.0250**	**0.0250**	**0.0000**	**51.9394**	**51.9394**	**0.0145**	**0.0000**	**52.3007**

3.2 Demolition - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0500e-003	7.3000e-004	7.3800e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.6669	1.6669	5.0000e-005	0.0000	1.6683
Total	**1.0500e-003**	**7.3000e-004**	**7.3800e-003**	**2.0000e-005**	**1.8000e-003**	**1.0000e-005**	**1.8100e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.6669**	**1.6669**	**5.0000e-005**	**0.0000**	**1.6683**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0434	0.4557	0.2206	3.8000e-004		0.0239	0.0239		0.0220	0.0220	0.0000	34.1687	34.1687	0.0108	0.0000	34.4390
Total	**0.0434**	**0.4557**	**0.2206**	**3.8000e-004**	**0.1807**	**0.0239**	**0.2046**	**0.0993**	**0.0220**	**0.1213**	**0.0000**	**34.1687**	**34.1687**	**0.0108**	**0.0000**	**34.4390**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.4000e-004	5.9000e-004	5.9100e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.3336	1.3336	4.0000e-005	0.0000	1.3346
Total	**8.4000e-004**	**5.9000e-004**	**5.9100e-003**	**1.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.3336**	**1.3336**	**4.0000e-005**	**0.0000**	**1.3346**

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					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0434	0.4557	0.2206	3.8000e-004		0.0239	0.0239		0.0220	0.0220	0.0000	34.1687	34.1687	0.0108	0.0000	34.4389
Total	**0.0434**	**0.4557**	**0.2206**	**3.8000e-004**	**0.1807**	**0.0239**	**0.2046**	**0.0993**	**0.0220**	**0.1213**	**0.0000**	**34.1687**	**34.1687**	**0.0108**	**0.0000**	**34.4389**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.4000e-004	5.9000e-004	5.9100e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.3336	1.3336	4.0000e-005	0.0000	1.3346
Total	**8.4000e-004**	**5.9000e-004**	**5.9100e-003**	**1.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.3336**	**1.3336**	**4.0000e-005**	**0.0000**	**1.3346**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1018	0.0000	0.1018	0.0296	0.0000	0.0296	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0332	0.3816	0.2336	4.3000e-004		0.0167	0.0167		0.0153	0.0153	0.0000	38.9909	38.9909	0.0123	0.0000	39.2993
Total	**0.0332**	**0.3816**	**0.2336**	**4.3000e-004**	**0.1018**	**0.0167**	**0.1185**	**0.0296**	**0.0153**	**0.0450**	**0.0000**	**38.9909**	**38.9909**	**0.0123**	**0.0000**	**39.2993**

3.4 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	4.6000e-004	4.5900e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.0372	1.0372	3.0000e-005	0.0000	1.0380
Total	**6.5000e-004**	**4.6000e-004**	**4.5900e-003**	**1.0000e-005**	**1.1200e-003**	**1.0000e-005**	**1.1300e-003**	**3.0000e-004**	**1.0000e-005**	**3.1000e-004**	**0.0000**	**1.0372**	**1.0372**	**3.0000e-005**	**0.0000**	**1.0380**

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					0.1018	0.0000	0.1018	0.0296	0.0000	0.0296	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0332	0.3816	0.2336	4.3000e-004		0.0167	0.0167		0.0153	0.0153	0.0000	38.9909	38.9909	0.0123	0.0000	39.2993
Total	**0.0332**	**0.3816**	**0.2336**	**4.3000e-004**	**0.1018**	**0.0167**	**0.1185**	**0.0296**	**0.0153**	**0.0450**	**0.0000**	**38.9909**	**38.9909**	**0.0123**	**0.0000**	**39.2993**

