

Initial Study

Woodlake Commercial 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

April 2021

TABLE OF CONTENTS

PROJECT INFORMATION	4
Project title.....	4
Lead agency name and address	4
Contact person and phone number	4
Project location	4
Project sponsor's name/address.....	7
General plan designation.....	7
Zoning	7
Project Description.....	7
Surrounding Land Uses/Existing Conditions	8
Other Public Agencies Involved	10
Tribal Consultation	10
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED	11
DETERMINATION.....	11
ENVIRONMENTAL CHECKLIST	13
I. AESTHETICS.....	13
II. AGRICULTURE AND FOREST RESOURCES.....	16
III. AIR QUALITY	18
IV. BIOLOGICAL RESOURCES.....	23
V. CULTURAL RESOURCES	27
VI. ENERGY.....	30
VII. GEOLOGY AND SOILS.....	35

VIII. GREENHOUSE GAS EMISSIONS.....40

IX. HAZARDS AND HAZARDOUS MATERIALS42

XII. MINERAL RESOURCES.....53

XIII. NOISE54

XIV. POPULATION AND HOUSING57

XV. PUBLIC SERVICES.....59

XVI. RECREATION61

XVII. TRANSPORTATION/TRAFFIC.....62

XVIII. TRIBAL CULTURAL RESOURCES.....64

XIX. UTILITIES AND SERVICE SYSTEMS66

XX. WILDFIRE.....68

XXI. MANDATORY FINDINGS OF SIGNIFICANCE70

LIST OF PREPARERS.....72

Persons and Agencies Consulted.....72

PROJECT INFORMATION

This document is the Initial Study for the potential environmental effects of the City of Woodlake's (City) Commercial 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 Commercial 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 Project site is located south of Naranjo Boulevard, between S. Palm Street and S. Valencia Boulevard. The proposed new commercial building complex will be constructed on a parcel assigned Assessor's Parcel Number 060-134-019, currently occupied by an existing car washing facility. The Project site lies within City Limits. Woodlake is bisected by SR 216 and SR 245 and the City is situated five miles north of SR 198.

Figure 1 – Location

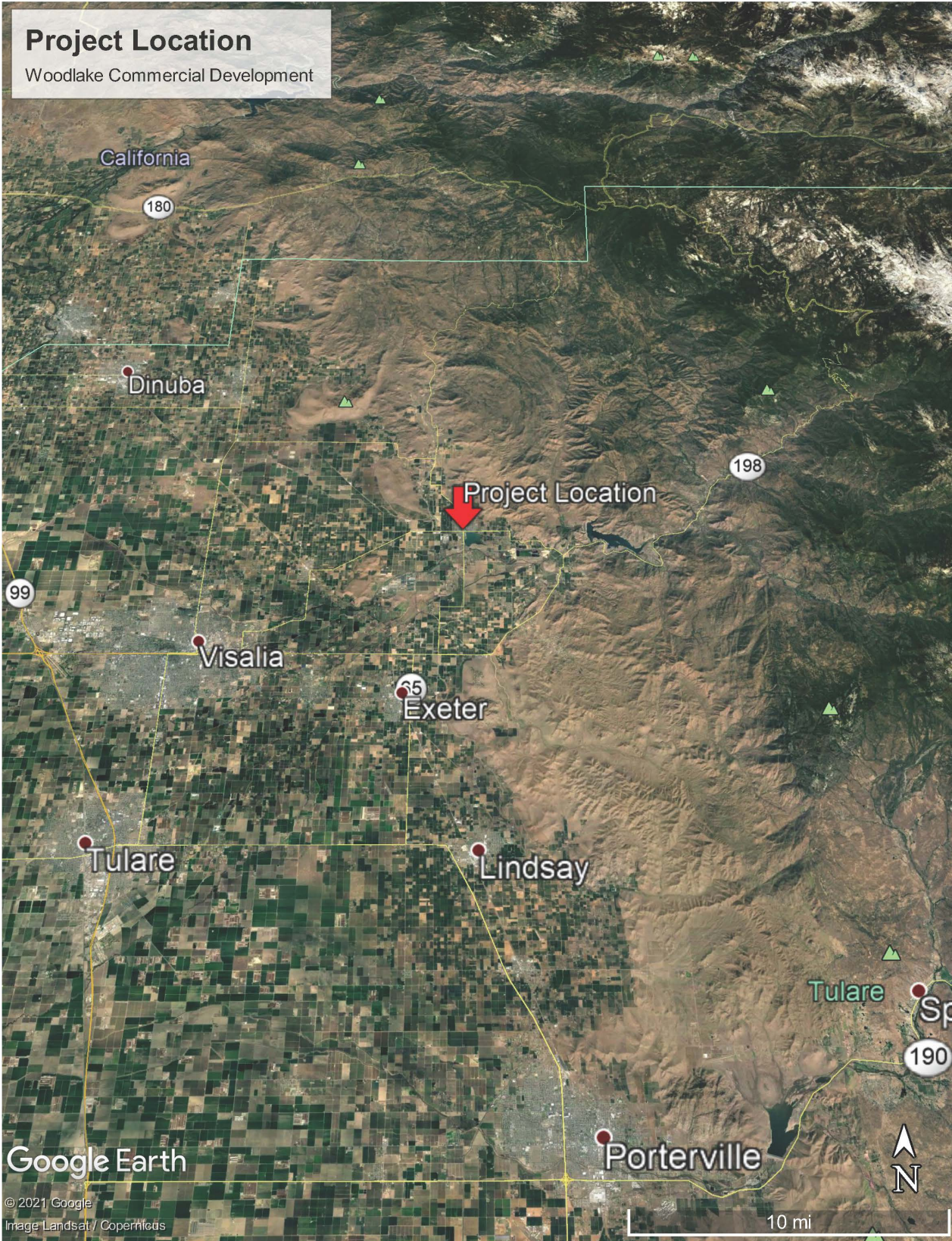


Figure 2 – Site Aerial



Project sponsor's name/address

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

General plan designation

Community Commercial

Zoning

C-S (Service Commercial)

Project Description

The proposed Project consists of the construction of a commercial building complex on approximately 0.70 acres of land, currently occupied by a car washing facility and an overflow parking lot. The site will be developed into four buildings, for a total of 11,860 square feet of building area. The site is located in central Woodlake, near the Downtown area.

