



# Rush Environmental, LLC

*Prepared For Arrow Engineering Services, Inc.  
c/o Mr. Brian Glidden*



## **PROJECT TITLE:**

**Initial Study/Mitigated Negative Declaration for a Commercial Cannabis Cultivation, of approximately 40,000 square-feet and located southerly of California City Blvd. and Bisected by Kennedy Blvd., APNs: 225-221-02 & -03, within the City of California City.**

## **PREPARED BY:**

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**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR A COMMERCIAL CANNABIS CULTIVATION, APPROXIMATELY 40,000 SQUARE-FEET AND LOCATED SOUTHERLY OF CALIFORNIA CITY BOULEVARD, ASSESSOR PARCEL NUMBERS 225-221-02 AND 225-221-03, WITHIN THE CITY OF CALIFORNIA CITY, CALIFORNIA.**

**I. Purpose and Authority**

**Project Description:**

This Initial Study has been prepared to construct approximately 40,000 sf of commercial cannabis cultivation in accordance with adopted City Ordinances pertaining to the location and regulation of cannabis cultivation and manufacturing facility. The City of California City zones the subject property as Light Industrial (M-1), which will authorize the Project, pursuant to the codified California City Municipal Code as Title 9, Chapter 2, Articles 21 and 29, and Title 5, Chapter 6, of the same. The Project is subject to a Site Plan Review (SPR) process and building and grading permits, as applicable; however, the Project requires the preparation of an Initial Study to review, analyze and evaluate the possible effects resulting upon the surrounding environment. The types of uses, authorized in the M-1 zone include commercial cannabis cultivation as well as ancillary uses associated with the cultivation process, including but not limited to the harvesting, watering, and packaging of raw materials for manufacturing and distribution by others. The M-1 zone includes uses such as cannabis cultivation, distribution, manufacturing, testing, and ancillary uses necessary thereto. These facilities are subject to all State Law and regulations including the California Code of Regulations, Title 21, Division 42, Bureau of Cannabis Control. All cannabis related activities are only permitted in the interior of enclosed structures, facilities, and buildings.

The Project proposes development of commercial cannabis facilities on two parcels (APNs: 225-221-02 and 225-221-03), which are generally located adjacent and southerly of California City Blvd, westerly of Grant Road (Rd.) and easterly of the Union Pacific Railroad line at its intersection with California City Blvd. In total, the Project area encompasses approximately 4.65-acres (2.33 and 2.32 acres, respectively) and proposes to site, construct, and operate a maximum of four (4), 10,000 square-foot (sf) commercial cannabis cultivation facilities for a total cultivation capacity of 40,000 sf.

The Project area is located on vacant parcels that have previously been subdivided in an area of California City classified by the Light Manufacturing (M-1). The Project intends to develop approximately ninety-five (95) feet (ft.) south of the California City Blvd. centerline. In addition, the Project intends to construct a proposed thirty-foot (30-ft.) roadway, adjacent to the easterly property line of APN: 225-221-03. Surrounding the Project is primarily vacant land in all directions (north, south, east, west). The Project is currently zoned M-1; however, the Controlled Development Zoning District (O/RA), exists to the south, east, west, and northwest of the Project site; whereas Light Manufacturing (M-1) is located directly to the north of the Project. The Project is not located within 200-feet of any residentially zoned property or vacant residentially zoned parcels. This setback is a necessary measure because Section (Sec.) 9-2.2903(b)(1) of the California City Municipal Code (CCMC) requires, that a cannabis business shall be no closer than two hundred (200) feet of any residentially zoned parcel in the City, including any legal non-conforming residential uses as of the date the cannabis business permit is issued, excepting therefrom residential uses in the O/RA zone. Furthermore, the Project is located approximately in excess of 1,000-ft. from any existing commercial, industrial, or manufacturing residential structure. Again, this setback is critical as a cannabis business shall be no closer than one thousand (1,000) feet from any parcel containing any of the following: school, college or university (whether public, private, or charter, including pre-school, transitional kindergarten, and K—12) A church or other house of worship. A daycare facility serving nine or more children and is licensed by the county. A drug or alcohol rehabilitation facility providing on-site medical treatment.

The proposed cultivation facility will utilize Onsite Treatment Wastewater Systems (OTWS) and temporary generators to provide the operation with waste disposal and electricity until a time that municipal sewer and electric utility services reach the project site. In contrast, southern California Gas Company currently owns and operates a high pressure gas distribution line, within the right-of-way (R/W) for California City Blvd., that the Project will apply for interconnection with to serve the Project with natural gas utility service. The Project anticipates the use of on-site well water to provided potable water service to the Project site. All land uses and future buildings and structures will be consistent with both state and local regulations, including compliance with the 2019 California Building Code (CBC).

The Project site plan also incorporates one linear retention basin that encompass approximately 5,000 sf (approximately 2.5%) of the Project site. The Project will be developed in a maximum of two phases; however, major infrastructure improvements related to site access, ingress, egress, and emergency vehicles will be required and developed within the first phase. This first phase will include the frontage improvements and the construction of an industrial collector frontage road, parallel to California City Blvd. and a 30-ft. access road along the easterly property line, which will create a new intersection with California City Blvd. The Project proponent shall also provide all-weather site access for emergency/fire/police access within an internal driveway that provides circulation around the entire site plan. The Project also incorporates 50 parking spaces (including those available for persons with disabilities), storage facilities, and associated ancillary cannabis manufacturing facilities.

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

**B. Total Project Area:** 4.65 acres (202,554 sf)

<b>Residential Acres:</b> 0	<b>Lots:</b> 0	<b>Units:</b> 0	<b>Projected No. of Residents:</b> 0
<b>Commercial Acres:</b> 0	<b>Lots:</b> 0	<b>Sq. Ft. of Bldg. Area:</b> 0	<b>Est. No. of Employees:</b> 0
<b>Industrial Acres:</b> 4.65	<b>Lots:</b>	<b>Sq. Ft. of Bldg. Area:</b> 40,000 sf	<b>Est. No. of Employees (Reg):</b> 20
			<b>Est. No. of Employees (Harvest):</b> 35

**Other:** N/A

**C. Assessor's Parcel No(s):** 225-221-02 & -03

**D. Street References:** The proposed project is located southerly of California Blvd. and easterly of the Union Pacific Railroad (RR) where it intersects with California City Blvd., APN: 225-221-02 & -03, located within California City.

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

The Project is approximately 4.65 gross acres and is located within a planned industrial and manufacturing area of the City. The physical development of the project site, and the adjacent public Rights-of-Ways (R/W), will be improved in an effort to eliminate geometric, sharp or dangerous turning movement and roadway safety issues of concern; which include, but are not limited to unsafe or dangerous road conditions, sub-standard circulation patterns and traffic geometrics, frequent dust pollution; and other similar considerations through the implementation standard development-related Conditions of Approval (COAs) and compliance with the California City Municipal Code (CCMC).

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

- *City of California City Final General Plan 2009-2028*, City of California City, originally approved October 6, 2009 (City of California City 2009)
- *City of California City Draft Environmental Impact Report on the Redevelopment Plan for the California City Redevelopment Plan* (1998)
- *City of California City Final General Plan 2009-2028 Initial Study and Mitigated Negative*



*Declaration (SCH#1992062069)*

- *City of California City Final Environmental Impact Report on the Redevelopment Plan from the California City Redevelopment Plan (SCH#8715918)*
- *Kern County Airport Land Use Commission (ALUC)*

This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 23000 et. seq. The City of California City will serve as the lead agency pursuant to CEQA.

## **II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS**

### **A. General Plan Elements/Policies:**

- 1. Land Use:** Within the O/RA and proposing a change to M-1 (Light Industrial Zoning District)
- 2. Circulation:** California City Blvd. will provide the primary point of ingress and egress as the Project site as it is the adjacent roadway, which runs in an east-to-west direction and intersects with Proposed Paved Road, located at the easterly portion of the Project site. In order to facilitate circulation, throughout the project site, and accommodate access, required per the City's codified fire code, the City will require the dedication and improvement of at least two commercial driveway approaches which will extend from California City Blvd. from the east. This driveway will be at-least 30-foot proposed road that will intersect California City Blvd. at a 90-degree angle. Driveway approaches shall be located no less than 200-feet from each other to ensure proper circulation and traffic flow.
- 3. Multipurpose Open Space:** The Project is located within a land use transitional area, between the urbanizing areas of downtown California City, shown as the "First Community" on Figure 7 of the California City Existing Water Well location map and the "westerly portions of the City, closer to State Highway 14, where the Project is located. The project will not create a need for additional open space and/or active park recreational facilities. Furthermore, the Project does not preclude or remove any active parkland and/or passive open space, trails, bike paths, or other similar facilities. The project is located adjacent to a designated conversation area and will need to address possible interface guidelines set forth by the California Department of Fish & Wildlife (CDFW) and the USFWS.
- 4. Safety:** The Project is not located upon, or within, an area of hazardous materials as detailed within the applicable state and federal resource maps. The Project is not located within the Sphere of Influence (SOI) or Airport Influence Area (AIA) of the California City Municipal Airport Comprehensive Land Use Plan (CLUP). According to the City's Geographic Information System (GIS), the Project is located in excess of 6-miles from the closest portion of the airport runway. As such, the Project will not impact airport operations in any manner. The Project will not create any dangerous or hazardous circulation geometrics which would cause a concern for the motoring public.
- 5. Noise:** The Project is located within a planned industrial area of the City where the majority of ambient noise generation is caused by the Average Daily Trips (ADT) associated with vehicle traffic trips occurring along California City Blvd. The Project may create an increase in the levels of ambient noise given the adjacency to an existing area of land conservation and will need to address possible interface guidelines set forth by the California Department of Fish & Wildlife (CDFW) and the USFWS.
- 6. Housing:** The Project is located on vacant land, within the M-1 (Light Industrial Zoning District) and does not propose to remove or displace any housing, of any type on, or adjacent



to the Project boundaries, as no dwelling units exist either on the project site. The Project site is surrounded by vacant land in all directions, with planned industrial areas (M-1 zoning district) located to the north, and O/RA zoning to the south east, and west. The Project is subject to City ordinance which requires all cultivation buildings shall be located at-least 200-feet from this existing residential property; however, no residential zoning currently exists or is anticipated to be changed, with the surrounding land use environment, prior to the Project approval. The nearest residential zoning (O/RA) is located to the south, east, and west of the Project site, all of which are also adjacent to the Project site; however, Zone Change No. 20-05 exempted the O/RA from complying with the 200-foot residential setback. Furthermore, no residential projects exist, or are proposed, at this time that would be located within a 200-ft radius from the Project site. The Project will comply with the City's distance requirements.

7. **Air Quality:** The Project will not substantially increase the baseline air quality emissions resulting from either the construction or operations of the cannabis cultivation and manufacturing facility. The Project is not anticipated to produce pollutants of concern in excess of SCAQMD thresholds for elements such as NO<sub>x</sub>, SO<sub>x</sub>, or O<sub>3</sub>. The Project will require the use of generators (powered by either gas or diesel fuel) during construction and/or initial operations. Generators shall be certified by the California Air Resources Board (CARB) and obtain a permit from the East Kern Air Pollution Control District (EKAPCD), as applicable. Southern California Edison (SCE) will provide the project site with both temporary and permanent power service.
8. **Healthy Communities:** The Project does not contribute and will not impede or impact aspects of the City's Healthy Community strategies. The City's Health Communities goals include, but are not limited to, decreasing the total Vehicle Miles Traveled (VMT); which in turn reduces emissions (having a positive benefit upon public health); increases in transit ridership; and expansion of healthy grocery items, including Certified Farmer's Markets and other similar opportunities.

**B. General Plan Area Plan(s):** Within M-1 (Light Industrial Zoning District)

**C. Land Use Designation(s):** Light Industrial

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

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

**F. Adjacent and Surrounding:**

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

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

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

**G. Adopted Specific Plan Information**

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

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

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

**I. Proposed Zoning, if any:** N/A

**J. Adjacent and Surrounding Zoning:** Controlled Development (O/RA) zoning district, which is located to the south, east, and west. Light Industrial (M-1) is located to the north.

### III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                          | <input type="checkbox"/> Hazards & Hazardous Materials        | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Agriculture & Forest Resources      | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation / Traffic           |
| <input checked="" type="checkbox"/> Air Quality              | <input type="checkbox"/> Land Use / Planning                  | <input type="checkbox"/> Utilities / Service Systems        |
| <input checked="" type="checkbox"/> Biological Resources     | <input type="checkbox"/> Mineral Resources                    | <input type="checkbox"/> Other:                             |
| <input type="checkbox"/> Cultural Resources                  | <input checked="" type="checkbox"/> Noise                     | <input type="checkbox"/> Other:                             |
| <input type="checkbox"/> Geology / Soils                     | <input type="checkbox"/> Population / Housing                 | <input type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services                      |   |

### IV. DETERMINATION

On the basis of this initial evaluation:

#### A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

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

#### A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

- ☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
- ☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15212 exist. An **ADDENDUM** to a previously certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
- ☐ I find that at least one of the conditions described in California Code of Regulations, Section 15212 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the Project in the changed situation; therefore, a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the Project as revised.
- ☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15212, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the Project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the Project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The Project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will

be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the Project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the Project on the environment, but the Project proponents decline to adopt the mitigation measures or alternatives.