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	4.6000e-004	4.5900e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.0372	1.0372	3.0000e-005	0.0000	1.0380
Total	**6.5000e-004**	**4.6000e-004**	**4.5900e-003**	**1.0000e-005**	**1.1200e-003**	**1.0000e-005**	**1.1300e-003**	**3.0000e-004**	**1.0000e-005**	**3.1000e-004**	**0.0000**	**1.0372**	**1.0372**	**3.0000e-005**	**0.0000**	**1.0380**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1530	0.0000	0.1530	0.0578	0.0000	0.0578	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0690	0.7781	0.4954	9.6000e-004		0.0337	0.0337		0.0310	0.0310	0.0000	84.4507	84.4507	0.0273	0.0000	85.1335
Total	**0.0690**	**0.7781**	**0.4954**	**9.6000e-004**	**0.1530**	**0.0337**	**0.1867**	**0.0578**	**0.0310**	**0.0888**	**0.0000**	**84.4507**	**84.4507**	**0.0273**	**0.0000**	**85.1335**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	1.3100e-003	8.9000e-004	9.0400e-003	2.0000e-005	2.4800e-003	2.0000e-005	2.5000e-003	6.6000e-004	2.0000e-005	6.7000e-004	0.0000	2.2256	2.2256	6.0000e-005	0.0000	2.2272
Total	**1.3100e-003**	**8.9000e-004**	**9.0400e-003**	**2.0000e-005**	**2.4800e-003**	**2.0000e-005**	**2.5000e-003**	**6.6000e-004**	**2.0000e-005**	**6.7000e-004**	**0.0000**	**2.2256**	**2.2256**	**6.0000e-005**	**0.0000**	**2.2272**

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					0.1530	0.0000	0.1530	0.0578	0.0000	0.0578	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0690	0.7781	0.4954	9.6000e-004		0.0337	0.0337		0.0310	0.0310	0.0000	84.4506	84.4506	0.0273	0.0000	85.1334
Total	**0.0690**	**0.7781**	**0.4954**	**9.6000e-004**	**0.1530**	**0.0337**	**0.1867**	**0.0578**	**0.0310**	**0.0888**	**0.0000**	**84.4506**	**84.4506**	**0.0273**	**0.0000**	**85.1334**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	1.3100e-003	8.9000e-004	9.0400e-003	2.0000e-005	2.4800e-003	2.0000e-005	2.5000e-003	6.6000e-004	2.0000e-005	6.7000e-004	0.0000	2.2256	2.2256	6.0000e-005	0.0000	2.2272
Total	**1.3100e-003**	**8.9000e-004**	**9.0400e-003**	**2.0000e-005**	**2.4800e-003**	**2.0000e-005**	**2.5000e-003**	**6.6000e-004**	**2.0000e-005**	**6.7000e-004**	**0.0000**	**2.2256**	**2.2256**	**6.0000e-005**	**0.0000**	**2.2272**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2448	2.2160	1.9460	3.1100e-003		0.1290	0.1290		0.1213	0.1213	0.0000	267.5095	267.5095	0.0653	0.0000	269.1411
Total	**0.2448**	**2.2160**	**1.9460**	**3.1100e-003**		**0.1290**	**0.1290**		**0.1213**	**0.1213**	**0.0000**	**267.5095**	**267.5095**	**0.0653**	**0.0000**	**269.1411**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.5800e-003	0.1406	0.0267	3.3000e-004	7.6600e-003	7.7000e-004	8.4300e-003	2.2100e-003	7.4000e-004	2.9500e-003	0.0000	31.1873	31.1873	2.4600e-003	0.0000	31.2488
Worker	0.0161	0.0109	0.1111	3.0000e-004	0.0305	2.2000e-004	0.0307	8.1000e-003	2.0000e-004	8.3000e-003	0.0000	27.3639	27.3639	7.8000e-004	0.0000	27.3835
Total	**0.0207**	**0.1515**	**0.1378**	**6.3000e-004**	**0.0381**	**9.9000e-004**	**0.0391**	**0.0103**	**9.4000e-004**	**0.0113**	**0.0000**	**58.5512**	**58.5512**	**3.2400e-003**	**0.0000**	**58.6324**