Project Components

- Development of approximately 11,860 square feet of
 - 3,000 square foot restaurant building
 - 3,000 square foot dance studio
 - 3,760 square foot gym
 - 2,100 square foot office building
- Construction and installation of the associated improvements, including parking areas, sidewalks, gutters, nighttime lighting and site landscaping, in accordance with Woodlake City standards.

Existing City services (water, sewer and stormwater) are located at the Project site and the applicant will be required to tie into these existing facilities. The proposed Project would require gas, telephone, cable, and electrical improvements. Natural gas would be provided by The Gas Company; telephone services would be provided by SBC; electric power would be provided by Southern California Edison Company; and cable television would be provided by Charter Communication. The extent of work required for utilities and gas would be determined during final Project design.

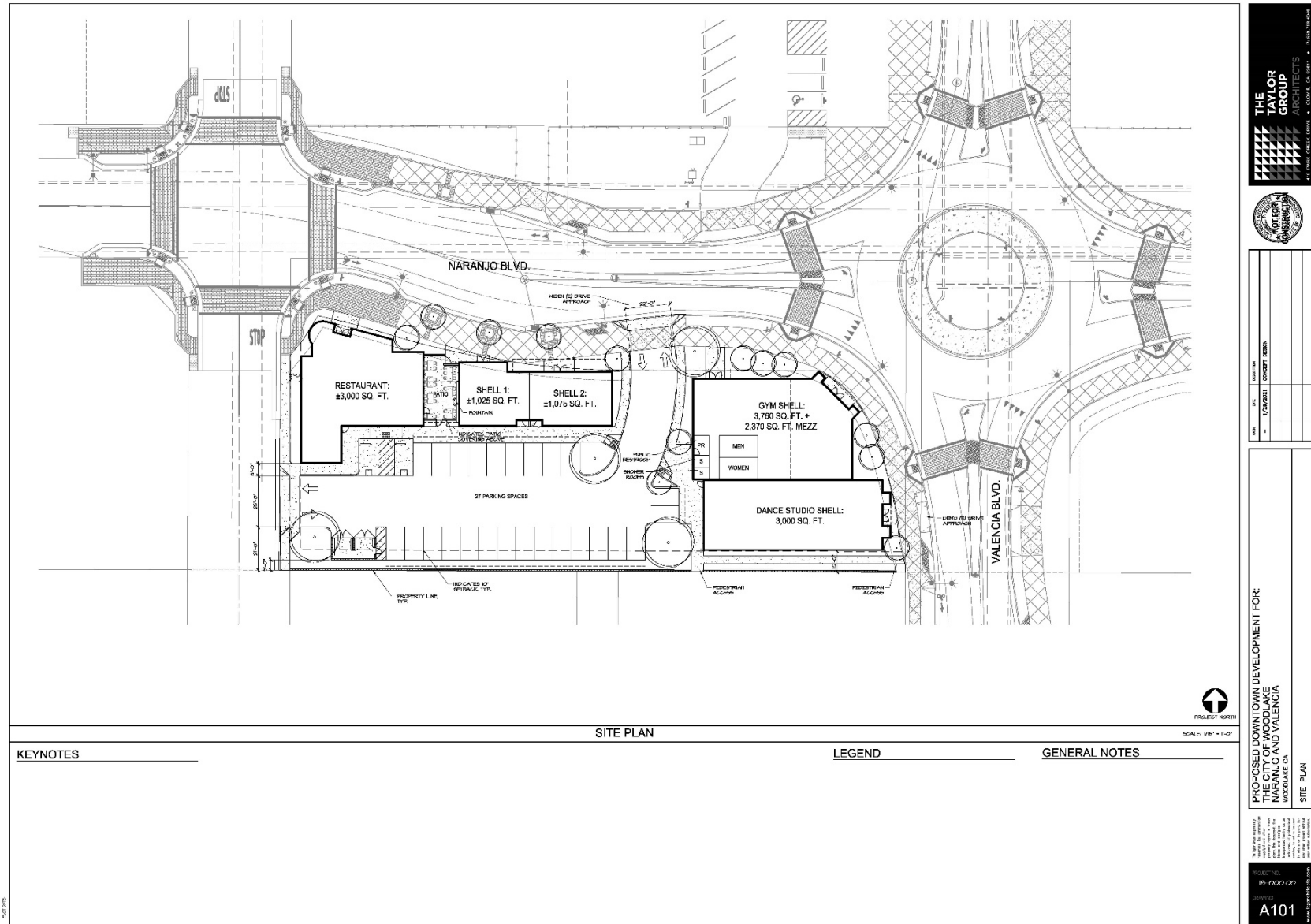
Surrounding Land Uses/Existing Conditions

The proposed Project site is currently being utilized for a car washing facility, which includes a car vacuum station and gravel parking lot. The car wash will be demolished as a part of the proposed Project.

Lands surrounding the proposed Project are described as follows:

- North: Naranjo Boulevard and commercial businesses.
- South: Convenience store and residential homes.
- East: S. Valencia Boulevard and vacant land.
- West: S. Palm Street and transmission repair shop.

Figure 3 –Site Plan



Other Public Agencies Involved

- State of California Native American Heritage Commission
- San Joaquin Valley Air Pollution Control District
- Caltrans District 6

Tribal Consultation

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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



 Jason Waters

Community Services Director

City of Woodlake

 Date

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

Would the project:

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

ENVIRONMENTAL SETTING

The City of Woodlake is located on the San Joaquin Valley floor at the western foothills of the Sierra Nevada mountain range. On clear days, the peaks are visible from the majority of the City. The proposed commercial building complex is located in a primarily commercial area, with residential homes in the nearby vicinity. The proposed site is bounded to the north by Naranjo Boulevard, to the west by S. Palm Street and to the east by S. Valencia Boulevard. There are no adopted scenic resources or scenic vistas in the area. State Routes (SR) in the proposed Project vicinity include 216, 245 and 198.

The existing visual character of the site consists of the current car washing facility, which is comprised of a large gravel parking lot, a car washing station, and a car vacuum station. Views of the proposed site area will be possible from S. Valencia Boulevard, S. Palm Street and Naranjo Boulevard.

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 commercial uses are in the neighboring vicinities. As such, Project operations will not degrade the existing visual character of the site but will improve it, as a majority of the current site consists of a gravel parking lot. Construction activities will be visible from the adjacent roadsides; 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 6.0 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 State Scenic Highways. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed April 2021.

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.