\_\_\_\_\_  
Signature

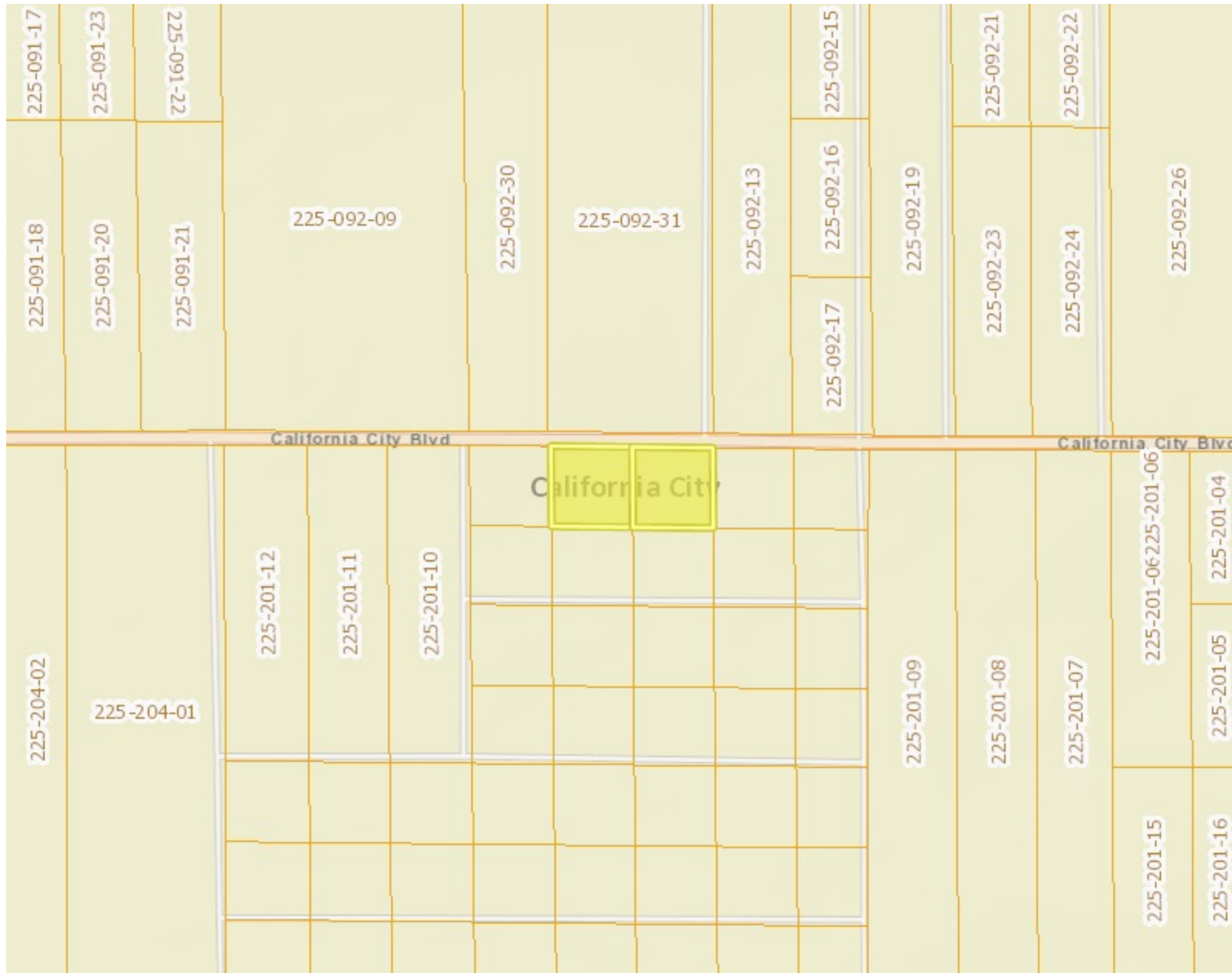
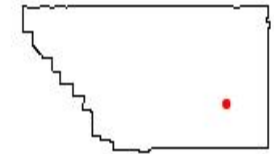
\_\_\_\_\_  
July 27, 2021



\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
For Joe Barragan, Public Works Director





- Legend**
-  City Incorporated
  -  Parcels Land

1: 9,028



0.3 0 0.14 0.3 Miles

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
© Latitude Geographics Group Ltd.

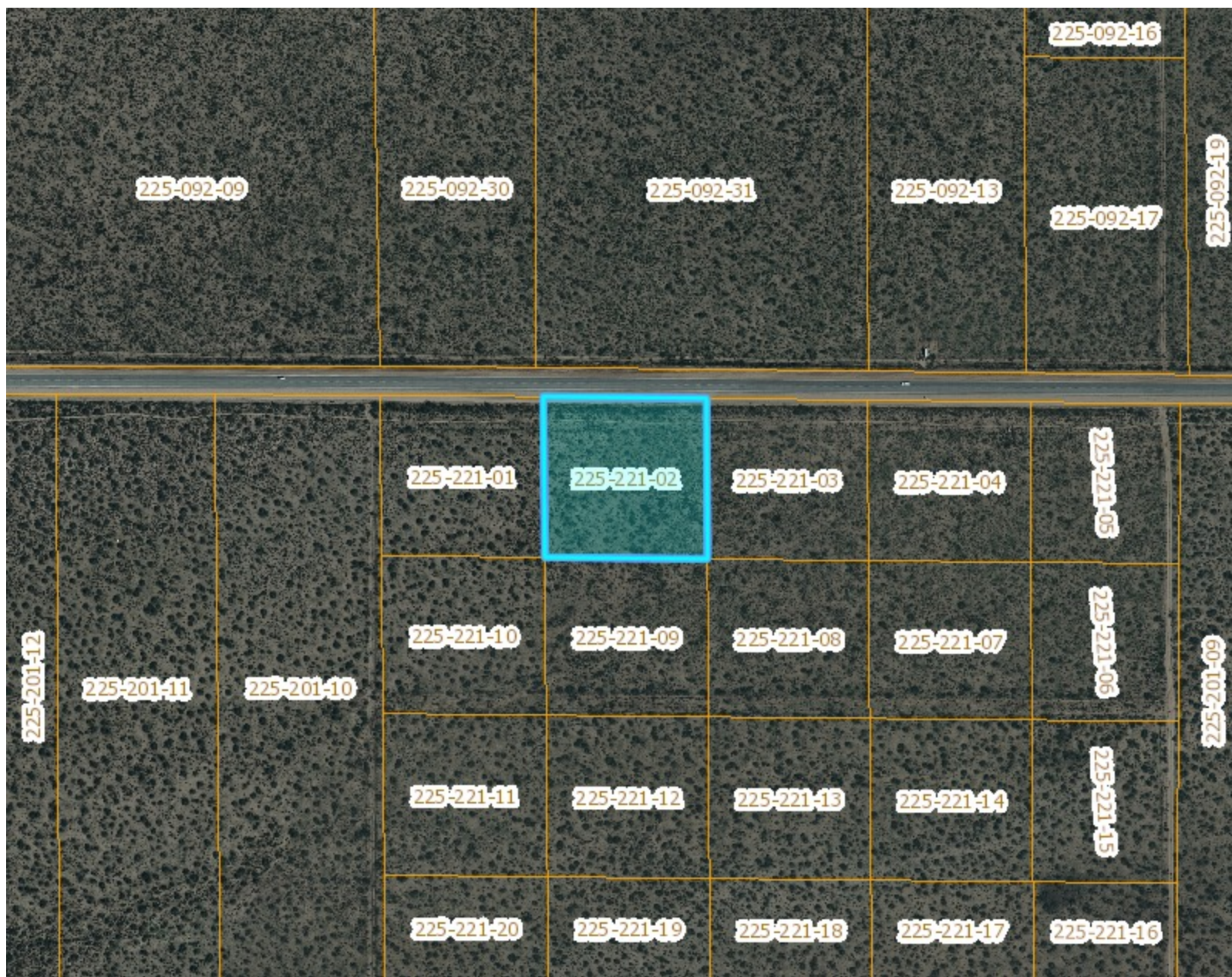
This map is a user generated static output from an Internet mapping site and is for general reference only. The County of Kern assumes no liability for damages, incurred by the user of this information, which occur directly or indirectly as a result of errors, omissions or discrepancies in the information.

Notes

**Figure 2-1: Regional  
Vicinity Map**



# Aerial Photo (APN: 225-221-02 & -03)



## Legend

Parcels Land

1: 4,514



0.1 0 0.07 0.1 Miles

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
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## Notes

**Figure 2-2: Project  
Location Map**

## V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 250-21178.1), this Initial Study has been prepared to analyze the proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, City of California, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>AESTHETICS</b> Would the Project				
<b>1. Scenic Resources</b>				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<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 unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact: According to the California City General Plan, the City is located within the Mojave Desert, which is characterized by gentle rolling ground surfaces, with low to moderate topographical relief across the desert floor. The immediate vicinity surrounding the Project consists of moderately sloping alluvial plains with a series of steep rock buttes and several arroyos, including Cache Creek, which lies approximately 6-miles south of the project site; The City is encompassed by the San Gabriel Mountains to the south, Tehachapi Mountains to the west, and the Rand Mountains to the north which create various scenic vistas throughout California City (California City General Plan, 2009).

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

The Project proposes to develop a 40,000 sf for a cannabis cultivation facility. The building construction type, architectural style and massing, as well as the proposed building elevations, materials, roof pitch will conform and be consistent with the theme and style of surrounding parcels and the general environment of the immediately surrounding Project area.

According to the California Scenic Highway Mapping System, the two closest state highways, being Kern County Highways 14 and 58, are not designated as State Scenic Highways. However, these same highways are listed as Eligible State Scenic Highways, yet not official designated as such and are located several miles from the Project site to be substantially impacted in any manner.

The project shall comply with the standards outlined within the California City General Plan and Municipal Code Zoning Classification M-1 (Light Industrial Zoning District), respectfully, as well as the regulations



set forth in City ordinance for cannabis cultivation and manufacturing facility. The project is required to go through a Site Plan Review process, which is administered by the City, as part of the development process, in which the proposed site design will be reviewed by the Community Development Department. The Site Plan Review process includes the installation of landscaping within the project site which provides enhancement to the surrounding character of the project site. The project's compliance with these standards ensures that impacts effecting the existing visual character or quality of the site and its surroundings are less than significant.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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## 2. Nighttime Lighting Interference

a) Interfere with the nighttime observance of stellar activities, as protected through City Ordinance?

☐ ☐ ☐ ☒

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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## 3. Other Lighting Issues

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

☐ ☐ ☐ ☒

b) Expose residential property to unacceptable light levels?

☐ ☐ ☐ ☒

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

**Findings of Fact:** The California City Municipal Code requires that signage shall not be directly illuminated, internally or externally, except the name and address of the business may be illuminated at night (Municipal Code Section 5-6.1301). These standards will ensure the amount of lighting that is created from the project site does not substantially affect the surrounding area.

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

**Mitigation:** No Mitigation Required

**Monitoring:** No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>AGRICULTURE &amp; FOREST RESOURCES</b> Would the Project				
<b>4. Agriculture</b>				
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 agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a County or City designated Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 5 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Findings of Fact:** The proposed Project will not disturb or convert any designated farmland or other form of agricultural resource. According to the 2021 California Farmland Mapping and Monitoring Program the property is designated as "Nonagricultural or Natural Vegetation". The subject site and surrounding land to the north, east, and south is of the same farmland designation and is not categorized as Prime Farmland, Unique Farmland, or Farmland of local statewide importance. According to the California Department of Conservation – Important Farmland Finder, parcels located within the existing open space zoning and to generally to the west of the Project site are designated as "nonagricultural or natural vegetation"; however, no farmland currently exists or has been present for some time. The Project site is a compilation of various soil types, including 85% - *Garlock Geomorphic Position: alluvial fans / Backslope*. In addition, these parcels are not located within property that is

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>5. Forest</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 5154(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project				
<b>6. Air Quality Impacts</b>				
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) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors which are located within 1 mile of the Project site to Project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

air quality standards. Projects that are consistent with local General Plans are considered consistent with the air quality related regional plans including the current CARB, the PM-10 and other applicable regional plans. The proposed Project is a permitted use in the existing zone and shall comply with the corresponding development standards. Development is consistent with the growth projections in the City of California City General Plan and is to be consistent with CARB.

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

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

In the event that the electricity purveyor (Southern California Edison) cannot immediately supply service concurrently with the City's issuance of occupancy permits and business licenses, the project may utilize on-site generators to achieve operational capacity prior to full electrification by SCE. In this circumstance, the project anticipates the utilization of a 5.8 kHP, 8.1LT, 125 kWe 6-Cylinder Inline generator, to provide temporary power in lieu of delaying project operations and awaiting the completion of infrastructure development by Southern California Edison (SCE). The proposed generator will operate 8-hours per day for at-least one year (365 days), with approximately 1,920 operational hours per year. While the timeframe of electrical infrastructure by SCE is undetermined, the generator being utilized has already undergone a rigorous certification process by CalEPA and CARB for commercial use in the manner described. In addition, an air quality (CalEEMod) analysis was completed, and the results are described below in Table 1-1. The proposed generator does not exceed the daily thresholds for criteria pollutants as set forth by the Kern County/Mohave Air District.

<b>TABLE VI-1: PROJECT CONSTRUCTION EMISSIONS (<i>Unmitigated</i>)</b>			
<b>Pollutant</b>	<b>Daily Maximum Emissions (lbs./day)</b>	<b>EKAPCD Maximum Daily Threshold* (lbs./day)</b>	<b>Exceeds EKAPCD Threshold?</b>
<b>Reactive Organic Gas (ROG)</b>	<b>93.46</b>	<b>137</b>	<b>NO</b>
<b>Oxides of Nitrogen (NO<sub>x</sub>)</b>	<b>17.44</b>	<b>137</b>	<b>NO</b>
<b>Carbon Monoxide (CO)</b>	<b>13.61</b>	<b>548</b>	<b>NO</b>
<b>PM<sub>2.5</sub></b>	<b>3.68</b>	<b>82</b>	<b>NO</b>
<b>SO<sub>2</sub></b>	<b>0.03</b>	<b>148</b>	<b>NO</b>
<b>*Source: CalEEMod v2016.3.1. &amp;  <a href="http://www.kernair.org/Main_Pages/Subpages/Rules_Sub/CEQA_Guidelines.html">http://www.kernair.org/Main_Pages/Subpages/Rules_Sub/CEQA_Guidelines.html</a> </b>			

<b>TABLE VI-2: PROJECT OPERATION EMISSIONS (<i>Unmitigated</i>)</b>
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Pollutant	Daily Maximum Emissions (lbs./day)	EKAPCD Maximum Daily Threshold* (lbs./day)	Exceeds EKAPCD Threshold?
Reactive Organic Gas (ROG)	1.74	137	NO
Oxides of Nitrogen (NO <sub>x</sub> )	6.95	137	NO
Carbon Monoxide (CO)	5.38	548	NO
PM <sub>2.5</sub>	0.45	82	NO
SO <sub>x</sub>	0.03	148	NO
*Source: CalEEMod v2016.3.1. & <a href="http://www.kernair.org/Main_Pages/Subpages/Rules_Sub/CEQA_Guidelines.html">http://www.kernair.org/Main_Pages/Subpages/Rules_Sub/CEQA_Guidelines.html</a>			

Consequently, the Project would not substantially contribute to a significant individual or cumulative impact on existing or projected exceedances of the state or federal ambient air quality standards or result in a cumulatively considerable net increase in the emissions of any criteria pollutant for which the Project region is designated nonattainment. Less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>BIOLOGICAL RESOURCES</b> Would the Project				
<b>7. Wildlife &amp; Vegetation</b>				
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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 Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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

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Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Biological Resources Assessment & Endangered Species Report (dated July 6, 2020); Project Materials.