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	0.2448	2.2160	1.9460	3.1100e-003		0.1290	0.1290		0.1213	0.1213	0.0000	267.5092	267.5092	0.0653	0.0000	269.1408
Total	**0.2448**	**2.2160**	**1.9460**	**3.1100e-003**		**0.1290**	**0.1290**		**0.1213**	**0.1213**	**0.0000**	**267.5092**	**267.5092**	**0.0653**	**0.0000**	**269.1408**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.5800e-003	0.1406	0.0267	3.3000e-004	7.6600e-003	7.7000e-004	8.4300e-003	2.2100e-003	7.4000e-004	2.9500e-003	0.0000	31.1873	31.1873	2.4600e-003	0.0000	31.2488
Worker	0.0161	0.0109	0.1111	3.0000e-004	0.0305	2.2000e-004	0.0307	8.1000e-003	2.0000e-004	8.3000e-003	0.0000	27.3639	27.3639	7.8000e-004	0.0000	27.3835
Total	**0.0207**	**0.1515**	**0.1378**	**6.3000e-004**	**0.0381**	**9.9000e-004**	**0.0391**	**0.0103**	**9.4000e-004**	**0.0113**	**0.0000**	**58.5512**	**58.5512**	**3.2400e-003**	**0.0000**	**58.6324**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1987	1.8217	1.7321	2.8100e-003		0.1002	0.1002		0.0942	0.0942	0.0000	242.0610	242.0610	0.0584	0.0000	243.5209
Total	**0.1987**	**1.8217**	**1.7321**	**2.8100e-003**		**0.1002**	**0.1002**		**0.0942**	**0.0942**	**0.0000**	**242.0610**	**242.0610**	**0.0584**	**0.0000**	**243.5209**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.3700e-003	0.1152	0.0210	2.9000e-004	6.9300e-003	3.2000e-004	7.2500e-003	2.0000e-003	3.1000e-004	2.3100e-003	0.0000	27.9549	27.9549	2.1300e-003	0.0000	28.0083
Worker	0.0134	8.8000e-003	0.0912	2.6000e-004	0.0276	1.9000e-004	0.0278	7.3300e-003	1.7000e-004	7.5000e-003	0.0000	23.8972	23.8972	6.3000e-004	0.0000	23.9130
Total	**0.0168**	**0.1240**	**0.1122**	**5.5000e-004**	**0.0345**	**5.1000e-004**	**0.0350**	**9.3300e-003**	**4.8000e-004**	**9.8100e-003**	**0.0000**	**51.8521**	**51.8521**	**2.7600e-003**	**0.0000**	**51.9213**

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	0.1987	1.8217	1.7321	2.8100e-003		0.1002	0.1002		0.0942	0.0942	0.0000	242.0607	242.0607	0.0584	0.0000	243.5206
Total	**0.1987**	**1.8217**	**1.7321**	**2.8100e-003**		**0.1002**	**0.1002**		**0.0942**	**0.0942**	**0.0000**	**242.0607**	**242.0607**	**0.0584**	**0.0000**	**243.5206**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.3700e-003	0.1152	0.0210	2.9000e-004	6.9300e-003	3.2000e-004	7.2500e-003	2.0000e-003	3.1000e-004	2.3100e-003	0.0000	27.9549	27.9549	2.1300e-003	0.0000	28.0083
Worker	0.0134	8.8000e-003	0.0912	2.6000e-004	0.0276	1.9000e-004	0.0278	7.3300e-003	1.7000e-004	7.5000e-003	0.0000	23.8972	23.8972	6.3000e-004	0.0000	23.9130
Total	**0.0168**	**0.1240**	**0.1122**	**5.5000e-004**	**0.0345**	**5.1000e-004**	**0.0350**	**9.3300e-003**	**4.8000e-004**	**9.8100e-003**	**0.0000**	**51.8521**	**51.8521**	**2.7600e-003**	**0.0000**	**51.9213**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0220	0.2261	0.2564	4.0000e-004		0.0119	0.0119		0.0109	0.0109	0.0000	35.0411	35.0411	0.0113	0.0000	35.3244
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0220**	**0.2261**	**0.2564**	**4.0000e-004**		**0.0119**	**0.0119**		**0.0109**	**0.0109**	**0.0000**	**35.0411**	**35.0411**	**0.0113**	**0.0000**	**35.3244**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0200e-003	6.7000e-004	6.9400e-003	2.0000e-005	2.1000e-003	1.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.8191	1.8191	5.0000e-005	0.0000	1.8203
Total	**1.0200e-003**	**6.7000e-004**	**6.9400e-003**	**2.0000e-005**	**2.1000e-003**	**1.0000e-005**	**2.1100e-003**	**5.6000e-004**	**1.0000e-005**	**5.7000e-004**	**0.0000**	**1.8191**	**1.8191**	**5.0000e-005**	**0.0000**	**1.8203**