Current sources of light in the Project area are from the surrounding commercial and residential uses, and the vehicles traveling along adjacent roadways. The Project will include new security and parking lot lighting. Accordingly, the Project lighting would be subject to City and standards and would not create substantial new sources of light or glare. Potential impacts are *less than significant*.

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project site is currently being utilized for commercial purposes, in the form of a car washing facility. It is officially zoned by the City of Woodlake as C-S (Service Commercial)² and designated by the City of Woodlake's General Plan as Community Commercial. The Project site is considered *Urban and Built-Up Land*³ by the State Farmland Mapping and Monitoring Program; additionally, the land is not under the Williamson Act.

RESPONSES

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- d. Result in the loss of forest land or conversion of forest land to non-forest use?
- e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project site is located within the development boundaries of the City of Woodlake and is zoned Service Commercial by the City of Woodlake. The site is considered *Urban and Built-Up Land* according to the California Important Farmland Finder. Additionally, the site is not zoned for agriculture and is not under the Williamson Act contract. Therefore, no land conversion from Farmland would occur for the Project. The Project is not zoned for forestland and does not propose any zone changes related to forest or timberland. There is *no impact*.

Mitigation Measures: None are required.

² City of Woodlake General Plan, Zoning Map. <http://www.cityofwoodlake.com/wp-content/uploads/2017/11/City-of-Woodlake-Zoning-Map.pdf>. Accessed April 2021.

³ Department of Conservation, California Important Farmland Finder. <https://maps.conservation.ca.gov/DLRP/CIFE/>. Accessed April 2021.

III. AIR QUALITY

Would the project:

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

ENVIRONMENTAL SETTING

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

The proposed Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O₃), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), particulate matter (PM₁₀ 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 PM_{2.5}, 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 (1-hr avg)
Lead	1.5 µg/m ³ (calendar quarter) 0.15 µg/m ³ (rolling 3-month avg)	1.5 µg/m ³ (30-day avg)
Particulate Matter (PM ₁₀)	150 µg/m ³ (24-hr avg)	20 µg/m ³ (annual avg) 50 µg/m ³ (24-hr avg)
Particulate Matter (PM _{2.5})	15 µg/m ³ (annual avg)	35 µg/m ³ (24-hr avg) 12 µg/m ³ (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 (NO_x) 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 was 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. 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 PM₁₀ and CO, and nonattainment for PM_{2.5}. At the State level, the SJVAB is designated as nonattainment for the 8-hour ozone, PM₁₀, 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 data⁴. 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 PM₁₀ 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 PM₁₀, if the project-generated emissions of either of the ozone precursor pollutants (ROG or NO_x), PM₁₀, or PM_{2.5} were to exceed the 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

⁴ San Joaquin Valley Air Pollution Control District. Guide to Assessing and Mitigating Air Quality Impacts. February 19, 2015. Page 28. <https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF>. Accessed April 2021.

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 follows⁵:

- 10 tons per year ROG;
- 10 tons per year NO_x;
- 15 tons per year PM₁₀; 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 excavating, 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

The commercial building complex would generate emissions associated with vehicles going to and from the site, from delivery trucks, customers or employees of the businesses. The number of full-time staff to be employed by the four anticipated commercial businesses is not known at this time.

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

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 April 2021.

trips) emissions resulting from the proposed Project. The modeling is based on the square footage of the buildings, construction activities, and Project trip generation (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)	NO _x (tons/year)	PM ₁₀ (tons/year)	PM _{2.5} (tons/year)
2021/2022 Construction Emissions	0.1307	0.4792	0.0307	0.0256
2023 Operational Emissions	0.1816	1.2551	0.2669	0.0758
Total Project Emissions	0.3123	1.7343	0.2976	0.1014
Annual Threshold of Significance	10	10	15	15
Significant?	No	No	No	No

Source: CalEEMod results (Appendix A). Crawford & Bowen Planning (2021)

As demonstrated in Table 2, estimated construction and operational emissions would not exceed the SJVAPCD's significance thresholds for ROG, NO_x, PM₁₀, 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 status⁶.

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

⁶ San Joaquin Valley Air Pollution Control District. Guide to Assessing and Mitigating Air Quality Impacts. March 19, 2015. Page 65. <https://www.valleyair.org/transportation/GAMAOL-2015/FINAL-DRAFT-GAMAOLPDE>. Accessed April 2021.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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 in the Project vicinity 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.

The Project site is currently occupied by a car washing facility, which will require demolition prior to Project construction. The site is located in an area dominated by commercial land uses to the north, with residential homes located further to the west, south and east. The Project area is level (nearly flat) and has undergone substantial ground disturbance. The site is devoid of vegetation and is entirely covered in gravel, for vehicle parking purposes.

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

RESPONSES

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

Less than Significant Impact. The Project site is currently developed and occupied by the existing car washing facility, which is comprised of a carwash station, a car vacuum station and a large gravel parking lot area. Existing development has altered the natural landscape by removing potentially suitable natural habitat for sensitive plant or animal species within the Project area. There is virtually no vegetation found on the existing site. This factor suggests that the Project site is unlikely to serve as nesting habitat for bird species or any animal or plant species. Additionally, no wetlands or waters of the U.S. or water of the State were found within the Project area. and thus any impacts to biological resources are *less than significant*.

Mitigation Measures: None are required.

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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

Mitigation Measures: None are required.

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

No Impact. There are no natural waterways or natural vegetation on the subject site, and the site is not used for movement of wildlife species or for a migratory wildlife corridor, nor is the site used for native wildlife nursery sites. The site has been developed previously and is highly disturbed. There would be *no impact* to native species movement.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

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

ENVIRONMENTAL SETTING

A record search of site files and maps was conducted at the Southern San Joaquin Valley Archaeological Information Center (IC), California State University, Bakersfield on (see Appendix B). These investigations determined that nine cultural resource studies have been conducted within the one-half mile radius and none have been conducted for the proposed Project area. One recorded resource was found within that one-half mile radius; a historic era railroad. There are no recorded resources within the proposed Project area.

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 an existing car washing facility. 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 Woodlake, 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 City shall be responsible for on-going monitoring of project construction. 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 Tulare County 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

California's total energy consumption is second-highest in the nation, but in 2018 the state's per capita energy consumption ranked the fourth-lowest, due in part to its mild climate and its energy efficiency programs.⁷ In 2018, California was the top-ranking producer of electricity from solar, geothermal and biomass energy, and second in the nation in conventional hydroelectric power generation.