Findings of Fact: The proposed project area was characteristic of a disturbed creosote bush (*Larrea tridentata*) scrub plant community. A total of twenty-seven plant species and fifteen wildlife species or their sign were observed during the line transect survey. No desert tortoises (*Gopherus agassizii*) or their sign were observed during the field survey. Mohave ground squirrels are not expected due to lack of required forage plant species. No Mohave ground squirrel (*Xerospermophilus mohavensis*) habitat is present within the study site. No American badgers (*Taxidea taxus*) or their sign were observed within the study site. No desert kit foxes, or their sign were observed during the field survey. No burrowing owls (*Athene cunicularia*) or their sign were observed during the field survey. No potential cover sites for burrowing owls were observed within the project area. No sensitive plants, specifically, alkali mariposa lily (*Calochortus striatus*), desert cymopterus (*Cymopterus deserticola*), and Barstow woolly sunflower (*Eriophyllum mohanense*) are expected to occur within the study area due to lack of suitable habitat. Prairie falcons (*Falco mexicanus*) and other raptors may fly over the site but there are no nesting or roosting opportunities available within the study site. Migratory birds would not be expected to nest in the vegetation within the study site. No other state or federally listed species are expected to occur within the proposed project area. No ephemeral washes or other water features were observed within the study site.

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

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

- (i) Coso Range NW to Olancho. Most of the area is within the China Lake NAWS military reservation, with a mixture of BLM, LADWP, and private lands to the west (Inyo County).
- (ii) Little Dixie Wash (from Inyokern SW to Red Rock Canyon State Park). Most of the area is publicly managed by BLM, with some private and state ownerships as well (Kern County).
- (iii) Edwards Air Force Base, east of Rogers Dry Lake. This core area is entirely on the United States Air Force (USAF) military reservation; the surrounding lands are in private and BLM ownership (Kern and San Bernardino County).
- (iv) Coolgardie Mesa to Superior Valley. Land ownership was primarily BLM and in private ownership; however, much of the northern portion of this core area is not included within the Fort Irwin Western Expansion Area (WEA) (San Bernardino County).

The Project is located approximately 55.1-miles from the Little Dixie Wash conservation area, which is sufficient distance removed from the conservation area. CDFW provides additional analysis to support

this potential incremental impact upon MGS habitat, through their Mohave Ground Squirrel Technical Advisory Group (MSG TAG); which is a long-standing committee of MGS technical experts, land management, and regulatory agencies. CDFW remains concerned that the urbanizing effects of the Project will contribute to the diminishment; albeit incremental, upon the MGS habitat. The TAG published a list of conservation priorities in December of 2010 and sets forth five primary conservation priorities intended to support the ongoing conservation of the MGS. Therefore, less than significant impacts are anticipated, with mitigation. These priorities are detailed as follows<sup>1</sup>:

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

**b) – g)** The Biological Assessment was conducted on July 6, 2020 and as part, this assessment is incorporated herein by reference, to confirm existing site conditions within the project site. The Project site was reviewed for all special-status habitats and/or natural areas, where accessible, which have a higher potential to support special-status plant and wildlife species. Vegetation communities occurring within the project site were mapped on an aerial photograph and classified in accordance with the vegetation descriptions provided in *A Manual of California Vegetation* (Sawyer et al., 2009) and cross referenced with the *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland, 1986). In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, condition of on-site vegetation communities, and the presence of potentially regulated jurisdictional features were noted. Biological analysis utilized Geographic Information Systems (GIS) ArcView software, USFWS Wetlands Mapping Service, the California Department of Conservation, and USDA Soil Survey Maps to digitize the mapped vegetation communities and then transferred these data onto an aerial photograph to further document existing conditions and quantify the acreage of each vegetation community. The proposed project area was characteristic of a disturbed creosote bush (*Larrea tridentata*) scrub plant community. No desert tortoises (*Gopherus agassizii*) or Mohave ground squirrels (*Xerospermophilus mohavensis*) or their sign were determined through the desktop analysis. *Schismus* (sp.), an invasive grass species that appears to be an indicator of poor Mohave ground squirrel habitat, is the dominant annual within and adjacent to the study site. Mohave ground squirrels are not expected due to lack of required forage and cover plant species.

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

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<sup>1</sup> <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83973&inline>

disturbance” buffer should be established around the active nest. The size of the “non-disturbance” buffer should be increased or decreased based on the judgement of the qualified biologist and level of activity and sensitivity of the species. It is further recommended that the qualified biologist periodically monitor any active nests to determine if project-related activities occurring outside the “no-disturbance” buffer disturb the birds and if the buffer should be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the “no-disturbance” buffer may occur.

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

Due to the proximity of the project site to existing occurrence records for burrowing owl, ***pre-construction burrowing owl clearance surveys should be conducted by a qualified biologist to ensure that burrowing owls remain absent from the project site and impacts to burrowing owls do not occur.*** In accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFW, 2012), two (2) pre-construction clearance surveys should be conducted 14-30 days and 24 hours prior to any vegetation removal or ground disturbing activities. Documentation of surveys and findings shall be submitted to the City of California City for review and file. If no burrowing owls or occupied burrows are detected, project activities may begin. If an occupied burrow is found within the development footprint during pre-construction clearance surveys, a burrowing owl exclusion and mitigation plan will need to be prepared and submitted to CDFW for approval prior to initiating project activities. Although Burrowing Owl was not observed during the field survey, the project site is located within the immediate vicinity of areas that do have the potential for sufficient habitat to occur, even though no owls have been observed. provides marginal habitat and occurs within the vicinity of known populations. The Project is found to have a less than significant impact, upon biological resources, with the following mitigation measures incorporated.

#### Mitigation:

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

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

**BIO 3:** If the protocol surveys conducted as part of Mitigation Measure BIO 2 and qualifying species are found to occupy the project site and/or the construction clearance areas of the Project site, then proponent shall file for, and process to completion, an *Incidental Take Permit*, in compliance with CDFW’s discretionary authority as defined by Title 14 of the California Code of Regulations (Section 15357 of the CEQA Guidelines). Under this *Incidental Take Permit*, CDFW will review and determine

the necessary minimization and mitigation measures; including, but not limited to, the purchase of credits from a CDFW approved conservation or mitigation bank.<sup>2</sup>

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>CULTURAL RESOURCES Would the Project</b>				
<b>8. Historic Resources</b>				
a) Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Findings of Fact:** According to the California City General Plan Cultural Resources Section, there are five recorded historic archaeological sites within the City. According to Table 5-3, *Archeological Studies and Previously Recorded Prehistoric Sites*, a list of previously recorded historic sites are listed; however, all sites set forth in Table 5-3 are located within Township 11 – North, Range 11 – West whereas the proposed Project is located in Township 32-south, Range 36-east and nowhere within the vicinity of the aforementioned sites. Furthermore, the potential archeological sites mentioned in Table 5-4 of the General Plan pertain specifically to the *Proposed Facility Area* which is not within vicinity of the proposed project and a review of the USGS 7.5-minute Series Topographic Quadrangle Map failed to reveal any correlation between sites identified in the General Plan Open Space Element and the Project site. The historical, cultural, and archaeological resources surveys outlined within the California City General Plan indicate that the project site is not listed or eligible for listing in the California Register of Historical Resources or in a local register. Therefore, no impacts are anticipated with project implementation. Additionally, the California City General Plan states that the City had no Native American Sacred Sites within the City's boundary. Therefore, project implementation is not expected to have a substantial adverse change in a significant Tribal cultural resource. Less than significant impacts are anticipated.

**Mitigation:** No Mitigation Required

**Monitoring:** No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>9. Archaeological Resources</b>				
a) Alter or destroy an archaeological site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>2</sup> <https://wildlife.ca.gov/Conservation/Planning/Banking/Approved-Banks>

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 2574?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact: The approximately 4.65-acre project site is characterized by relatively flat, undisturbed desert land, with scattered vegetation. The Project is located in the M-1 zone within the City of California City. The Project site is not recognized as a unique archeological feature; a site where former human remains, including those interred outside of formal cemeteries, have been identified or located; or a site that contains any existing religious or sacred uses. However, per the California City General Plan, if a unique archeological resource or site or human remains are found during excavation, all work will be suspended until the area has been thoroughly examined.

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

Findings of Fact: According to Table 5-3, *Archeological Studies and Previously Recorded Prehistoric Sites*, a list of previously recorded historic sites are listed; however, all sites set forth in Table 5-3 are located within Township 11 – North, Range 11 – West whereas the proposed Project is located in Township 32-south, Range 37-east and nowhere within the vicinity of the aforementioned sites. Furthermore, the potential archeological sites mentioned in Table 5-4 of the General Plan pertain specifically to the *Proposed Facility Area* which is not within vicinity of the proposed project and a review of the USGS 7.5-minute Series Topographic Quadrangle Map failed to reveal any correlation between sites identified in the General Plan Open Space Element and the Project site. The historical, cultural, and archaeological resources surveys outlined within the California City General Plan indicate that the project site is not listed or eligible for listing in the California Register of Historical Resources or in a local register. Therefore, no impacts are anticipated with project implementation. Additionally, the California City General Plan states that the City had no Native American Sacred Sites within the City's boundary. Therefore, project implementation is not expected to have a substantial adverse change in a significant Tribal cultural resource. Less than significant impacts are anticipated.

Therefore, no impacts are anticipated with project implementation. As previously discussed, the land surveys prepared for the California City General Plan did not indicate the presence of historic resources, cultural resources, and archaeological resources on or near the project site. The California City General Plan states that the City had no Native American Sacred Sites within the City's boundary.



Therefore, project implementation is not expected to have a substantial adverse change in a significant Tribal cultural resource. Less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>10. Energy Conservation</b>				
a) Would the Project conflict with any adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

**a. Less than Significant Impact.** The project would have a potentially significant impact if it would result in the substantial adverse effect due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. During plan check, the City reviews plans for compliance with building code requirements specified in CCMC Chapter 8, Building Regulations. As noted on the site plans, the Project would comply with the California Building Code, California Green Building Standards Code, and the California Energy Code. The California Green Building Standards Code enhances the design and construction of buildings to reduce negative environmental impacts through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. Compliance with California Energy Code ensures energy efficiency within new and existing buildings. As Project design features, the Project will install high efficiency electric lighting. Based on CalEEMod Outputs shown in Appendix C, the proposed Project would use 401,696.74 kilowatt hours per year (kWh/yr.) of electricity and 687,600 kilo-British thermal units per year (kBtu/yr.) of natural gas. Project-related vehicle trips would also use fuel or electricity. In addition, construction of the Project would involve fuel and electricity use from construction equipment and hauling, worker and vendor trips.

As evaluated in Section 21., under Greenhouse Gas Emissions, the Project is consistent with the Energy codes cited above. Compliance with the codes cited above, as noted on the site plans, as well as compliance with the GHG emissions generated from the Project site and would reduce potential impacts due to wasteful, inefficient, or unnecessary consumption of energy resources to less than significant.

**b. Less than Significant Impact.** The Project would result in a potentially significant environmental impact if it would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As regulatory requirement, the Project would be reviewed for consistency with applicable state and local plans for renewable energy and efficiency. Specifically, as stated above, the Project would comply with the California Building Code, California Green Building Standards Code, and the California Energy Code. Compliance with these regulatory standards would reduce the impacts of the building through the use of measures such as increasing energy efficiency through installing energy- efficient lighting: Increase Energy Efficiency. The Project would also improve Transportation Options and

Manage Transportation Demand by building residences near transit, thereby reducing Vehicle Miles Travelled (VMT).

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>GEOLOGY AND SOILS</b> Would the Project				
<b>10. Alquist-Priolo Earthquake Fault Zone or City/County Fault Hazard Zones</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be subject to 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact: According to the Safety Element in the California City General Plan, a fault is defined as a fracture in the earth's crust forming a boundary between rock masses that have shifted. Fault rupture is a break in the ground's surface and associated deformation resulting from the movement of a fault. Rupture would be a potential problem within California City if a strong earthquake occurs along a known or unknown fault within or near the City. According to the California City General Plan, the City is not located in an Alquist- Priolo Earthquake Fault Zone. The closest Alquist-Priolo Earthquake Fault Zone lies approximately 27-miles northeast of the project site, near the Garlock Fault.

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

California City, and the project site, is in the Mojave Block, also referred to as the Eastern California Shear Zone (ECSZ). The ECSZ is an area of increased seismic activity which stretches from the San Andreas Fault in the Coachella Valley, north-northeast across the Mojave Desert, and northward to the Owens Valley. The numerous faults in the region may accommodate as much as 5 to 20 percent of the relative motion between the North American and Pacific Plates, and according to the California City General Plan, the closest fault to the City is the Garlock Fault, which lies approximately 27-miles northeast of the project property. The nearest significant active fault is the San Andreas Fault Zone, which is located approximately 147-miles from the proposed site. As a result, California City has the potential to experience seismic shaking and seismic-related hazards.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>11. Liquefaction Potential Zone</b>				
a) Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact: The Safety Element in the California City General Plan states that liquefaction is the phenomenon in which loose, saturated, granular soils temporarily behave similarly to a fluid when subjected to high intensity ground shaking. Liquefaction occurs when three general conditions are present: shallow groundwater, low-density, silty or fine sandy soils, and high intensity ground motion. Areas of shallow groundwater have a higher susceptibility to liquefaction according to the Figure 7: California City, Existing Water Wells Location) in the 2018 California City Local Agency Management Program for Onsite Wastewater Treatment Systems (OWTS), which results in a negligible impact from the effects of liquefaction.

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>12. Ground-shaking Zone</b>				
a) Be subject to strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>13. Landslide Risk</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) 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, collapse, or rockfall hazards?				

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

Findings of Fact: The California City Slope of Terrain Map in the General Plan (Figure 6-4) classifies the project site's location as having a 0 to 15 percent slope. The City lists two notable slopes within the City being Galilee Hill and Twin Buttes, approximately 9-miles northeast and 4-miles southeast of the project site, respectively. Moreover, there are no significant slopes proposed as part of the proposed development; either on-site or being affected through any off-site grading activities. Based upon the Project's associated earthmoving activities, it is concluded that risks associated with slope instability at the project property are considered low to negligible. In that vein, potential hazards associated with landslide risks are unlikely at the project site and less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>14. Ground Subsidence</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) 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 ground subsidence?				