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	0.0220	0.2261	0.2564	4.0000e-004		0.0119	0.0119		0.0109	0.0109	0.0000	35.0411	35.0411	0.0113	0.0000	35.3244
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0220**	**0.2261**	**0.2564**	**4.0000e-004**		**0.0119**	**0.0119**		**0.0109**	**0.0109**	**0.0000**	**35.0411**	**35.0411**	**0.0113**	**0.0000**	**35.3244**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0200e-003	6.7000e-004	6.9400e-003	2.0000e-005	2.1000e-003	1.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.8191	1.8191	5.0000e-005	0.0000	1.8203
Total	**1.0200e-003**	**6.7000e-004**	**6.9400e-003**	**2.0000e-005**	**2.1000e-003**	**1.0000e-005**	**2.1100e-003**	**5.6000e-004**	**1.0000e-005**	**5.7000e-004**	**0.0000**	**1.8191**	**1.8191**	**5.0000e-005**	**0.0000**	**1.8203**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7467					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8600e-003	0.0130	0.0155	3.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004	0.0000	2.1703	2.1703	1.5000e-004	0.0000	2.1740
Total	**0.7486**	**0.0130**	**0.0155**	**3.0000e-005**		**8.0000e-004**	**8.0000e-004**		**8.0000e-004**	**8.0000e-004**	**0.0000**	**2.1703**	**2.1703**	**1.5000e-004**	**0.0000**	**2.1740**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.5000e-004	1.5700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4123	0.4123	1.0000e-005	0.0000	0.4126
Total	**2.3000e-004**	**1.5000e-004**	**1.5700e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4123**	**0.4123**	**1.0000e-005**	**0.0000**	**0.4126**

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	0.7467					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8600e-003	0.0130	0.0155	3.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004	0.0000	2.1703	2.1703	1.5000e-004	0.0000	2.1740
Total	**0.7486**	**0.0130**	**0.0155**	**3.0000e-005**		**8.0000e-004**	**8.0000e-004**		**8.0000e-004**	**8.0000e-004**	**0.0000**	**2.1703**	**2.1703**	**1.5000e-004**	**0.0000**	**2.1740**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.5000e-004	1.5700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4123	0.4123	1.0000e-005	0.0000	0.4126
Total	**2.3000e-004**	**1.5000e-004**	**1.5700e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4123**	**0.4123**	**1.0000e-005**	**0.0000**	**0.4126**

3.7 Architectural Coating - 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					
Archit. Coating	0.7907					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8400e-003	0.0127	0.0163	3.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004	0.0000	2.2979	2.2979	1.5000e-004	0.0000	2.3017
Total	**0.7925**	**0.0127**	**0.0163**	**3.0000e-005**		**7.4000e-004**	**7.4000e-004**		**7.4000e-004**	**7.4000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.5000e-004**	**0.0000**	**2.3017**

3.7 Architectural Coating - 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	2.3000e-004	1.4000e-004	1.5200e-003	0.0000	5.0000e-004	0.0000	5.1000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4210	0.4210	1.0000e-005	0.0000	0.4212
Total	**2.3000e-004**	**1.4000e-004**	**1.5200e-003**	**0.0000**	**5.0000e-004**	**0.0000**	**5.1000e-004**	**1.3000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4210**	**0.4210**	**1.0000e-005**	**0.0000**	**0.4212**

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	0.7907					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8400e-003	0.0127	0.0163	3.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004	0.0000	2.2979	2.2979	1.5000e-004	0.0000	2.3017
Total	**0.7925**	**0.0127**	**0.0163**	**3.0000e-005**		**7.4000e-004**	**7.4000e-004**		**7.4000e-004**	**7.4000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.5000e-004**	**0.0000**	**2.3017**

3.7 Architectural Coating - 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	2.3000e-004	1.4000e-004	1.5200e-003	0.0000	5.0000e-004	0.0000	5.1000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4210	0.4210	1.0000e-005	0.0000	0.4212
Total	**2.3000e-004**	**1.4000e-004**	**1.5200e-003**	**0.0000**	**5.0000e-004**	**0.0000**	**5.1000e-004**	**1.3000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4210**	**0.4210**	**1.0000e-005**	**0.0000**	**0.4212**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3241	3.4989	3.3671	0.0159	0.9501	0.0146	0.9647	0.2556	0.0138	0.2693	0.0000	1,472.3020	1,472.3020	0.0976	0.0000	1,474.7419
Unmitigated	0.3241	3.4989	3.3671	0.0159	0.9501	0.0146	0.9647	0.2556	0.0138	0.2693	0.0000	1,472.3020	1,472.3020	0.0976	0.0000	1,474.7419