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 ⁸
Gasoline	120,429 per gallon
Natural Gas	1,037 per cubic foot
Electricity	3,412 per kilowatt-hour

California electrical consumption in 2018 was 7,876.8 trillion BTU⁹, as provided in Table 3, while total electrical consumption by Tulare County in 2019 was 14.202 trillion BTU.¹⁰

⁷ U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. <https://www.eia.gov/state/?sid=CA#tabs-1>. Accessed April 2021.

⁸ U.S. Energy Information Administration. Energy Units and Calculators Explained. https://www.eia.gov/energyexplained/index.php?page=about_energy_units. Accessed April 2021.

⁹ U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. <https://www.eia.gov/state/?sid=CA#tabs-1>. Accessed April 2021.

¹⁰ California Energy Commission. Electricity Consumption by County. <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed April 2021.

Table 3 – 2018 California Energy Consumption¹¹

End User	BTU of energy consumed (in trillions)	Percentage of total consumption
Residential	1,440.1	18.3
Commercial	1,510.4	19.2
Industrial	1,847.9	23.5
Transportation	3,078.4	39.1
Total	7,876.8	--

The California Department of Transportation (Caltrans) reports that approximately 25.6 million automobiles, 5.2 million trucks, and 857,677 motorcycles were registered in the state in 2019, while in 2017 a total estimated 344.3 billion vehicles miles were traveled (VMT).¹²

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 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

¹¹ U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. <https://www.eia.gov/state/?sid=CA#tabs-1>. Accessed April 2021.

¹² Caltrans. 2017. California Transportation Fact Booklet. <https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/caltrans-fact-booklets/2019-cfb-a11y.pdf>. Accessed April 2021.

(2019) will go into effect on January 1, 2020. CALGreen sets targets for energy efficiency, water consumption, dual plumbing systems for potable and recyclable water, diversion of construction waste from landfills, and use of environmentally sensitive materials in construction and design, including eco-friendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; water use; weather resistance and moisture management; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; and outdoor air quality. Mandatory measures for residential development pertain to green building; planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; environmental quality; and installer and special inspector qualifications.

Clean Energy and Pollution Reduction Act (SB 350)

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

Renewable Portfolio Standard (SB 1078 and SB 107)

Established in 2002 under SB 1078, the state's Renewables Portfolio Standard (RPS) was amended under SB 107 to require accelerated energy reduction goals by requiring that by the year 2010, 20 percent of electricity sales in the state be served by renewable energy resources. In years following its adoption, Executive Order S-14-08 was signed, requiring electricity retail sellers to provide 33 percent of their service loads with renewable energy by the year 2020. In 2011, SB X1-2 was signed, aligning the RPS target with the 33 percent requirement by the year 2020. This new RPS applied to all state electricity retailers, including publicly owned utilities, investor-owned utilities, electrical service providers, and community choice aggregators. All entities included under the RPS were required to adopt the RPS 20 percent by year 2020 reduction goal by the end of 2013, adopt a reduction goal of 25 percent by the end of 2016, and meet the 33 percent reduction goal by the end of 2020. In addition, the Air Resources Board, under Executive Order S-21-09, was required to adopt regulations consistent with these 33 percent renewable energy targets.

RESPONSES

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

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

Less Than Significant Impact. The proposed Project includes construction and operation of a commercial building complex, comprised of four buildings and the associated improvements, and totaling approximately 11,860 square feet. The Project at build-out may consume high amounts of energy in the short-term during Project construction; however, the commercial building complex is expected to consume low amounts on energy in the long-term 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 continue to occur for multiple purposes, including but not limited to, building heating and cooling, refrigeration, lighting, electronics, office equipment and vehicle use. CalEEMod was utilized to generate the estimated energy demand of the proposed Project, and the results are provided in Table 4 and in Appendix A. It should be noted that the Racquet Club subtype was used to estimate energy consumption for the dance studio and gym.

Land Use	Electricity Use in kWh/year	Natural Gas Use in kBTU/year
High Turnover (Sit Down) Restaurant	86,910	631,260
Office Park	24,486	47,838
Racquet Club	59,976	141,916
Total	171,372	821,014

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, at build-out the proposed Project will generate approximately 475 daily vehicle trips and 41 peak-hour trips. The length of these trips and the individual vehicle fuel efficiencies are not known; therefore, the resulting energy consumption cannot be accurately calculated. Adopted federal vehicle fuel standards have continually improved since their original adoption in 1975 and assists in avoiding the inefficient, wasteful, and unnecessary use of energy by vehicles.

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

Therefore, any impacts are *less than significant*.

Mitigation Measures: None are required.

VII. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

creating substantial direct or indirect risks to life or property?

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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 volcanic and sedimentary rocks.

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

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

RESPONSES

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

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

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

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

Mitigation Measures: None are required.

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

Less than Significant Impact. The proposed Project will construct a commercial building complex and the associated improvements. The site has a generally flat topography and is in an established urban area. Construction activities associated with the Project involves demolition and ground preparation work. These activities could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the Project site. During construction, nuisance flow caused by minor rain could flow off-site. The City and/or contractor would be required to employ appropriate sediment and erosion control BMPs as part of a Stormwater Pollution Prevention Plan (SWPPP) that would be required by the California National Pollution Discharge Elimination System (NPDES). In addition, soil erosion and loss of topsoil would be minimized through implementation of the SVJAPCD fugitive dust control measures (See Section III). Once construction is complete, the Project would not result in soil erosion or loss of topsoil. Compliance with state regulations will ensure that impacts remain *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?

- 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 Section VI a. above. The site is not at significant risk from ground shaking, liquefaction, or landslide and is otherwise considered geologically stable. Liquefaction typically occurs when there is shallow groundwater, low-density non-plastic soils, and high-intensity ground motion. Groundwater wells in the City of Woodlake typically pull domestic water from depths ranging from 100 to 150 feet below the ground surface. The City of Woodlake is relatively flat which precludes the occurrence of landslides. Subsidence is typically related to over-extraction of groundwater from certain types of geologic formations where the water is partly responsible for supporting the ground surface; however, the City of Woodlake is not recognized by the U.S. Geological Service as being in an area of subsidence.¹³ Impacts are considered *less than significant*.

Mitigation Measures: None 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?

No Impact. The Project does not include the construction, replacement, or disturbance of septic tanks or alternative wastewater disposal systems. The Project will tie into the existing sewer infrastructure provided by the City. There is *no impact*.