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

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

ground subsidence occurring at the project site is considered low. Less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>15. Other Geologic Hazards</b>				
a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>16. Slopes</b>				
a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 5 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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



Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>17. Soils</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact: As expansive soils dry, the soil shrinks; when moisture is reintroduced into the soil, the soil swells. To reduce post-construction soil movement and provide uniform support for the buildings to be constructed at the subject site, over excavation and recompaction within the proposed building footprint areas should be performed to a minimum depth of five (5) feet below existing grades or three (3) feet below bottom of the proposed footing, whichever is deeper. Any undocumented fill encountered during grading should be removed and replaced with engineered fill. Compliance with the City's General Plan Safety Element, construction of underground utilities will be required to interconnect to the extent available. According to the *City Sewer Density Zone Map* (Figure 4), of the City's Local Agency Management Plan (LAMP) and Figure 7, *Existing Sewer System* the Project is not located within a Sewer Density Zone. As such, sewer facilities are not located within a reasonable distance to the Project site. Therefore, approval of an OWTS is required prior to the issuance of a building permit.

The construction site plan will utilize a portable toilet service in compliance with industry regulations until the construction of the permanent facilities and connection to the existing infrastructure. Design for all disposal systems shall comply with industry regulations, as well as the standards outlined in Title 7, Chapter 2 within California City Municipal Code. Less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>18. Erosion</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Result in any increase in water erosion either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; General Plan Safety Element; Department of Conservation; Project Materials.

Findings of Fact: The project is located within the Mojave Desert Air Basin (MOAB), under the jurisdiction of the Eastern Kern Air Pollution Control District (EKAPCD). Air quality within this region is influenced by the regional climate as well as the temperature, wind, humidity, precipitation, and amount of sunshine. California City is in the high desert with an elevation range of 2,500 to 4,000 feet above sea level. Its climate is semi-arid, rainfall for the area is less than 6-inches annually, which provides for warm, dry weather in the summer and mild cooler weather in the winter.

The California City Erosion Hazards Map (Figure 6-3) within the General Plan displays most of the City, including the project site, is in an area with none to slight erosion hazards. As previously stated, the project site resides within the Eastern Kern Air Pollution Control District, therefore must comply with the District's Regulation IV, Rule 402. The purpose of this Rule is to prevent, reduce and mitigate ambient concentrations of anthropogenic fugitive dust emissions to an amount sufficient to attain and maintain the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). According to Regulation IV, Rule 402, the project shall implement one or more fugitive dust emission control strategies, to limit visible dust emissions (VDE) to no more than 20-percent opacity or meet the conditions for a stabilized surface. Some control strategies include applying dust suppressants, controlling vehicular speed, using water trucks, and implementing track-out avoidance measures. The implementation of the fugitive dust emission control strategies will ensure the reduction of ambient concentrations of fine particulate matter (PM<sub>4.65</sub>) by reducing or mitigating anthropogenic fugitive dust emissions.

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

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

Compliance with the City's General Plan Safety Element, construction of underground utilities will be required to interconnect to the extent available. According to the *City Sewer Density Zone Map* (Figure

4), of the City's Local Agency Management Plan (LAMP) and Figure 7, *Existing Sewer System* the Project is not located within a Sewer Density Zone). As such, sewer facilities are anticipated in the future; however, the timing of which is undetermined. Therefore, approval of an OWTS is required prior to the issuance of a building permit.

The construction site plan will utilize a portable toilet service in compliance with industry regulations until the construction of the permanent facilities and connection to the existing infrastructure. Design for all disposal systems shall comply with industry regulations, as well as the standards outlined in Title 7, Chapter 2 within California City Municipal Code. Less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>19. Wind Erosion and Blowsand from Project either on or off site.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?				

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>20. Paleontological Resources</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?				

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

**Findings of Fact:** The approximately 4.65-acre project site is characterized by relatively flat, undisturbed desert land, with scattered vegetation. The project is in within the M-1 zone and propose a change to M-1 (Light Industrial Zoning District) within the City of California City. The site is not recognized as a unique paleontological or a unique geologic feature. However, per the California City General Plan, if a unique paleontological resource or site or unique geologic feature are found during excavation, all work will be suspended until the area has been thoroughly examined.

**Mitigation:** No Mitigation Required

**Monitoring:** No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>GREENHOUSE GAS EMISSIONS</b> Would the Project				
<b>21. Greenhouse Gas Emissions</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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"/>

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

**Findings of Fact:** Greenhouse Gas (GHG) is a gaseous compound in the earth's atmosphere that is capable of absorbing infrared radiation, thereby trapping and holding heat in the atmosphere. Common greenhouse gases in the earth's atmosphere include water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (NO<sub>x</sub>), ozone, and to a lesser extent chlorofluorocarbon. Carbon dioxide is the main GHG thought to contribute to climate change. In response to growing concern for long-term adverse impacts associated with global climate change, California's Global Warming Solutions Act of 2006 (AB 32) requires California Air Resource Board (CARB) to reduce statewide emissions of greenhouse gases to 1990 levels by 2020. In 2021, Governor Jerry Brown signed Senate Bill 32 (SB32) that requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. In general, the Project will generate GHG emissions through Project-related area sources, energy usage, mobile sources, solid waste disposal, water usage, and wastewater treatment.

During the Project construction phase, use of construction equipment, disposal of construction waste, and application of various construction materials (paint, asphalt, etc.) would result in the short-term generation of GHG emissions. The total construction related GHG emissions generated over the full duration of the construction period would be 156.97 MTCO<sub>2</sub>e. The SCAQMD GHG emissions analysis policy for construction activities recommends amortization of emissions over a 30-year project lifetime to evaluate significance on an annual basis. Based on the total construction period emissions, the Project's 30-year annual amortized GHG emissions would be 5.23 MTCO<sub>2</sub>e on an annual basis.

The proposed industrial and manufacturing facility will add a new land use, and as a result, an expected increase in operational greenhouse gas emissions is expected. The CARB 32 Scoping Plan permits an amortization of the construction-related greenhouse gas emissions over the



Project lifespan, conservatively measured at 20-years. However, the annual emissions generation does not exceed the recommended threshold for residential projects (of 3,000 MMTCO<sub>2e</sub> which typically produce more emissions than a commercial or mixed-used project). As such, implementing an amortization schedule is not necessary. The square-footage of the proposed industrial and manufacturing uses is anticipated to generate 621 MMTCO<sub>2e</sub> annually, without any mitigation incorporated. This amount was calculated utilizing the CalEEMod Version 2016.3.2 emissions generator. This amount is substantially less than the 3,000 MMTCO<sub>2e</sub> which is identified in the CARB Scoping Plan. The project will operate under the mandatory regulations found in the most recent Cal Green Building Standards Code for non-residential uses.

California's Global Warming Solutions Act of 2006 (AB32) requires California to reduce its GHG emissions to 1990 levels by 2020. California Air Resource Board (CARS) has identified measures to achieve this goal as set forth in the CARB Scoping Plan. The EKAPCD adopted the interim GHG significance threshold for stationary/industrial sources on December 5, 2008 which applies to Projects where the EKAPCD is the lead agency. SB 32 adopted in 2021 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2035, a reduction target that was first introduced in Executive Order B-10-15. The project will reduce its GHG emissions to the maximum extent feasible through energy conservation measures and implementation of the current California Green Building Standards Code in addition to the use of natural light for plant growth and water efficient irrigation for plants and landscape design. The project will not interfere with the state's implementation of AB 32 or SB 32. As previously indicated, the project would not exceed the air basin threshold, therefore the project's GHG emissions would not conflict with plans and policies adopted for reducing GHGs emissions. Less than significant impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>HAZARDS AND HAZARDOUS MATERIALS</b> Would the Project				
<b>22. Hazards and Hazardous Materials</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65964.65 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact: The project site is approximately 4.65-acres (gross) of vacant desert land and proposes to construct a 40,000 sf agriculture and commercial uses. The project will not involve the use or storage of hazardous materials other than organic certified fertilizers and California approved natural pesticides and fungicides. These materials will be stored and applied according to manufacturer's instructions to mitigate the potential for incidental release of hazardous materials or explosive reactions. The Code of Federal Regulations (CFR Title 40, Part 261) defines hazardous materials based on ignitability, reactivity, corrosivity, and/or toxicity properties. The State of California defines hazardous materials as substances that are toxic, ignitable, or flammable, reactive and/or corrosive, which have the capacity of causing harm or a health hazard during normal exposure or an accidental release. As a result, the use and management of hazardous or potentially hazardous substances is regulated under existing federal, state, and local laws. State law requires that cannabis, and cannabis-related waste products are properly disposed of through a qualified vendor. California City Municipal Code mirrors the same requirements, as such, operates of cannabis cultivation facilities will be required to contract with a qualified disposal service to effectuate the necessary disposal in compliance with state and local laws.

In addition, other hazardous waste materials, requiring special handling and disposal, must comply with applicable Cal-EPA, Cal-OSCHA, and MSDS protocols<sup>3</sup> to reduce their potential to damage public health and the environment. Manufacturer's specifications also dictate the proper use, handling, and disposal methods for the specific substances. Construction of the project is expected to involve the temporary management and use of potentially hazardous substances and petroleum products. The nature and quantities of these products would be limited to what is necessary to carry out construction of the project. Some of these materials would be transported to the site periodically by vehicle and would be stored in designated controlled areas on a short-term basis. When handled properly by trained individuals and consistent with the manufacturer's instructions and industry standards, the risk involved with handling these materials is considerably reduced.

To prevent a threat to the environment during construction, the management of potentially hazardous materials and other potential pollutant sources will be regulated through the implementation of control measures required in the Stormwater Pollution Prevention Plan (SWPPP) for the project. The SWPPP requires a list of potential pollutant sources and the identification of construction areas where additional control measures are necessary to prevent pollutants from being discharged. Best Management Practices (BMPs) are necessary for *Material Delivery and Storage*; *Material Use*; and *Spill Prevention and Control*. These measures outline the required physical improvements and procedures to prevent impacts of pollutants and hazardous materials to workers and the environment during construction. For example, all construction materials, including paints, solvents, and petroleum products, must be stored in controlled areas and according to the manufacturer's specifications. In addition, perimeter controls (fencing with wind screen), linear sediment barriers (gravel bags, fiber rolls, or silt fencing), and access restrictions (gates) would help prevent temporary impacts to the public and environment. Implementation is ensured through the filing of a Notice of Intent (NOI), with the State Regional Water Quality Control Board – Region 5F and the production of a SWPPP to be reviewed and approved by the City's Public Works Department. With such standard measures in place, less than significant impacts are anticipated during construction.

Implementation Measure S-7, within the California City's General Plan states that the City shall require commercial and industrial businesses to meet the procedures for the proper transport, use,

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<sup>3</sup> California Environmental Protection Agency (Cal-EPA); California Occupational Safety and Health Agency (Cal-OSHA); Material Data Safety Sheet (MSDS)

storage and disposal of hazardous waste as required by the Kern County Waste Management Department, the California City Fire Department, and Kern County Department of Environmental Health Services. Additionally, the California City Fire Department shall require a detailed chemical inventory in accordance with the fire code to determine the hazards and classifications of the materials used in the proposed cannabis cultivation facility. Less than significant impacts related to the routine transport, use or disposal of hazardous materials are expected.

The project site is located within the M-1 (Light Industrial and Research) Zoning District, which is used to naturally segregate from residential neighborhoods or other densely populated land uses. As previously discussed, the project is not expected to handle any significant quantities of hazardous materials. Any other use of potentially hazardous substances, is expected to occur in small quantities and managed on-site with the proper containment and facilities, as required by the fire department and other applicable industry standards. The Project will not include any volatile extraction of cannabis products. The Safety Element, within the California City General Plan, addresses safety within the City through goals, policies, and implementation measures that seek to reduce the potential for the loss of life, injuries and property damage associated with natural and human-induced hazards. Fire services are provided to the project area by the California City Fire Department (CCFD). The fire department operates out of a single location, located at 20890 Hacienda Blvd, California City, CA 93505, approximately 15-miles from the project site. The station has four paid fire fighters on duty per day. The CCFD maintains a fleet of two structure engines (one front-line and one reserve), one brush engine, one brush patrol, one squad/off- road rescue, and two staff SUV's. The CCFD maintains mutual aid and automatic aid agreement with Kern County Fire and Edwards Air Force Base Fire, resulting in the ability of three engines being dispatched; a standard duty response that ensures a minimum number of firefighters arrive at scene per National standards. Mutual aid is an agreement among emergency responders to lend assistance across jurisdictions provided resources are available and is not to the detriment of their own service area. The project proposes the development of the 4.65-acre site. 20890 Hacienda Blvd, California City, CA; which does not create a substantial increase in the need for additional fire suppression and planning services.

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

The project site proposes improvements to California City Blvd. (include a newly proposed curb-and-gutter) and accessing the project site from California City Blvd. Primary access intends to be located on the northerly portion of the property, adjacent and south of California City Blvd., which follows a general circulation pattern as an east-west major highway as shown on the City's General Plan Circulation Element. The site plan configuration of the proposed development includes fire truck accessible drive aisles and a two-way driveway to ensure adequate emergency response access on-site. The proposed design would be subject to a standard review process by the Fire Department to ensure that the site-specific emergency access, water pressure, and other pertinent criteria are met by the project. Less than significant impacts are expected.

Toxic cleaning compounds, sanitizing agents, solvents, and potentially flammable materials may also be involved within the proposed facilities. The use of these products would also be subject to the

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>23. Airports</b>				
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) For a Project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

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



Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>24. Hazardous Fire Area</b>				
a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>HYDROLOGY AND WATER QUALITY</b> Would the Project				
<b>25. Water Quality Impacts</b>				
a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g., water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

According to the California City 2009 Final Environmental Impact Report (SCH # 1992062069), the only named blue line stream is identified as Cache Creek, which runs through California City from the west towards the northeast, and eventually terminates just south of the Koehn Lakebed outside of the City boundary. Cache Creek lies approximately 29-miles south of the project property, and Koehn Lakebed is approximately 11-miles northeast of the project site. The nature and size of the proposed development prompts compliance requirements with the existing regulations pertaining to water quality standards and waste discharge requirements.

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

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

fugitive dust emission control strategies will prevent the potential construction-related impacts to water quality at the site and its surroundings, therefore resulting in less than significant impacts.