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	866.32	901.81	784.42	2,491,224	2,491,224
Total	866.32	901.81	784.42	2,491,224	2,491,224

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
Single Family Housing	10.80	7.30	7.50	45.60	19.00	35.40	86	11	3

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0128	0.1096	0.0467	7.0000e-004		8.8600e-003	8.8600e-003		8.8600e-003	8.8600e-003	0.0000	126.9641	126.9641	2.4300e-003	2.3300e-003	127.7186
NaturalGas Unmitigated	0.0128	0.1096	0.0467	7.0000e-004		8.8600e-003	8.8600e-003		8.8600e-003	8.8600e-003	0.0000	126.9641	126.9641	2.4300e-003	2.3300e-003	127.7186

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					
Single Family Housing	2.37922e+006	0.0128	0.1096	0.0467	7.0000e-004		8.8600e-003	8.8600e-003		8.8600e-003	8.8600e-003	0.0000	126.9641	126.9641	2.4300e-003	2.3300e-003	127.7186
Total		**0.0128**	**0.1096**	**0.0467**	**7.0000e-004**		**8.8600e-003**	**8.8600e-003**		**8.8600e-003**	**8.8600e-003**	**0.0000**	**126.9641**	**126.9641**	**2.4300e-003**	**2.3300e-003**	**127.7186**

5.2 Energy by Land Use - NaturalGas

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					
Single Family Housing	2.37922e+006	0.0128	0.1096	0.0467	7.0000e-004		8.8600e-003	8.8600e-003		8.8600e-003	8.8600e-003	0.0000	126.9641	126.9641	2.4300e-003	2.3300e-003	127.7186
Total		**0.0128**	**0.1096**	**0.0467**	**7.0000e-004**		**8.8600e-003**	**8.8600e-003**		**8.8600e-003**	**8.8600e-003**	**0.0000**	**126.9641**	**126.9641**	**2.4300e-003**	**2.3300e-003**	**127.7186**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	797227	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	797227	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8180	0.0419	0.6916	2.5000e-004		6.4800e-003	6.4800e-003		6.4800e-003	6.4800e-003	0.0000	40.5256	40.5256	1.8300e-003	7.2000e-004	40.7866
Unmitigated	0.8180	0.0419	0.6916	2.5000e-004		6.4800e-003	6.4800e-003		6.4800e-003	6.4800e-003	0.0000	40.5256	40.5256	1.8300e-003	7.2000e-004	40.7866

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	0.1537					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6397					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.9800e-003	0.0340	0.0145	2.2000e-004		2.7500e-003	2.7500e-003		2.7500e-003	2.7500e-003	0.0000	39.4219	39.4219	7.6000e-004	7.2000e-004	39.6561
Landscaping	0.0205	7.8200e-003	0.6772	4.0000e-005		3.7300e-003	3.7300e-003		3.7300e-003	3.7300e-003	0.0000	1.1037	1.1037	1.0700e-003	0.0000	1.1305
Total	**0.8180**	**0.0419**	**0.6916**	**2.6000e-004**		**6.4800e-003**	**6.4800e-003**		**6.4800e-003**	**6.4800e-003**	**0.0000**	**40.5256**	**40.5256**	**1.8300e-003**	**7.2000e-004**	**40.7866**

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	0.1537					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6397					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.9800e-003	0.0340	0.0145	2.2000e-004		2.7500e-003	2.7500e-003		2.7500e-003	2.7500e-003	0.0000	39.4219	39.4219	7.6000e-004	7.2000e-004	39.6561
Landscaping	0.0205	7.8200e-003	0.6772	4.0000e-005		3.7300e-003	3.7300e-003		3.7300e-003	3.7300e-003	0.0000	1.1037	1.1037	1.0700e-003	0.0000	1.1305
Total	**0.8180**	**0.0419**	**0.6916**	**2.6000e-004**		**6.4800e-003**	**6.4800e-003**		**6.4800e-003**	**6.4800e-003**	**0.0000**	**40.5256**	**40.5256**	**1.8300e-003**	**7.2000e-004**	**40.7866**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.8810	0.1932	4.5600e-003	8.0704
Unmitigated	1.8810	0.1932	4.5600e-003	8.0704