Mitigation Measures: None are required.

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

Less Than Significant Impact with Mitigation. There are no unique geologic features in the Project vicinity. Although there are no known paleontological resources located in the Project area, site development does have the potential to directly or indirectly destroy an unknown paleontological resource. Mitigation measures CUL-1 and CUL-2 are included to reduce any impacts to a less than significant level.

¹³ U.S. Geological Service. Areas of Land Subsidence in California. https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html. Accessed April 2021.

Mitigation Measures: CUL-1 and CUL-2

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

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

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

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

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

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 (CO₂), methane (CH₄), 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.

RESPONSES

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The U.S. Environmental Protection Agency published a rule for the mandatory reporting of greenhouse gases from sources that in general emit 25,000 metric tons or more of carbon dioxide (CO₂) per year. As shown in the modeling results (Appendix A), the Project will produce approximately 515.21 metric tons of CO₂ per year, which represents just over two percent of the reporting threshold. As such, any impacts resulting from conflicting a GHG plan, policy, or regulation, or significantly impacting the environment as a result of project development is considered *less than significant*.

Mitigation Measures: None are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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?

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

☐☐☐☒

ENVIRONMENTAL SETTING

The area immediately surrounding the proposed Project consists of commercial and single-family residential uses. The site is currently occupied by a car washing facility.

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. 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 potential exception of common commercial grade hazardous materials such as household and commercial cleaners, paint, etc. The proposed Project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, nor would a significant hazard to the public or to the environment through the reasonably foreseeable upset and accidental conditions involving the likely release of hazardous materials into the environment occur. Therefore, the proposed Project will not create a significant hazard to the public or the environment and any impacts would be *less than significant*.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

No Impact. The proposed Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Geotracker and DTSC Envirostor databases – accessed in April 2021).¹⁴ 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.

¹⁴ California Department of Toxic Substances Control. Envirostor Database.
<http://www.envirostor.dtsc.ca.gov/public/map/?myaddress=woodlake+ca>. Accessed April 2021.

- 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 approximately one mile south of the site. The proposed site is located inside the Tulare County Airport Land Use Plan's Proposed Airport Influence Area; however, the site is not within any Safety Zones.¹⁵ 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.

¹⁵ 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 April 2021.

X. HYDROLOGY AND WATER QUALITY

Would the project:

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

X. HYDROLOGY AND WATER QUALITY

Would the project:

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

ENVIRONMENTAL SETTING

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

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

RESPONSES

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

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

Construction

Although the proposed Project site is relatively small in scale, demolition, 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.

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 would not substantially deplete groundwater supplies and/or otherwise interfere with groundwater recharge efforts being implemented by the City of Woodlake. The proposed Project is not anticipated to result in additional demands for groundwater resources beyond those considered in the adopted City of Woodlake General

Plan, and the site is appropriately designated and zoned for commercial activity. 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?

Less Than Significant Impact. The Project includes minor changes to the existing stormwater drainage pattern of the area through the construction of a commercial building complex. The Project will be required by the City to be graded to facilitate proper stormwater drainage. Standard construction practices and compliance with state and federal regulations, city ordinances and regulations, The Uniform Building Code, and adherence to professional engineering design approved by the City of Woodlake will reduce or eliminate potential drainage impacts from the Project.

As discussed in Impact X (d, e), the proposed Project is within Flood Zone “X” which is in the 0.2% annual chance floodplain. Accordingly, the chance of flooding at the site is remote. Any impacts related to this analysis area are *less than significant*.

Mitigation Measures: None required.

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

Less than Significant Impact. The proposed commercial building complex is located outside the Flood Inundation Area, defined by the City of Woodlake Special Flood Hazard Area Map.¹⁶ Flooding at the proposed Project site is not expected.

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 inside 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. Project implementation 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.

¹⁶ Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan. March, 2018. <https://tularecounty.ca.gov/rma/index.cfm/planning-building/environmental-planning/environmental-planning-resources/tulare-county-2017-multi-jurisdictional-local-hazard-mitigation-plan/>. Page B-21. Accessed April 2021.

XI. LAND USE AND PLANNING

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project site is in the south-central portion of the City of Woodlake. The proposed commercial building complex is located in a largely commercial area of the City. The Project site is currently occupied by a car washing facility, see Figure 3 – Aerial Map. The site is zoned C-S (Service Commercial) the General Plan Land Use Designation is Community Commercial.

RESPONSES

a. Physically divide an established community?

No Impact. The construction and operation of the Project would not cause any land use changes in the surrounding vicinity nor would it divide an established community, as commercial uses within Service Commercial zoning are acceptable and anticipated. *No impacts* would occur as a result of this Project.

Mitigation Measures: None are required.

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

No Impact. The proposed Project includes construction of a commercial building complex, totaling approximately 11,860 square feet. The immediate vicinity of the proposed Project site is comprised of

commercial uses, with residential land uses nearby. The area is highly disturbed with urban uses. The proposed Project has no characteristics that would physically divide the City of Woodlake. Access to the existing surrounding establishments will remain.

The proposed commercial building complex would not conflict with current zoning in and around the Project site. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

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

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.

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

XIII. NOISE

Would the project:

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

ENVIRONMENTAL SETTING

The Project site is located within the City of Woodlake in a commercial and residential 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. 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...”

Long-term (Operational) Noise Impacts

The primary source of on-going noise from the proposed Project will be vehicle use. As such, any impacts would be *less than significant*.

Mitigation Measures: None are required.

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

No Impact. The Project is located within the Woodlake Airport influence area, but is located outside the CNEL noise contours, as projected by the Tulare County Airport Land Use Compatibility 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The City of Woodlake's 2000 population was 6,651, up from the 1990 census figure of 5,678. The State Department of Finance, which provides population projections for cities and counties in California, estimated Woodlake's population to be 7,773 on in 2020.¹⁸

The proposed Project area is located in a largely commercial area of the City, with residential homes in the surrounding areas. The nearest residences are less than 500 feet to the southwest.

RESPONSES

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

¹⁸ State of California Department of Finance. E-1 Population Estimates for Cities, Counties, and the State – January 1, 2019 and 2020. <https://dof.ca.gov/Forecasting/Demographics/Estimates/E-1/>. Accessed April 2021.