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

As proposed, the stormwater retention and management strategy are expected to comply with local and regional requirements for protecting surface water quality and preventing waste discharge violations. Less than significant impacts are expected. According to the California City Water Master Plan, California City obtains its water from five groundwater wells and an imported surface water supply from the Antelope Valley-East Kern Water District (AVEK). As previously mentioned, the Project is located within the Fremont Valley Groundwater Basin (FVGB). Historic water levels of groundwater wells between 1955 and 1958 indicates that the FVGB is a closed groundwater basin (without subsurface outflow). Long term groundwater level data obtained from the USGS Ground Water Data water levels indicated the groundwater levels in the FVGB have declined significantly since 1955, probably due to the prolonged drought period from 1945 to 1964 and excessive groundwater extraction in the FVGB in the late 1950s, 1960s and 1970s. The most important storage system is the groundwater aquifer, which holds water at a depth of approximately 250 to 290-feet below ground surface.

According to the California City General Plan, the City primarily relies on underground water supplies. Groundwater wells in California City produced over 93-percent (%) of the water supply in 2000 to 2001. Per the Urban Water Management Plan, water source well #14 is the closest facility within the vicinity of the project site and is located on Lindbergh Boulevard, north of Redwood Avenue, which is less than 1.5-miles to northeasterly of the Project site. According to the General Plan, future water demands will be met by the construction of five new water wells and through additional groundwater purchases within the Antelope Valley-East Kern Water (AVEK) District.

The California City Municipal Code also outlines the importance of water conservation (California City Municipal Code Chapter 1, Article 4, Section 7-1.431). Within this code, the City states that water conservation is a goal of high importance to be consistent with State of California and City legal responsibilities to the utilization of water resources. All irrigation within the City complies with the State Model Water Efficiency Landscape Ordinance (MWELo) and City Municipal Code that implement water efficiency standards. Additional conservation efforts include the use of drought tolerant landscaping, and new, low-flowing plumbing fixtures. Water conserving fixture installations shall be subject to compliance inspection, prior to issuance of final occupancy permits, for the industrial facility. Given the use, and projected low water and wastewater demands, the Project not expected to interfere with groundwater recharge conditions. Infiltration opportunities are also provided in the form of BMPs and pervious cover areas in and landscaping design within sufficient densities that will mitigate excess evaporation and evapotranspiration. To support this conclusion, an infiltration report was prepared and yielded infiltration rates at 2-inches per hour. Since most soils, within the Project site, are a combination of Soil Types 2 and 3, the infiltration rates identified are within the maximum thresholds required by

Table 4.0, contained within the City's Local Agency Management Program for Onsite Wastewater Treatment Systems (2018). Less than significant impacts are expected.

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

In this context, the project is located primarily in Zone X, as shown in FEMA FIRM panel designation 06029-C332-SE which are areas of avoidance. FEMA Zone X is defined as areas determined to be outside the 0.2-percent (%) annual chance floodplain. The current designation encompasses most of the City's undeveloped and developed properties within the Project area and will involve permanent site improvements introducing impervious surfaces in the form of buildings, paving, and hardscape to the previously undeveloped (pervious) land. The Project includes a conceptual site plan, which does not utilize the entire property to accommodate the proposed facilities and operations through the construction of buildings, parking lot, drive aisles, etc. As a result, opportunities to minimize imperviousness using landscaping, natural areas or other pervious surfaces are ample and are subsequently integrated into Project site plan. To prevent changes to local drainage conditions (patterns, quantities, or velocities) and adverse erosion and sedimentation impacts, the Project will implement a storm drain design with flood control facilities sized to handle the project-specific conditions.

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

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>26. Floodplains</b>				
Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.				
NA - Not Applicable <input type="checkbox"/>	U - Generally Unsuitable <input type="checkbox"/>		R - Restricted <input checked="" type="checkbox"/>	
a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact: The Project includes stormwater capture, detention, and on-site treatment that will prevent any substantial increase in the rate, velocity, or quantity of runoff generated from the Project as compared to the existing undeveloped, and previous, site condition. Runoff, from the Project, shall comply with the NPDES General Permit and BMP guidance for Region number 6 – Lahontan basin, which are covered in Attachment “C” of Board Order 6-00-03. In addition, Project’s shall provide for drainage conditions that provide for a post-development condition that perpetuates the existing drainage condition, which flows off-site to the northeast. Runoff will be conveyed primarily via surface flows through biofiltration BMPs and eventually to storm drain inlets with inlet filters. The runoff will subsequently be directed to the detention basins or carried via proposed piped flow to the corresponding underground infiltration structures located under the drive aisles. The City will require that BMPs be incorporated into a Final WQMP, to be reviewed and approved by the City.

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

The project is not located near an existing levee or dam; therefore, no impacts are expected pertaining to this topic. The project includes areas located within a 100-year flood zone based on



FEMA FIRM panel 06029-C332-SE, effective September 26, 2008. The Project will be designed to above areas identified within Zone "X" of the California City Firm panel 06029-C332-SE, as such, less than significant impacts are expected. The project site is not located near a body of water that would pose potential seiche or tsunami impacts. The project site is underlain by Hydrologic Soil Type "C", which is characterized for having a slow infiltration rate when thoroughly wet. Type "C" soils consist chiefly of moderately deep or deep, moderately well drained, or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission. With the relatively shallow gradients that characterize the vicinity, the erosive nature and mudflow potential is reduced. Only flows more than the project's retention requirements would be allowed to exit the project area, therefore, less than significant impacts are expected.

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

Only flows more than the project's retention requirements would be allowed to exit the project area, therefore, less than significant impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>LAND USE/PLANNING</b> Would the Project				
<b>27. Land Use</b>				
a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact: The proposed project site sits on 4.65 gross acres of vacant desert land, located at the southerly, and adjacent to, California City Blvd. and easterly of Proposed Paved Road, The project proposes to 40,000 square-foot industrial, and manufacturing, uses facility in the City's (M-1) Light Industrial Zoning District. The Project proposal is consistent and authorized by Title 5: Chapter 6 and Title 9: Chapter 29, and within the M-1 zone and propose a change to M-1 (Light Industrial Zoning District). The Project provides for an industrial and manufacturing uses; pursuant to the authorized uses set forth in the M-1 zone. As such, the Project is consistent with the planned land use zoning and land use patterns of the property and its surrounding property conditions.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>28. Planning</b>				
a) Be consistent with the site's existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be consistent with the land use designations and policies of the General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact: The Project proposes an industrial and manufacturing uses, which is consistent with the underlying M-1 (Light Industrial Zoning District). The surrounding zones are a combination of commercial and manufacturing; except for properties located to the west which is inclusive of an existing residential community. The Project is designed to reduce impacts upon adjacent sensitive receptors. The surrounding land uses are primarily vacant and no residential zoning, existing residential properties, or proposed projects, are found through researching city records. As such, impacts to the surrounding zoning patterns are consistent with the land use expansion visions associated with the City's General Plan. The surrounding land use patterns are compatible with the proposed Project. There are no established community patterns in the project vicinity that would be divided by the proposed project. Therefore, no impacts relative to the division of an established community is expected. As discussed previously, the proposed M-1 (Light Industrial Zoning District), is designated for service industrial and manufacturing uses and neighborhood commercial facilities and land uses, which do not have potential for detrimental impacts on surrounding properties. The 4.65 gross-acre project proposed approximately 40,000 sf commercial cannabis cultivation which is permitted in the M-1 Zoning District, according to California City Municipal Code Title 5 and 9 and is not located within a uniquely establishment community or area of interest. No impacts are anticipated to land use or planning zoning or land use standards.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>MINERAL RESOURCES</b> Would the Project				
<b>29. Mineral Resources</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?				
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact: According to Chapter 5, of the California City General Plan, the Kern County Mineral Resources GIS mapping resources and the Department of Conservation Maps Data Viewer, there are no mineral resources within the City's General Planning Area. In the eastern portion of the Mojave area, it contains areas with mineral resources consisting of several gravel pits. In the western portion of the North Edwards Specific Plan is a mineral extraction owned by Rio Tinto (Borax) Mine that is the world's largest sodium borate deposit. This includes the world's largest open pit borax mining operation (more than 600 feet deep) near the community of Boron. According to the California Geological Study (CGS) Mineral Land Classifications, no areas or sites of mineral resource and/or SMARA study areas exist on, or within the vicinity, of the Project site. The property is not listed as an active or historical mineral resources mine. In addition, the Project site is not located within an active or potential area of aggregate extraction pursuant to Map Sheet 52, which was updated in 2018 providing guidance on aggregate sustainability areas within the state. The nature of the project does not involve the extraction of mineral deposits. Construction of the proposed cultivation and processing facility would rely on existing local and regional aggregate resources from permitted facilities within the region. The project is not expected to result in a considerable extraction and/or loss of known mineral resources that are considered important to the region or residents of California. Additionally, there are no specific known mineral resource deposits or facilities on or near the project. No impacts are expected related to the loss of availability of known mineral resources. As previously discussed, there are no mineral resources within the City of California City. The closest mineral resource to California City is located in the City of Mojave, approximately 46 miles southwest of the project site. As determined in the previous discussion, the project site is located within an area that is not designated, has not been evaluated or studied, and is not historically known to contain mineral and/or aggregate deposits of value. This zone designation applies to areas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources. Overall, the project site is not recognized as a mineral resource recovery site delineated in the City of California City General Plan or the resource maps prepared pursuant to SMARA. No impacts are expected.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**NOISE** Would the Project result in

**Definitions for Noise Acceptability Ratings**

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

**30. Airport Noise**

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

NA ☐ A ☒ B ☐ C ☐ D ☐

b) For a Project within the vicinity of a private airstrip, would the Project expose people that reside or work in the Project area to excessive noise levels?

NA ☐ A ☒ B ☐ C ☐ D ☐

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

**31. Railroad Noise**

NA ☐ A ☒ B ☐ C ☐ D ☐

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>32. Highway Noise</b>			<input checked="" type="checkbox"/>	<input type="checkbox"/>
NA <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>				

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>33. Other Noise</b>			<input type="checkbox"/>	<input checked="" type="checkbox"/>
NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>				

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>34. Noise Effects on or by the Project</b>				
a) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Exposure of persons to or generation of noise levels in excess of standards established in the	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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local general plan or noise ordinance, or applicable standards of other agencies?

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d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

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

Findings of Fact: Noise is defined as unwanted sound that disrupts normal activities or that diminishes the quality of the environment. It is usually caused by human activity that adds to the existing acoustic setting of a locale. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies, being less sensitive to low and high frequencies than to medium frequencies that correspond with human speech. In response to this, the A- weighted noise level or scale has been developed to correspond better with peoples' subjective judgment of sound levels. This A-weighted sound level is called the "noise level" referenced in units of dB(A).

Land uses determined to be "sensitive" to noise as defined by the Kern County General Plan (KCGP) include residential areas, schools, hospitals, parks, and recreational areas, senior centers, and churches. The KCGP Noise Element sets a sixty 60-decibel dB(A) limit on exterior noise levels from stationary sources (i.e., non- transportation sources) at sensitive receptors. The Project is currently located within a residential zone and is surrounded by residential zoning, but vacant properties on large lots. The Noise Control Ordinance in the Kern County Code of Ordinances (Section 8.36.020 et seq.) prohibits a variety of nuisance noises between the hours of 9 PM and 6 AM on weekdays and 9 PM and 8 AM on weekends. The future marijuana-related facilities would adhere to the provisions of the Kern County Noise Ordinance under both proposed project alternatives. In evaluating human response to noise, acoustical analysis compensates for the response of people to varying frequency or pitch components of sound. The human ear is most sensitive to sounds in the middle frequency range used for human speech and is less sensitive to lower and higher-pitched sounds. The "A" weighted scale, abbreviated dB(A). The noise exposure information developed during the preparation of the Noise Element does not include all conceivable sources of industrial, commercial or agricultural noise within the City, but rather focuses on the existing sources of noise which have been identified by the City as being significant.

Section 19.04.252 in Kern County Zoning Ordinance defines exterior noise levels as "the noise level near the exterior of a structure usually within 50-feet of the structure. Kern County has implemented standards for sensitive areas for new projects, where in those sensitive areas outdoor noise levels are to be mitigated to below or 65 dB (Lin) and similarly 45 dB(A) or below in interior residential or inside other sensitive interior spaces.

The City of California City has the authority to establish land use noise standards and corresponding restrictions under the City's Noise Ordinance. A range of noise standards apply to different receiving land uses based on sensitivity and compatibility. In general, land uses with a higher sensitivity to noise (residential, schools, libraries, churches, hospitals, nursing homes and recreation) are assigned lower ambient noise thresholds than land uses deemed less sensitive (industrial and commercial). According to the Government Code, noise exposure contours should be developed in terms of the Day-Night Average Level (Ldn) or Community Noise Equivalent Level (CNEL) for transportation-related noise sources. These descriptors represent the weighted energy noise level for a 24-hour day after inclusion of a 30dB penalty for noise levels occurring at night between the hours of 10:00 p.m. and 7:00a.m. The CNEL descriptor includes a reduction of about 4.8 dB for noise levels occurring during the evening hours 7:00p.m. and 10:00 p.m. The CNEL

explanation was developed for the quantification of aircraft noise, and its use is required when preparing noise exposure maps for airports within the State of California.

The Noise Element of the City's General Plan identifies vehicular traffic as the principal source of noise in the community. The General Plan Area is particularly bounded by the State Highway 58, along its southern boundary and State highway 14 as well along its western boundary. The front of the project area is located adjacent to California City Blvd. The project is currently vacant and is located vacant residential properties lands, industrial and manufacturing uses to the west and northwest. The Project proposes to construct a 259,800 square-foot commercial and agriculture facility. The anticipated noise impacts are anticipated to be reduced below a level of significance with mitigation measures incorporated into the project design and operations.

Section 19.80.010. S (1) within Kern County Zoning Ordinances restricts noise generated by commercial or industrial uses within 500-feet of a residential use or residential zone district. The Project will not generate noise that exceeds an average 65 dB/Ldn between the hours of 7 AM and 10 PM and shall not generate noise that exceeds a 5 dB(A) maximum increase above the ambient sound level for the project area.