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	5.92902 / 3.73786	1.8810	0.1932	4.5600e-003	8.0704
Total		**1.8810**	**0.1932**	**4.5600e-003**	**8.0704**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	5.92902 / 3.73786	1.8810	0.1932	4.5600e-003	8.0704
Total		**1.8810**	**0.1932**	**4.5600e-003**	**8.0704**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	22.0732	1.3045	0.0000	54.6855
Unmitigated	22.0732	1.3045	0.0000	54.6855

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	108.74	22.0732	1.3045	0.0000	54.6855
Total		**22.0732**	**1.3045**	**0.0000**	**54.6855**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	108.74	22.0732	1.3045	0.0000	54.6855
Total		**22.0732**	**1.3045**	**0.0000**	**54.6855**

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 B

CHRIS RESULTS

California Historical Resources Information System

Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

To: Emily Bowen
Crawford Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291

Record Search 19-387

Date: October 4, 2019

Re: City of Woodlake Reorganization Project

County: Tulare

Map(s): Woodlake 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, Historic Property Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there have been three previous cultural resource studies conducted within small portions of the project area, TU-00548, 01013, and 01498. There have been eight additional studies conducted within the one-half mile radius, TU-00008, 00014, 00015, 00016, 00231, 00566, 00575, and 01394.

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

There are no recorded cultural resources within the project area, and it is not known if any exist in most of this area. There is one recorded resource within the one-half mile radius, P-54-004034, the Visalia Electric Railroad.

There are no recorded cultural resources within the project area that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project consists of annexation, amending the land use designations, and/or changing the zone in five distinct areas in and around the City of Woodlake. Further, we understand the city is proposing a residential development in Area A (APN 057-060-028 and -029), but no other ground disturbance activities are planned in Areas B, C, D, and E. We also understand the site of the residential development is currently vacant. Because very little of the land in question has been studied for cultural resources, it is unknown if any cultural resources are present in these areas. Therefore, prior to any ground disturbance activities, we recommend a qualified, professional consultant conduct a cultural resources study of the proposed residential development to determine if any cultural resources are present. No further cultural resource investigation is recommended in the areas with no planned ground disturbance activities. A list of qualified consultants can be found at www.chrisinfo.org.

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file in order to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:

Celeste M. Thomson, Coordinator **Date:** October 4, 2019

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Appendix C

NAHC RESULTS

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov

October 2, 2019

Emily Bowen
Crawford & Bowen Planning, Inc.

VIA Email to: emily@candbplanning.com

RE: City of Woodlake Reorganization Project, Tulare County

Dear Ms. Bowen:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Staff Services Analyst

Attachment

Native American Heritage Commission
Native American Contacts List
October 2, 2019

Kern Valley Indian Community
Julie Turner, Secretary
P.O. Box 1010
Lake Isabella ,CA 93240
(661) 340-0032 Cell

Kawaiisu
Tubatulabal

Kern Valley Indian Community
Robert Robinson, Chairperson
P.O. Box 1010
Lake Isabella ,CA 93240
bbutterbredt@gmail.com
(760) 378-2915 Cell

Tubatulabal
Kawaiisu

Kern Valley Indian Community
Brandy Kendricks
30741 Foxridge Court
Tehachapi ,CA 93561
krazykendricks@hotmail.com
(661) 821-1733
(661) 972-0445

Kawaiisu
Tubatulabal

Santa Rosa Rancheria Tachi Yokut Tribe
Rueben Barrios Sr., Chairperson
P.O. Box 8
Lemoore ,CA 93245
(559) 924-1278
(559) 924-3583 Fax

Tache
Tachi
Yokut

Tubatulabals of Kern Valley
Robert L. Gomez, Jr., Tribal Chairperson
P.O. Box 226
Lake Isabella ,CA 93240
(760) 379-4590
(760) 379-4592 Fax

Tubatulabal

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589
Porterville ,CA 93258
neil.peyron@tulerivertribe-nsn.gov
(559) 781-4271
(559) 781-4610 Fax

Yokuts

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas ,CA 93906
kwood8934@aol.com
(831) 443-9702

Foothill Yokuts
Mono
Wuksache

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans Tribes for the proposed:
City of Woodlake Reorganization Project, Tulare County.