No Impact. There are no new homes associated with the proposed Project and there are no residential structures currently on-site. The proposed Project would be a commercial building complex that would temporarily provide construction jobs in the Woodlake area, which could be readily filled by the existing employment base, given the City's existing unemployment rates. Additionally, a small number of staff will be employed by the businesses planned to reside in the buildings after full build-out. The proposed Project will not affect any regional population, housing, or employment projections anticipated by City policy documents. There is *no impact*.

Mitigation Measures: None are required.

XV. PUBLIC SERVICES

Would the project:

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

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

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

ENVIRONMENTAL SETTING

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

RESPONSES

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the

construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

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

Police Protection?

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

Schools?

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

Parks?

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

Other public facilities?

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

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

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

RESPONSES

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

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

Mitigation Measures: None are required.

XVII. TRANSPORTATION/ TRAFFIC

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project site is located south of Naranjo Boulevard, between S. Palm Street and S. Valencia Boulevard on Assessor's Parcel Number 060-134-019. The site is currently occupied by a car washing facility. Woodlake is bisected by SR 216 and SR 245 and the City is situated five miles north of SR 198.

RESPONSES

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

d. Result in inadequate emergency access?

Less Than Significant Impact. The City of Woodlake intends to construct a commercial complex of four buildings, totaling approximately 11,860 square feet, and the associated improvements. Operations for the four buildings are anticipated to be a sit-down restaurant, a dance studio, a gym and an office space. The site currently generates vehicle trips due to the car wash.

There will be full-time staff employed by the intended businesses; however, an exact number of employees is not known at this time. Personnel assigned to the four commercial buildings would be expected to generate minimal vehicle trips to and from the site. Operations are expected to generate higher numbers of customer vehicle trips than the previous land use; approximately 475 vehicle trips per day and approximately 41 peak hour trips. This operational aspect would not deteriorate the performance of the existing circulation system.

The Woodlake General Plan Circulation Element, 2009 to 2028, describes arterials, collectors and other roadways which will require upgrades in the coming years due to projected increases in traffic congestion within the City. The roadways in the immediate vicinity of the proposed Project area are not listed.

The Project will not conflict with any circulation program, plan, ordinance or policy. Emergency access will not be impacted, nor will the site plan increase hazards to the local roadways. Therefore, this impact is *less than significant*.

Mitigation Measures: None are required.

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 CUL-1 would reduce impacts to unknown archaeological deposits, including TCRs, to a less than significant level. As discussed under criterion (d), compliance with California Health and Safety Code Section 7050.5 would reduce the likelihood of disturbing or discovering human remains, including those of Native Americans.

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

Mitigation Measures: No additional measures are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

ENVIRONMENTAL SETTING

The Visalia Landfill is approximately 16 miles west of the proposed Project site, while the Woodlake Wastewater Treatment Plant is located approximately 0.9 miles south of the site.

RESPONSES

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

Less than Significant Impact. The proposed Project includes the construction of a commercial building complex and the associated improvements. The proposed Project would require service for sewage disposal, water, and solid waste disposal. However, the City of Woodlake's utilities and service systems would not be adversely affected by the construction and operation of the commercial building complex, as the proposed land use is anticipated by the City's adopted planning documents.

The proposed construction of the commercial building complex would not conflict with current zoning in and around the Project site and would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Any impacts would be *less than significant*.

Mitigation Measures: None are required.

XX. WILDFIRE

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

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

ENVIRONMENTAL SETTING

Human activities such as smoking, debris burning, and equipment operation are the major causes of wildland fires. Within Tulare County, over 1,029,130 acres (33% of the total area) are classified as “Very High” fire threat and approximately 454,680 acres (15% of the total area) are classified as “High” fire threat. The portion of the county that transitions from the valley floor into the foothills and mountains is characterized by high to very high threat of wildland fires.¹⁹ 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

¹⁹ 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 and in an area of intense urban uses. The site is located south of Naranjo Boulevard, between S. Palm Street and S. Valencia Boulevard, in south-central Woodlake. The new commercial building complex will be located on a parcel currently occupied by a car washing facility. The immediate vicinity is comprised of commercial land uses to the north, west and south, with vacant land immediately east. Residences lies further west and south.

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 commercial and residential 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
- Caroline Gibbons, Assistant Planner

Persons and Agencies Consulted

City of Woodlake

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

Appendix A

CalEEMod Output Files

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

Woodlake Commercial 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
High Turnover (Sit Down Restaurant)	3.00	1000sqft	0.07	3,000.00	0
Racquet Club	6.80	1000sqft	0.16	6,800.00	0
Office Park	2.10	1000sqft	0.05	2,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2023

Utility Company

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The recreational racquet club subtype was used for the dance studio and gym.

Table Name	Column Name	Default Value	New Value
------------	-------------	---------------	-----------

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1307	0.4792	0.4444	7.4000e-004	4.5600e-003	0.0261	0.0307	1.4000e-003	0.0242	0.0256	0.0000	64.8704	64.8704	0.0185	0.0000	65.3325
Maximum	0.1307	0.4792	0.4444	7.4000e-004	4.5600e-003	0.0261	0.0307	1.4000e-003	0.0242	0.0256	0.0000	64.8704	64.8704	0.0185	0.0000	65.3325

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					
2021	0.1307	0.4792	0.4444	7.4000e-004	4.5600e-003	0.0261	0.0307	1.4000e-003	0.0242	0.0256	0.0000	64.8704	64.8704	0.0185	0.0000	65.3325
Maximum	0.1307	0.4792	0.4444	7.4000e-004	4.5600e-003	0.0261	0.0307	1.4000e-003	0.0242	0.0256	0.0000	64.8704	64.8704	0.0185	0.0000	65.3325

[illegible]

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-5-2021	7-4-2021	0.2880	0.2880
2	7-5-2021	9-30-2021	0.3186	0.3186
		Highest	0.3186	0.3186

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	0.0548	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-004
Energy	4.4300e-003	0.0403	0.0338	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	43.8124	43.8124	8.4000e-004	8.0000e-004	44.0728
Mobile	0.1224	1.2149	0.9781	4.8900e-003	0.2612	2.7000e-003	0.2639	0.0702	2.5300e-003	0.0728	0.0000	455.3559	455.3559	0.0342	0.0000	456.2110
Waste						0.0000	0.0000		0.0000	0.0000	15.5105	0.0000	15.5105	0.9167	0.0000	38.4267
Water						0.0000	0.0000		0.0000	0.0000	0.5349	0.0000	0.5349	0.0549	1.3000e-003	2.2949
Total	0.1816	1.2551	1.0121	5.1300e-003	0.2612	5.7600e-003	0.2669	0.0702	5.5900e-003	0.0758	16.0454	499.1685	515.2139	1.0066	2.1000e-003	541.0057