### **CONSTRUCTION NOISE ANALYSIS:**

The Project includes a mixture of various uses, from commercial agricultural production of cannabis, to lodging, to retail, parks, open spaces, educational facilities, and various administrative buildings. As such, the noise impacts generated from the project will vary depending on the specific use in operation. Below are the specifications set forth by the City's General Plan – Noise Element:

**TABLE XXXIV-1**

<b>TABLE 7-3 LAND USE COMPATIBILITY FOR COMMUNITY NOISE EXPOSURE L<sub>dn</sub> or CNEL, dB</b>				
<b>Land Uses</b>	<b>Normally Acceptable</b>	<b>Conditionally Acceptable</b>	<b>Normally Unacceptable</b>	<b>Clearly Unacceptable</b>
Residential Low Density: Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	75-85
Residential - Multifamily	50-65	60-70	70-75	75-85
Transient Lodging - Motels, Hotels	50-65	60-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80-85
Auditorium, Concert Halls, Amphitheaters	-----	50-70	-----	65-85
Sports Arena, Outdoor Spectator Sports	-----	50-75	-----	70-85
Playgrounds, Neighborhood Parks	50-70	67-75	-----	77-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	70-80	80-85	-----
Office Buildings, Business Commercial and Professional	50-70	67-77	75-85	-----
Industrial, Manufacturing, Utilities, Agricultural	50-75	70-80	75-85	-----
<b>LEGEND:</b>  <b>NORMALLY ACCEPTABLE:</b> Specified land use is satisfactory, based upon the assumption that any building involved are of normal conventional construction without any special noise insulation requirements.  <b>CONDITIONALLY ACCEPTABLE:</b> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.  <b>NORMALLY UNACCEPTABLE:</b> New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needs noise insulation features included in the design.  <b>CLEARLY UNACCEPTABLE:</b> New construction or development should generally not be undertaken.				
Source: California Department of Health Services (DHS) Office of Noise Control.				

Based upon the Project's variety of land uses, as compared to Table XXXIV-1 above, the uses are considered conditionally compatible as to the noise generated from the project and its potential impact upon the ambient noise levels within the existing community.

As discussed previously, the surrounding zones are a primarily zoned residential, in all directions. Upon adoption of this new zone, the required setback from any cannabis related buildings is a minimum of 30-feet, which is not sufficient to reduce any potential noise below a level of significance.

The construction activities of the Project are expected to generate short-term noise increases compared to the existing levels. A temporary incremental increase in noise levels along local roadways is expected to occur during the transport of workers and equipment to and from the site. Noise increases will also be generated by the actual on-site construction activities, which based on location and context, will occur within 500-feet of existing residential zoning; however, all adjacent parcels are vacant and there are no current plans, on file with the City, that will develop and occupy any of the adjacent lots. Given the shorten duration of project construction, relative to the long-term project operation, construction-related noise and vibration increases will have no impact upon any sensitive receptors. As such, it is important to acknowledge and disclose the maximum noise levels generated from all possible stationary construction sources. Any new construction required for a future cannabis facility would generally occur during daytime hours, typically from 6 AM to 6 PM; however, the Kern County Noise Control Ordinance (Title 8 of the Kern County Code of Ordinances) limits all construction activities to take place between 6 AM and 9 PM, Monday through Friday, and between 8 AM and 9 PM on Saturdays and Sundays. If construction work is performed between dusk and 9 PM or dawn and sunrise (approximately 6 AM), construction crews would use minimal illumination to perform the work safely. California City Noise Ordinance Section 5-1.406 interior noise standards for Residential zones states that between the times of 10:00 p.m. to 7:00 a.m., the allowable interior noise level at 45 dB(A) and 55 dB(A) between 7:00a.m. and 10:00 p.m.

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

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

**Table XXXIV-2: Construction Noise**

CONSTRUCTION EQUIPMENT REFERENCE NOISE LEVELS		
Construction Equipment	Estimated Usage Factor	Noise Level at 50 Feet (dBA, L <sub>max</sub> )
Air Compressor	40%	80
Backhoe	40%	80
Cement and Mortar Mixers	40%	85
Compactor	20%	80
Concrete/Industrial Saw	20%	90
Cranes	16%	85
Crushing/Proc. Equipment	20%	87
Dumpers/Tenders	40%	76
Excavator	40%	85
Forklift	50%	85
Graders	40%	85
Haul Trucks	40%	76
Jackhammer	20%	85
Loader	40%	80
Paver	50%	85
Pumps	100%	82
Roller	20%	85
Rough Terrain Forklift	50%	85
Rubber Tired Loader	40%	80
Scrapers	40%	85
Skid Steer Loaders	40%	80
SOURCE: Federal Highway Administration (FHWA), <i>FHWA Roadway Construction Noise Model User's Guide</i> , January 2006.		

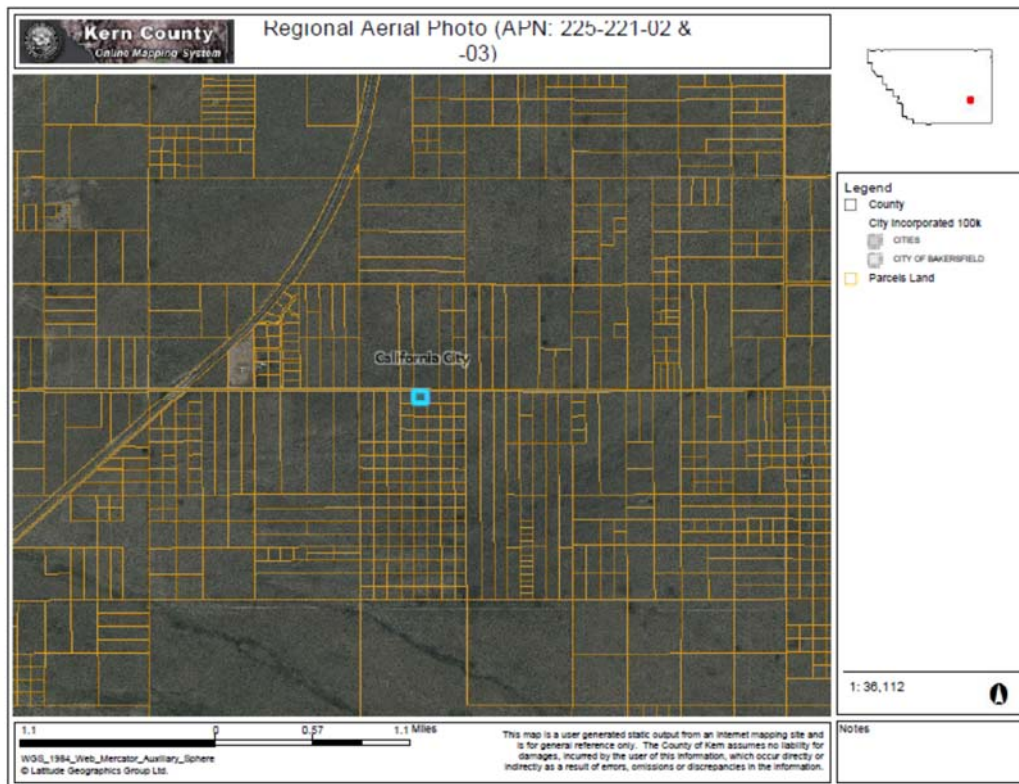
Based upon this, which is generated from the FHWA Construction Noise Model User's Guide (2006), the loudest source of construction noise is 80 dBA, L<sub>max</sub>.

**OPERATIONAL NOISE ANALYSIS:**

As shown in Figure XXXIV-3 below, residentially zoned parcels are directly adjacent to the Project boundary. All adjacent parcels comply with the CCMC, Section 9-2-.803 requirements of a minimum 200-foot lot depth, as no residential zoning exists, and the O/RA zone is exempt from said setback.



**Figure XXXIV.3 – Residential Zoning Radius Map**



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

#### **VIBRATION ANALYSIS:**

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

Groundborne vibration, also referred to as earth borne vibration, can be described as perceptible rumbling, movement, shaking or rattling of structures and items within a structure. Groundborne



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

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

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

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

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

Most of development in the City has occurred within the central core. An area comprising approximately twelve sections of land (7,680 acres) in the southwest portion of the land area within the City's corporate

limits. The project is located adjacent to California City Blvd. and effectively located within the prime development area of the City. The City's General Plan Land Use Element includes a summary of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

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

**Mitigation:**

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

**NOI-2** Prior to the issuance of the first building permit, the applicant shall cause a detailed noise evaluation to be prepared that analyzes the noise generating potential of each of the land uses contained in Table XXXIV-6, as applicable. All new buildings shall be setback no less than 50-feet from the property line where adjacent to sensitive receptors occur.

**NOI-3** The applicant shall install noise control barriers, sound curtain, or other noise control method acceptable to the Planning Manager along the eastern and southern property lines, where intermittent noise generation are foreseen to exceed the City's noise standards. If a barrier is selected, the barrier shall be at least 6 feet high to block the line-of-sight to adjacent noise- sensitive land uses from operational uses near the property line. The noise control barrier or sound curtain shall be engineered according to applicable codes and shall remain in place until windows are installed on the proposed building.

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

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>POPULATION AND HOUSING</b> Would the Project				
<b>35. Housing</b>				
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Affect a City Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cumulatively exceed official regional or local population Projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact: The California City planning area is comprised of 201 square miles. This represents an increase of 11,200 acres resulting from the 1991 Municipal Reorganization #9-1-1 that comprised a 21,000-acre annexation and 4,800-acre detachment. The total 201 square miles planning area also represents the official City limits of California City. California City completed the 2002 Annexation, Detachment, Sphere of Influence Amendment (the City has Jurisdictional Boundaries and Coterminous Sphere of Influence), Redevelopment Area Expansion General Plan Update (Including the Housing Element), and Automotive Test Course Project. This action did not impact the availability of parcels for housing. It detached some environmentally sensitive areas and annexed some land suitable for economic development.

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

The proposed facility consists of a 40,000 sf of commercial cannabis cultivation and related, but ancillary cannabis processing and manufacturing. The Project is compatible with operations and uses permitted in the within the proposed M-1 (Light Industrial Zoning District) with approval of a site plan review. The facility is estimated to staff approximately 35 employees with multiple shifts. The proposed Project may encourage relocation for employment. However, the number of employees is expected to come from existing residents primarily.

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>PUBLIC SERVICES</b> Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
<b>36. Fire Services</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact:

Fire services are provided to the project area by the California City Fire Department (CCFD). The fire department operates out of a single location, located at 20890 Hacienda Blvd, California City, CA 93505, approximately 15-miles from the project site. The station has four paid fire fighters on duty per day. The CCFD maintains a fleet of two structure engines (one front-line and one reserve), one brush engine, one brush patrol, one squad/off- road rescue, and two staff SUV's. The CCFD maintains mutual aid and automatic aid agreement with Kern County Fire and Edwards Air Force Base Fire, resulting in the ability of three engines being dispatched; a standard duty response that ensures a minimum number of firefighters arrive at scene per National standards. Mutual aid is an agreement among emergency responders to lend assistance across jurisdictions provided resources are available and is not to the detriment of their own service area. The project proposes the development of the 4.65-acre site. 20890 Hacienda Blvd, California City, CA; which does not create a substantial increase in the need for additional fire suppression and planning services.

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>37. Police Services</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Police services are provided to the project area by the California City Police Department (CCPD). The police department operates out of a single location and is located at 21000 Hacienda Blvd, approximately 15-miles from the project site. Per the Police Department website, the CCPD has 13 sworn officers and 6 support staff, totaling 19 positions. Based on the 2020 Census, California City has a population of 14,198 persons, resulting in an officer to resident ratio of 0.75 per 1,000 population. At buildout, the facility will have an approximate area of 40,000 sf; under a Class B Occupancy.

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

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>38. Schools</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact: The proposed project falls under the Mojave Unified School District (MUSD). Development of the project would not create a direct demand for school service. At buildout, the facility will have an approximate area of 40,000 sf; under a Class B Occupancy. Employment generated by the project would not be expected to draw a substantial number of new residents that would generate school age children requiring public education or substantially alter school facilities or the demand for public education and no new facilities would need to be constructed. Additionally, any future development will be required to pay Development Impact Fees (DIF) to the Mojave Unified School District, developer impact fees to assist in offsetting impacts to school facilities. At the time of writing, current development fees are \$0.61 per square foot for commercial/industrial projects (Level I Developer Fee Study for Mojave Unified School District, 2018). Less than significant impacts to school services are expected. As discussed below in Section 41 and 42, the proposed project would not create substantial demand for public school facilities, nor result in the need to modify existing or construct new school facilities. No impacts are expected to the MUSD.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>39. Libraries</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact: Library services are provided by the Kern County Library system with the nearest branch located in the City at 9507 California City Boulevard. The Kern County Library provides a full range of services and resources to over 850,000 people in every city and unincorporated area of Kern County through a network operated at Kern County Library Headquarters. The Kern County Library system includes 24 branches and 2 book mobiles available to serve the County population. Development of the project would not create a direct demand for school service. At buildout, the facility will have an approximate area of 40,000 sf; under a Class B Occupancy. Employment generated by the project would not be expected to draw a substantial number of new residents that would generate school age children requiring library services. According to the Kern County employment projections, the majority of new employees to the City would qualify as mid-low or low income workers and are considered unlikely to substantially alter existing library branch facilities or the demand for new facilities would need to be constructed.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>40. Health Services</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact: According to the City Fire Chief, there are multiple choices for hospital care to serve City residents. These choices depend upon the severity and type of medical treatment required. In addition, hospital related care also depends on bed availability and the patients' preference, if not emergent. Since California City spans approximately 201 square miles, there are a number of hospitals that a patient could be transferred to for minor issues such as less critical conditions, stabilizing patience, and minor surgeries. These minor incidences are typically served by Adventist Health-Tehachapi Valley in Tehachapi, which is located approximately 20-miles from the City's western edge. Furthermore, Ridgecrest Regional Hospital is located approximately 9-miles from the east edge of the city and even Barstow Community Hospital; which is located approximately 50-miles from the southwest edge of town also provides non-trauma related care. If trauma level care is necessary, patients are transported to the Antelope Valley Hospital in Lancaster, which is located approximately 8-miles from the south edge of the city. The City does have Fire Mutual Aid Agreements with Kern County and Edwards AFB as requested by the California City Fire Chief.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>RECREATION</b>				
<b>41. Parks and Recreation</b>				
a) Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the Project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Is the Project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact: As discussed herein, the proposed project would not create substantial additional demand for public park facilities, nor result in the need to modify existing or construct new park facilities. No impacts are expected to park. As previously discussed, the Project proposes to construct a 259,800 square foot commercial cannabis cultivation and ancillary manufacturing uses, which includes about 60-acres of open space within the project area. Properties immediately to the north, east, south, and west of the project are in a vacant state, with the Randsburg Mojave Blvd. located to the north and northeast. Existing residential dwelling units are located southeast of the Project site, and approximately 150 employees will be generated by the Project, the addition of which is not anticipated to cause a substantial increase to the current existing neighborhood community, regional or pocket parks. Therefore, no impacts are expected relative to use or deterioration of existing parks. The construction of the proposed cultivation and processing facility within the proposed M-1 zoning district will not substantially degrade any existing or planned recreational facility. No construction or expansion of other recreational facilities is required for Project implementation and no impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>42. Recreational Trails</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact: The City's Municipal Code has adopted the Farm Animal Overlay and the Equestrian Overlay Zones (EOZ). California City Municipal Code Section 9-2.2408 Equestrian Overlay Zone

permits the riding of equines along equestrian trails and roadways, if they do not cause any traffic impediment. According to Figure 3-1 and 3-2, of the City's Circulation Element, development of the project does not require the bikeways, equestrian, or multi-modal trail systems. The Project will not negatively affect the General Plan goals of providing safe and convenient access to equestrian trails and roadway use as none are required or anticipated, by the General Plan, for the Project area.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>TRANSPORTATION/TRAFFIC</b> Would the Project				
<b>43. Circulation</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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) Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

## REGULATORY FRAMEWORK

### State

#### *Senate Bill 743*

SB 743, which was signed into law in 2013, initiated an update to the CEQA Guidelines to change how lead agencies evaluate transportation impacts under CEQA, with the goal of better measuring the actual transportation-related environmental impacts of any given project.