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

2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0548	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-004
Energy	4.4300e-003	0.0403	0.0338	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	43.8124	43.8124	8.4000e-004	8.0000e-004	44.0728
Mobile	0.1224	1.2149	0.9781	4.8900e-003	0.2612	2.7000e-003	0.2639	0.0702	2.5300e-003	0.0728	0.0000	455.3559	455.3559	0.0342	0.0000	456.2110
Waste						0.0000	0.0000		0.0000	0.0000	15.5105	0.0000	15.5105	0.9167	0.0000	38.4267
Water						0.0000	0.0000		0.0000	0.0000	0.5349	0.0000	0.5349	0.0549	1.3000e-003	2.2949
Total	0.1816	1.2551	1.0121	5.1300e-003	0.2612	5.7600e-003	0.2669	0.0702	5.5900e-003	0.0758	16.0454	499.1685	515.2139	1.0066	2.1000e-003	541.0057

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

3.0 Construction Detail**Construction Phase**

Woodlake Commercial 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	4/5/2021	4/16/2021	5	10	
2	Site Preparation	Site Preparation	4/17/2021	4/19/2021	5	1	
3	Grading	Grading	4/20/2021	4/21/2021	5	2	
4	Building Construction	Building Construction	4/22/2021	9/8/2021	5	100	
5	Paving	Paving	9/9/2021	9/15/2021	5	5	
6	Architectural Coating	Architectural Coating	9/16/2021	9/22/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 17,850; Non-Residential Outdoor: 5,950; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Woodlake Commercial 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
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	5.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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

3.1 Mitigation Measures Construction**3.2 Demolition - 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	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289
Total	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289

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

3.2 Demolition - 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	1.9000e-004	1.3000e-004	1.3200e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3465	0.3465	1.0000e-005	0.0000	0.3467
Total	1.9000e-004	1.3000e-004	1.3200e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3465	0.3465	1.0000e-005	0.0000	0.3467

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289
Total	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289

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

3.2 Demolition - 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	1.9000e-004	1.3000e-004	1.3200e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3465	0.3465	1.0000e-005	0.0000	0.3467
Total	1.9000e-004	1.3000e-004	1.3200e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3465	0.3465	1.0000e-005	0.0000	0.3467

3.3 Site Preparation - 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					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	3.2000e-004	3.9100e-003	2.0100e-003	0.0000	2.7000e-004	1.5000e-004	4.2000e-004	3.0000e-005	1.4000e-004	1.7000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310

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

3.3 Site Preparation - 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	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0173	0.0173	0.0000	0.0000	0.0173
Total	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0173	0.0173	0.0000	0.0000	0.0173

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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	3.2000e-004	3.9100e-003	2.0100e-003	0.0000	2.7000e-004	1.5000e-004	4.2000e-004	3.0000e-005	1.4000e-004	1.7000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310

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

3.3 Site Preparation - 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	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0173	0.0173	0.0000	0.0000	0.0173
Total	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0173	0.0173	0.0000	0.0000	0.0173

3.4 Grading - 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					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005		4.1000e-004	4.1000e-004		3.9000e-004	3.9000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458
Total	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005	7.5000e-004	4.1000e-004	1.1600e-003	4.1000e-004	3.9000e-004	8.0000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458

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

3.4 Grading - 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	4.0000e-005	3.0000e-005	2.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0693	0.0693	0.0000	0.0000	0.0693
Total	4.0000e-005	3.0000e-005	2.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0693	0.0693	0.0000	0.0000	0.0693

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					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005		4.1000e-004	4.1000e-004		3.9000e-004	3.9000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458
Total	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005	7.5000e-004	4.1000e-004	1.1600e-003	4.1000e-004	3.9000e-004	8.0000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458

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

3.4 Grading - 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	4.0000e-005	3.0000e-005	2.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0693	0.0693	0.0000	0.0000	0.0693
Total	4.0000e-005	3.0000e-005	2.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0693	0.0693	0.0000	0.0000	0.0693

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	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456

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

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	3.2000e-004	0.0110	2.0100e-003	3.0000e-005	6.6000e-004	3.0000e-005	6.9000e-004	1.9000e-004	3.0000e-005	2.2000e-004	0.0000	2.6751	2.6751	2.0000e-004	0.0000	2.6802
Worker	9.7000e-004	6.4000e-004	6.6100e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0100e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.7324	1.7324	5.0000e-005	0.0000	1.7336
Total	1.2900e-003	0.0117	8.6200e-003	5.0000e-005	2.6600e-003	4.0000e-005	2.7000e-003	7.2000e-004	4.0000e-005	7.6000e-004	0.0000	4.4075	4.4075	2.5000e-004	0.0000	4.4138

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	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456

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

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	3.2000e-004	0.0110	2.0100e-003	3.0000e-005	6.6000e-004	3.0000e-005	6.9000e-004	1.9000e-004	3.0000e-005	2.2000e-004	0.0000	2.6751	2.6751	2.0000e-004	0.0000	2.6802
Worker	9.7000e-004	6.4000e-004	6.6100e-003	2.0000e-005	2.0000e-003	1.0000e-005	2.0100e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.7324	1.7324	5.0000e-005	0.0000	1.7336
Total	1.2900e-003	0.0117	8.6200e-003	5.0000e-005	2.6600e-003	4.0000e-005	2.7000e-003	7.2000e-004	4.0000e-005	7.6000e-004	0.0000	4.4075	4.4075	2.5000e-004	0.0000	4.4138

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	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652

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

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	1.8000e-004	1.1000e-004	1.1900e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120
Total	1.8000e-004	1.1000e-004	1.1900e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120

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	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652

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

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	1.8000e-004	1.1000e-004	1.1900e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120
Total	1.8000e-004	1.1000e-004	1.1900e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3118	0.3118	1.0000e-005	0.0000	0.3120

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	0.0827					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	0.0833	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394

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

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	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0173	0.0173	0.0000	0.0000	0.0173
Total	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0173	0.0173	0.0000	0.0000	0.0173

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	0.0827					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	0.0833	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394

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

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	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0173	0.0173	0.0000	0.0000	0.0173
Total	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0173	0.0173	0.0000	0.0000	0.0173