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

Guideline section 15064.3 specifies that VMT analyses are voluntary until July 1, 2020. A recent appellate court decision (*Citizens for Positive Growth and Preservation v. City of Sacramento* (2019))

43 Cal.App.5th 609) confirmed that traffic congestion is no longer an environmental impact under CEQA, and VMT is not a required element of transportation analyses until July 1.

### **Regional Setting:**

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

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment and health of residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).

### **Local**

#### *City of California City – General Plan Circulation Element*

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

#### Policies:

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

- Coordinate the street improvement of necessary street facilities as a condition of land development.

## THRESHOLDS OF SIGNIFICANCE

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

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

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

The Project is required to detail compliance with the City's *Final California City General Plan Circulation Element (Chapter 3)*, by providing a balance circulation system to meet the needs of the residents, businesses, and visitors to California City. According to Figure 3-1 and Figure 3-2, of the General Plan, the Project is not subject to any transit, bicycle, pedestrian, or other multi-modal elements established by the City's General Plan. Furthermore, the Project is required to make improvements to both Kennedy and Lincoln Blvds., which are designated as Arterial roadways pursuant to the same exhibit referenced in the General Plan.

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



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

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

**VMT Analysis Methodology**

At the time of the preparation of this Initial Study, the City has not formally adopted its own VMT analysis guidelines and thresholds. Therefore, for the purposes of this analysis the recommended VMT analysis methodology and thresholds recommended by the Technical Advisory and supported by OPR's Guidelines have been used. As outlined in the Technical Advisory, mixed-use projects such as the proposed Project need to evaluate each component of the project independently and apply the relevant significance threshold for each project type (i.e., office, retail, etc.). For the purposes of this VMT analysis, the evaluation of VMT will focus on the industrial/manufacturing uses (i.e., commercial cannabis cultivation uses) only. Consistent with Technical Advisory recommendations, local serving retail that is typically less than 50,000 sf will tend to improve retail destination proximity and short trips, which in turn reduces VMT. According to the Technical Advisory, uses such as the lodging, retail, and destination-orientated uses, proposed by the Project are presumed to create a less-than-significant impact.

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

**Project Screening Analysis**

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

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

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

**Project Type Screening**

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

**The Project Type screening threshold is not met.**

**Table XLIII-7: Trip Summary Information**

Land Use	Average Daily Trip Rate		
	Weekday	Saturday	Sunday
Industrial Park	218.56	79.68	23.36
Total	218.56	79.68	2,411.50

**Source: Annual CalEEMOD Analysis Results**

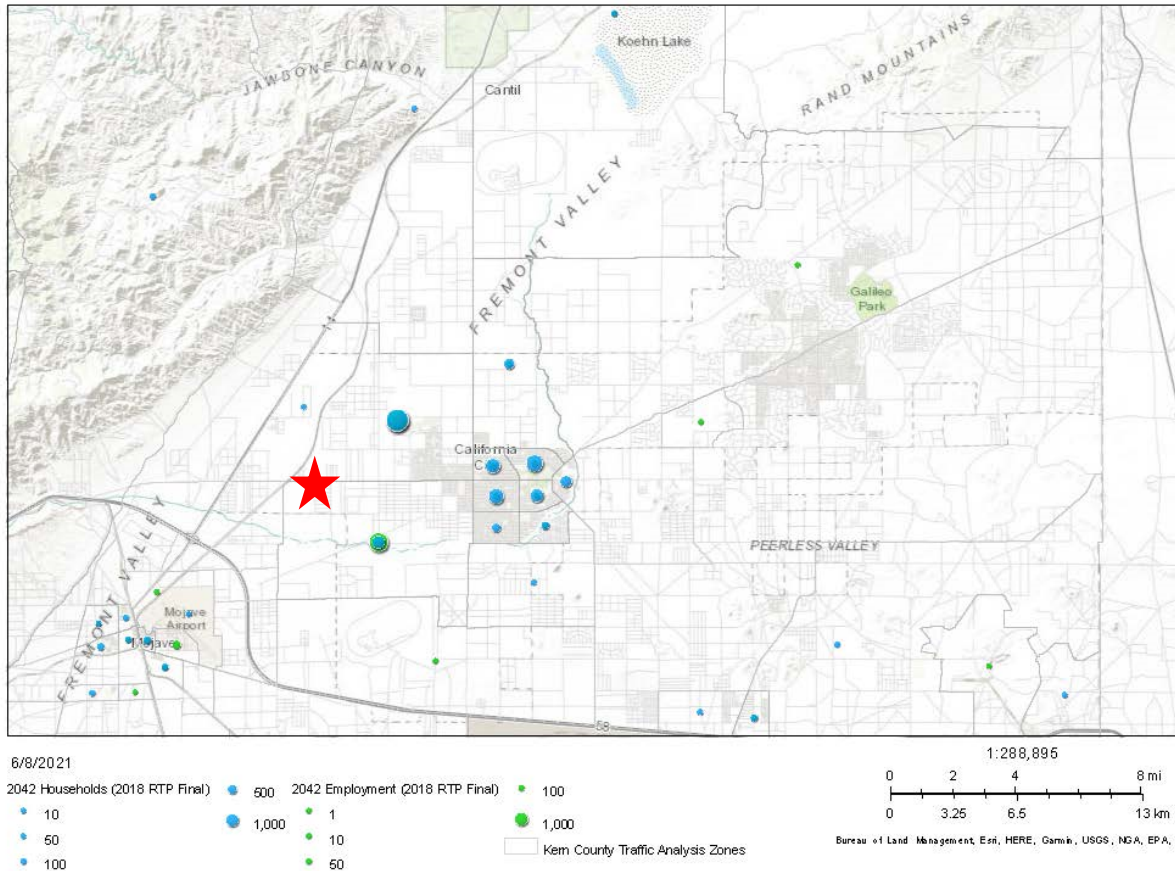
### **Low VMT Area Screening**

The Screening Tool uses the sub-regional Kern COG – VMIP 2 Model Development Report to measure VMT performance within individual traffic analysis zones (TAZ's) within the Kern COG region. The Project's physical location based on parcel number was selected within the Screening Tool to determine the relevant TAZ's VMT as compared to the jurisdictional average. The Project boundary is located in TAZ 1465 and appears to be within a low VMT generating TAZ based on daily total VMT per service population. As measured by the baseline year of 2015, the total of 8 households were identified, with a project by 2042 of 8 households. Furthermore, the anticipated employment remains stagnant, at 23 in both the baseline and projection years, 2015 and 2042, respectively.

**Table XLIII.8 – Kern County TAZ Data**

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

## Household and Employment Data - 2042



**Figure XLIII-4: 2042 Household and Employment Data**

Based on a review of the land use information contained within TAZ 1465 for the KERNCOG Trip Generation base year (2015) model, the zone includes exceptionally low levels of employment and low amounts of population and household data. The proposed Project would increase the number and type of employment uses within the TAZ. However, the increases are considered incremental as the 4.65-acre project area is 0.27% of the total TAZ area and therefore is consistent with the underlying assumptions considered in TAZ 1465.

**The Low VMT Area screening threshold is met.**

### **Conclusions**

The Project is located within a Low VMT Traffic Analysis Zone (TAZ) and will not significantly increase the amount of employment or households as compared to the underlying assumptions in the 15,000-acre TAZ. Project VMT does not require mitigation measures to reduce trips and levels that would be less-than-significant.

### **Level of Significance: Less than Significant**

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

The proposed Project does not propose any design features that would increase traffic hazards, as the Project is consistent with the City's General Plan Circulation Element, and project-level infrastructure improvements will be established as Conditions of Approval to improve both Kennedy and Lincoln Blvds. The Project is located adjacent to Proposed Paved Road and bisected by California City Blvd. Both roadways are classified as Arterial Highways in the General Plan Circulation Element (Figure 3-

1). An Arterial Highway is a divided road with four through lanes, providing for the movement of traffic to and from the planning area; the movement of traffic to and from activity centers within the planning area and the planning sub-areas; and the distribution of traffic to and from the highways. Arterials are located on the section lines and have a 110-foot right-of way. The Project is proposing to construct at-least two (2) access driveways on Kennedy Boulevard which will be constructed to meet City standards. The primary driveway will be signalized. The driveways do not have the potential to change the geometric design of Kennedy Boulevard in a manner that would substantially increase hazards due geometric design feature (e.g., sharp curves or dangerous intersections).

***Level of Significance: Less than Significant***

***d) Result in inadequate emergency access?***

The proposed Project does not propose any design features that would increase traffic hazards, as the Project **is consistent with the City's General Plan Circulation Element, and project-level infrastructure improvements will be established as Conditions of Approval to improve both Kennedy and Lincoln Blvds.** The Project is located adjacent to Proposed Paved Road and bisected by California City Blvd. Both roadways are classified as Arterial Highways in the General Plan Circulation Element (Figure 3-1). An Arterial Highway is a divided road with four through lanes, providing for the movement of traffic to and from the planning area; the movement of traffic to and from activity centers within the planning area and the planning sub-areas; and the distribution of traffic to and from the highways. Arterials are located on the section lines and have a 110-foot right-of way. The Project is proposing to construct at-least two (2) access driveways on Kennedy Boulevard which will be constructed to meet City standards. The primary driveway will be signalized. The driveways do not have the potential to change the geometric design of Kennedy Boulevard in a manner that would substantially increase hazards due geometric design feature (e.g., sharp curves or dangerous intersections). Impacts are less than significant. As a standard condition of approval for future development, access roads shall be provided to within 150 feet to all portions of the exterior building walls and shall have an unobstructed width of not less than 24-feet. The construction of the access roads shall be all weather and capable of sustaining 40,000 lbs. over two axles for areas of residential development and 60,000 lbs. over two axels for commercial developments. Approved vehicle access, either permanent or temporary, shall be provided during construction.

***Level of Significance: Less than Significant***

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>44. Tribal Cultural Resources</b>				
a) Would the Project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 2574 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:  Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k); or,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c). of Public Resources Code Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance to a California Native tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact: According to the California City General Plan Cultural Resources Section, there are five recorded historic archaeological sites within the City., a. According to Table 5-3, *Archeological Studies and Previously Recorded Prehistoric Sites*, a list of previously recorded historic sites are listed; however, all sites set forth in Table 5-3 are located within Township 11 – North, Range 11 – West whereas the proposed Project is located in Township 32, Range 36 and nowhere within the vicinity of the aforementioned sites. Furthermore, the potential archeological sites mentioned in Table 5-4 of the General Plan pertain specifically to the *Proposed Facility Area* which is not within vicinity of the proposed project and a review of the USGS 7.5-minute Series Topographic Quadrangle Map failed to reveal any correlation between sites identified in the General Plan Open Space Element and the Project site. The historical, cultural, and archaeological resources surveys outlined within the California City General Plan indicate that the project site is not listed or eligible for listing in the California Register of Historical Resources or in a local register. Therefore, no impacts are anticipated with project implementation. Additionally, the California City General Plan states that the City had no Native American Sacred Sites within the City's boundary. Therefore, project implementation is not expected to have a substantial adverse change in a significant Tribal cultural resource. Less than significant impacts are anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>45. Bike Trails</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact: The property, in addition to the surrounding property, were previously analyzed in both the City's General Plan EIR and as part of the KernCOG 2018 Regional Transportation Plan (RTP). The City's General Plan Circulation Element also requires implementation of a *planned street system that operates to its maximum efficiency by providing for multi-modal use of streets. This shall be accomplished by the following: Develop bikeways in accordance with the City Bikeway Plan, adopted October 2008<sup>4</sup>.* According to Figure 3-1, of the General Plan Circulation Map, there are no equestrian trails located adjacent or within the project vicinity. Similarly, Figure 3-2, of the General Plan Primary Bikeway System Map, does not indicate the location of any Class 1, 2, or 3 bikeways along any of the adjacent roadway systems (e.g., California City Blvd., Proposed Paved Road or Randsburg Blvd. As such the Project will not increase the need for bike trails, as a function of its proposed use as detailed the City's Bikeways Master Plan or in the Class I Bike Trail Plan California City Blvd. California City Blvd. Impacts are not anticipated.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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#### **UTILITY AND SERVICE SYSTEMS** Would the Project

##### **46. Water**

a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

☐ ☐ ☒ ☐

b) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?

☐ ☐ ☒ ☐

Source: City of California City Municipal Code; City of California City Final General Plan 2009-2028; California City Stormwater Masterplan, dated 2002.

Findings of Fact: The City of California City operates one wastewater treatment plant located at 5835 Nelson Drive, which according to the Kern County GIS database, is approximately 9.5-miles southwest of the Project site. All City sewage is collected into sewage mains, where they exist, and are delivered to the 1 Million Gallon per Day (MGD) sanitary facility. The existing wastewater collection system of City of California City is in good condition. Sewage flows by gravity to the existing treatment plant facilities. Future, master plan for sewer line by Helt Engineering was designed to forecast potential growth within the first community. Population projections were utilized to determine future sewer capacity demand.