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1224	1.2149	0.9781	4.8900e-003	0.2612	2.7000e-003	0.2639	0.0702	2.5300e-003	0.0728	0.0000	455.3559	455.3559	0.0342	0.0000	456.2110
Unmitigated	0.1224	1.2149	0.9781	4.8900e-003	0.2612	2.7000e-003	0.2639	0.0702	2.5300e-003	0.0728	0.0000	455.3559	455.3559	0.0342	0.0000	456.2110

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	381.45	475.11	395.52	460,439	460,439
Office Park	23.98	3.44	1.60	44,737	44,737
Racquet Club	95.40	145.18	118.32	179,943	179,943
Total	500.84	623.73	515.44	685,118	685,118

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down)	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Racquet Club	9.50	7.30	7.30	11.50	69.50	19.00	52	39	9

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.517262	0.031316	0.171418	0.114437	0.017015	0.004840	0.021467	0.112166	0.001792	0.001507	0.005146	0.000939	0.000694
Office Park	0.517262	0.031316	0.171418	0.114437	0.017015	0.004840	0.021467	0.112166	0.001792	0.001507	0.005146	0.000939	0.000694
Racquet Club	0.517262	0.031316	0.171418	0.114437	0.017015	0.004840	0.021467	0.112166	0.001792	0.001507	0.005146	0.000939	0.000694

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	4.4300e-003	0.0403	0.0338	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	43.8124	43.8124	8.4000e-004	8.0000e-004	44.0728
NaturalGas Unmitigated	4.4300e-003	0.0403	0.0338	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	43.8124	43.8124	8.4000e-004	8.0000e-004	44.0728

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

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					
High Turnover (Sit Down Restaurant)	631260	3.4000e-003	0.0309	0.0260	1.9000e-004		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	33.6864	33.6864	6.5000e-004	6.2000e-004	33.8866
Office Park	47838	2.6000e-004	2.3500e-003	1.9700e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5528	2.5528	5.0000e-005	5.0000e-005	2.5680
Racquet Club	141916	7.7000e-004	6.9600e-003	5.8400e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5732	7.5732	1.5000e-004	1.4000e-004	7.6182
Total		4.4300e-003	0.0403	0.0338	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	43.8124	43.8124	8.5000e-004	8.1000e-004	44.0728

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					
High Turnover (Sit Down Restaurant)	631260	3.4000e-003	0.0309	0.0260	1.9000e-004		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	33.6864	33.6864	6.5000e-004	6.2000e-004	33.8866
Office Park	47838	2.6000e-004	2.3500e-003	1.9700e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5528	2.5528	5.0000e-005	5.0000e-005	2.5680
Racquet Club	141916	7.7000e-004	6.9600e-003	5.8400e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5732	7.5732	1.5000e-004	1.4000e-004	7.6182
Total		4.4300e-003	0.0403	0.0338	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	43.8124	43.8124	8.5000e-004	8.1000e-004	44.0728

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

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	86910	0.0000	0.0000	0.0000	0.0000
Office Park	24486	0.0000	0.0000	0.0000	0.0000
Racquet Club	59976	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	86910	0.0000	0.0000	0.0000	0.0000
Office Park	24486	0.0000	0.0000	0.0000	0.0000
Racquet Club	59976	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

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

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	0.0548	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-004
Unmitigated	0.0548	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-004

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	8.2700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0465					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-004
Total	0.0548	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-004

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

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	8.2700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0465					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-004
Total	0.0548	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.3000e-004

7.0 Water Detail**7.1 Mitigation Measures Water**

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.5349	0.0549	1.3000e-003	2.2949
Unmitigated	0.5349	0.0549	1.3000e-003	2.2949

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	0.910601 / 0.0581235	0.2889	0.0297	7.0000e-004	1.2395
Office Park	0.373241 / 0.228761	0.1184	0.0122	2.9000e-004	0.5080
Racquet Club	0.402173 / 0.246493	0.1276	0.0131	3.1000e-004	0.5474
Total		0.5349	0.0549	1.3000e-003	2.2949

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

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	0.910601 / 0.0581235	0.2889	0.0297	7.0000e-004	1.2395
Office Park	0.373241 / 0.228761	0.1184	0.0122	2.9000e-004	0.5080
Racquet Club	0.402173 / 0.246493	0.1276	0.0131	3.1000e-004	0.5474
Total		0.5349	0.0549	1.3000e-003	2.2949

8.0 Waste Detail**8.1 Mitigation Measures Waste**

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	15.5105	0.9167	0.0000	38.4267
Unmitigated	15.5105	0.9167	0.0000	38.4267

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	35.7	7.2468	0.4283	0.0000	17.9536
Office Park	1.95	0.3958	0.0234	0.0000	0.9807
Racquet Club	38.76	7.8679	0.4650	0.0000	19.4925
Total		15.5105	0.9166	0.0000	38.4267

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

8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	35.7	7.2468	0.4283	0.0000	17.9536
Office Park	1.95	0.3958	0.0234	0.0000	0.9807
Racquet Club	38.76	7.8679	0.4650	0.0000	19.4925
Total		15.5105	0.9166	0.0000	38.4267

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
----------------	--------

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

11.0 Vegetation

Appendix B

CHRIS Search Results



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

Record Search 21-099

Date: March 29, 2021

Re: City of Woodlake Commercial 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, the OHP Built Environment Resources 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 OHP 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 no previous cultural resource studies conducted within the project area. There have been nine cultural resource studies conducted within a one-half mile radius, TU-00014, 00015, 00409, 00423, 01013, 01392, 01394, 01445, and 01813.

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

There is one recorded resource within the project area, P-54-004632, an historic era railroad. There are two recorded resources within the one-half mile radius, P-54-004033 and P-54-004034. These resources consist of Bravo Lake and another historic era railroad.

There are no recorded cultural resources within the project area or radius 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 construction of a commercial development on 0.75 acres of land that is currently developed with a car wash and pavement for overflow parking for a nearby restaurant. No information was given as to the age of the car wash. If it is 45 years old or older, we recommend it first be recorded and evaluated for historical significance by a qualified, professional consultant prior to project activities. Additionally, subsurface cultural resources in the location of the car wash were likely destroyed during its construction. However, subsurface cultural resources may still be present under the overflow parking area and may be revealed with its removal. We recommend a qualified, professional consultant be present during ground disturbance activities to identify any unearthed cultural resources. 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 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: March 29, 2021

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