<sup>4</sup> California City General Plan, page 3-14, 3-18

The future master plan has been designed to serve the geographic area of central and southern part of the first community where the housing development is growing. Zone with high usage of septic system that near approaching the 2 equivalent dwelling units per acre where also considered in designing the future sewer master plan. The City of California City is currently identifying funding source for the implementation of Wastewater Treatment Plant, the "Backbone" component of the sewer system project. Currently the City continue to allow OWTS for new construction with the understanding that prior to exceeding the maximum 2 equivalent dwelling unit / acre density, mandated by the Regional Water Quality Control Board (RWQCB) and stated in Ordinance No. 89-414 (Appendix E), sewer would have to be constructed.

The existing California City Wastewater Treatment Facility is designed to treat an average flow of 1.5 MGD and peak flow of 3.0 MGD. Currently, the average influent flow is 0.8 MGD; which provides sufficient capacity to accommodate future development applications. The Project anticipates the use of OTWS. According to *Figure 4: City Sewer Density Zone Map* of the City's Local Agency Management Plan (LAMP), the Project is not located within a Sewer Density Zone. Based upon the nature of the proposed development, On Site Water Treatment Systems are acceptable to the State Water Board and Kern County Department of Environmental Health.

California City Water Department provides domestic water service to the existing areas of development within the City; however, there is currently no potable water service to the Project site. As such, new facilities are required to ensure adequate health and safety standards are met. According to Figure III-1, of the City's 2002 Water Master Plan, no water infrastructure currently exists to the project. Therefore, the Project is required to prepare well drilling and plumbing plans, detailing the connection within the Project site. The City provides approximately 4,410 active service water connections to its incorporated area (203 square miles). The City maintains approximately 313 miles of water main lines ranging in size from 4 to 21 inches in diameter, and a 20-inch transmission line connects the City wells to the reservoirs located in the foothills. As stated in the prior discussion, the California City Wastewater Treatment Facility, which is designed to treat an average flow of 1.5 million gallons per day, and peak flow of 3.0 MD. The approximately 4.65-acre project site is currently vacant and undeveloped, with scattered vegetation. Existing facilities such as water and electricity currently run along California City Blvd. The proposed Project will connect to an existing 6-inch water main line, which is currently available in California City Blvd. and served by the City.

The wastewater from the proposed project is expected to be minimal and accommodated given the size and nature of the project. The Project will require sub-surface or onsite waste disposal systems (OTWS) as there are no sewer facilities located within this portion of California City Blvd. Construction of OTWS will comply with the requirements of the State Regional Water Control Board, Kern County Department of Environmental Health, and the City Public Works Department. OTWS are required to comply with the Fremont Valley Integrated Regional Water Management Group (IRWMG), consisting of California City, Mojave Public Utility District (MPUD), and the Antelope Valley East Kern Water Agency (AVEK). The review by these groups will ensure wastewater capacity and compliance. Additionally, OTWS installation and connection fees in place at the time of development or connection would be collected by California City. Therefore, less than significant impacts are expected.

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

As stated in prior discussions, the groundwater wells in California City produced over 93-percent (%) of the water supply in 2000 to 2001. Per the Water Master Plan, Well No. 15 is the closest well to the project site, south of California City Blvd., approximately 1.5 miles northwest of the Project site. According to the California City General Plan, future water demands for the City will be met by the construction of new water wells and through additional purchase of AVEK water. According to the 2015 Urban Water Management Plan (UWMP) updated in 2017, the addition of two new wells will assist in the City's goal in meeting future water demands from 2020 through 2040. These wells include Well No. 2. As stated in the UWMP, it is projected that in 2040 the City will be using 82.3 percent of the current water production capacity. It is noted that 82.3 percent capacity utilization in 2040 is conservative and that for the foreseeable future, the City has excess production capacity that will handle system demands year around and during worst case summer demand months.

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

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>11. Sewer</b>				
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a determination by the wastewater treatment provider that serves or may service the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Findings of Fact:** The City of California City operates one wastewater treatment plant located at 5835 Nelson Drive, which according to the Kern County GIS database, is approximately 9.5-miles east of the Project site. All City sewage is collected into sewage mains, where they exist, and are delivered to the 1 Million Gallon per Day (MGD) sanitary facility. The existing wastewater collection system of City of California City is in good condition. Sewage flows by gravity to the existing treatment plant facilities. Future, master plan for sewer line by Helt Engineering was designed to forecast potential growth within the first community. Population projections were utilized to determine future sewer capacity demand. The future master plan has been designed to serve the geographic area of central and southern part of the first community where the housing development is growing. Zone with high usage of septic system

that near approaching the 2 equivalent dwelling units per acre where also considered in designing the future sewer master plan. The City of California City is currently identifying funding source for the implementation of Wastewater Treatment Plant, the “Backbone” component of the sewer system project. Currently the City continue to allow OTWS for new construction with the understanding that prior to exceeding the maximum 2 equivalent dwelling unit / acre density, mandated by the Regional Water Quality Control Board (RWQCB) and stated in Ordinance No. 89-414 (Appendix E), sewer would have to be constructed.

Findings of Fact: The City of California City operates one wastewater treatment plant located at 5835 Nelson Drive, which according to the Kern County GIS database, is approximately 9.5-miles southwest of the Project site. All City sewage is collected into sewage mains, where they exist, and are delivered to the 1 Million Gallon per Day (MGD) sanitary facility. The existing wastewater collection system of City of California City is in good condition. Sewage flows by gravity to the existing treatment plant facilities. Future, master plan for sewer line by Helt Engineering was designed to forecast potential growth within the first community. Population projections were utilized to determine future sewer capacity demand. The future master plan has been designed to serve the geographic area of central and southern part of the first community where the housing development is growing. Zone with high usage of septic system that near approaching the 2 equivalent dwelling units per acre where also considered in designing the future sewer master plan. The City of California City is currently identifying funding source for the implementation of Wastewater Treatment Plant, the “Backbone” component of the sewer system project. Currently the City continue to allow OWTS for new construction with the understanding that prior to exceeding the maximum 2 equivalent dwelling unit / acre density, mandated by the Regional Water Quality Control Board (RWQCB) and stated in Ordinance No. 89-414 (Appendix E), sewer would have to be constructed.

The existing California City Wastewater Treatment Facility is designed to treat an average flow of 1.5 MGD and peak flow of 3.0 MGD. Currently, the average influent flow is 0.8 MGD; which provides sufficient capacity to accommodate future development applications. The Project anticipates the use of OTWS. According to *Figure 4: City Sewer Density Zone Map* of the City’s Local Agency Management Plan (LAMP), the Project is not located within a Sewer Density Zone. Based upon the nature of the proposed development, On Site Water Treatment Systems are acceptable to the State Water Board and Kern County Department of Environmental Health.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>12. Solid Waste</b>				
a) Is the Project served by a landfill with sufficient permitted capacity to accommodate the Project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the Project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (City Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Findings of Fact:** Solid waste disposal and recycling services for the City of California City are provided by Waste Management (WM), which is a publicly traded national corporation providing municipal waste hauling services for both residential and commercial projects. However, Waste Management does not provide removal of cannabis byproducts or waste generated from the manufacturing, testing, and packaging processes, due to regulations set forth by the Cannabis Control Bureau. As such, the Project is required to contract with a waste haul provider licensed by the state of California to haul cannabis related waste resulting from the harvesting and manufacturing processes. Unused plant material will be composted and reintroduced into soil composite. Commercial waste and recycling collected from the proposed Project will be hauled to the CA City Recycling and Transfer Station (15-AA-0401). Waste from this transfer station is then sent to a permitted landfill or recycling facility within Kern County. These include Bena, Boron, Mojave-Rosamond, Ridgecrest, Shafter-Wasco, Taft, and Tehachapi Landfills. CalRecycle data indicates that these landfills have 3 to 90-percent (%) of their remaining estimated capacity, with the Mojave-Rosamond Sanitary Landfill having the lowest remaining capacity, 3-percent (%), and the Boron Sanitary Landfill with approximately 90-percent (%) remaining capacity. Additionally, solid waste generated by a medical marijuana facility would be minimal and would comply with all cannabis waste regulations. Less than significant impacts to solid waste are expected. For non-cannabis related waste projects, such as solid waste generated by the project consisting of standard commercial and office related waste and byproducts generated from uses such as commercial kitchens, hotel and motel lodging facilities, and similar type of uses, the removal by Waste Management is acceptable and not anticipated to create or cause any substantial increase in service or severely hamper the ability to adequately provide service. Solid waste disposal and recycling services for the City of California City are provided by Waste Management (WM). Solid waste generated by the project would consist of standard household/office waste. The City of California City contracts with Waste Management to serve the solid waste disposal needs of the city, including the project. The project will comply with all applicable solid waste statutes and guidelines. No impacts are expected relative to solid waste statutes and regulations.

**Mitigation:** No Mitigation Required

**Monitoring:** No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Utilities</b>				
Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?				
a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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



Findings of Fact: The Project may require the extension and/or construction of municipal utility infrastructure, the implementation of which may result in effecting the project area and the surrounding environment.

- a) Electricity: Southern California Edison (SCE) does not currently serve the project site, as the site, and the surrounding environment, consist of either vacant or fallow lands. However, SCE does have an obligation to serve the project with electric utility infrastructure at the soonest opportunity feasible. Unfortunately, the timeframe in which electric utility infrastructure is anticipated is much longer than the development timelines anticipated by the Project applicant. Therefore, reliance on CARB-certified generators is an acceptable, short-term, solution to providing the necessary electrical service to operate critical elements of the Project.
- b) Natural Gas: According to the Semptra Energy *So-Cal Gas Transmission Pipeline Interactive Mapping* software, the Project will not impact or disrupt any high-pressure transmission or distribution lines as there are none available or located within several miles of the project site. However, the project will eventually require the extension of natural gas infrastructure if reliance upon alternative fuel sources is not feasible (e.g., solar, wind, or propane, just to name a few).
- c) Communications systems: California City is served by several telecommunications and wireless providers with telephone, broadband, and wireless communications all operating within the municipal boundary. Based upon the Project description, and its anticipated use, the expansion of critical telecommunications infrastructure will not exceed the anticipated growth projections set forth by the City or its telecommunication providers. Furthermore, the California Public Utilities Commission (CPUC) approved several projects in late 2020 and early 2021 that will add to reliability and interoperability within the City and more especially, within the project area. As such less than significant uses are anticipated.
- d) Storm water drainage: The City owns and maintains over 200 storm drain structures; which is provided through 40-plus miles of drainage pipe and their associated ditches of which the City is responsible for ongoing maintenance and repair. The ultimate construction and operation of the proposed project will require the extension of storm drain facilities approximately 2,700 linear feet to an existing interconnection point located easterly within California City Blvd. The construction of this facility will need to occur prior to the first occupancy or final inspection of the first completed unit or structure located on-site. The resulting storm drain improvements are all within existing City R/W, which have been previously analyzed and anticipate development of streets, storm drains, and other dry and wet utilities within the existing R/W.
- e) Street lighting: The streetlights will be maintained by the City Public Works Department through the assessment of fees through an allocation property taxes within the applicable assessment district. Maintenance of public facilities, including roads: The project anticipates that improvements will be completed for the full-width of California City Blvd. (adjacent to the project boundary) and at-least half-width improvements to Proposed Paved Road, from California City Blvd. to Randsburg Blvd. Once street improvement conditions are completed to the City's satisfaction, the developer shall dedicate in fee title, the specified roadways to the City. Once accepted by the City, maintenance obligations are funded through a variety of mechanisms, including the primary source being from gas taxes.
- f) Other governmental services: The Project will not create an undue burden or cause existing facilities to be expanded and/or new facilities to be constructed outside of those reference and discussed herein.

Mitigation: No Mitigation Required

Monitoring: No Monitoring Necessary

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>WILDFIRE.</b> If located in or near state responsibility areas classified as very high hazard severity zone, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate pollutant concentrations from a wildlife or uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact:

The California City Fire Department continues to interface with the citizens and community leaders, and to provide a solid base for stable long-term emergency response and disaster preparedness. Many hours have been spent revamping and relaunching programs such as the Community Emergency Response Team, Youth Fire Explorer Program, and Reserve Fire Fighters. As these programs get underway, we look forward to many more new and exciting programs for the community. More specifically, the total incident responses, for the last reportable year (2019) were 2,857, which was an increase of 52.4% over the previous decade (2009 – 2019). Given the increasing population and development within the City, the Fire Department does not anticipate a significant drain or reduction of service as these trends do not exceed the projections for reasonable growth and expansion previous anticipated by the City.

a)-d) According to the California City Fire Rescue Operational Report (dated, June, 2016), the Project will not result in an impact to an adopted emergency response plan or emergency evacuation plan as identified in either the 2016 Operational Report or the 2019 CCFD Annual Report. The City's Operational Division is currently budgeted for three Captains, three Fire Fighter-Engineers, and six Fire Fighters for an estimated Operational Budget in the amount of \$1,381,435. The City's annual reporting addresses and analyzes all potentially new and recently approved projects and estimates an anticipated growth rate based upon this data. Furthermore, firefighter staff is trained to respond to structure fires, Wildland fire, medical emergencies, special rescues, vehicle collisions, hazardous materials, and a wide variety of other service calls. Given that the presence of adequate fuel to initiate a wildland fire is low, given the surrounding topography, climate, and ecology specific to the City, the adherence to required California Building Codes (v. 2019), which includes the amended and updated fire code, is considered adequate to significantly reduce (if not eliminate altogether) a significant risk from wildland fires. According to the NRCS SoilWeb database, the Project site contains minimal and sparse vegetation,

and contains primarily sandy loam-type soils which are not conducive to the production of trees or forest vegetation.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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#### MANDATORY FINDINGS OF SIGNIFICANCE

<b>46.</b> Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

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

Findings of Fact: As concluded in the Biological and Cultural Resources sections of this document, the proposed project expansion would result in less than significant impacts with mitigation to these resources.

Based upon the programmatic biological report, the Project will require an Incidental Take Permit (ITP) to be prepared in conjunction with approved grading and engineering plans. The biological report indicated that potential habitat and a single species of Mojave Ground Squirrel (MGS) were located on the Project site and therefore focused protocol surveys were suspended in favor of an ITP.

The project is compatible with the City of California City General Plan land use designation and its surroundings. The project will not significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Less than significant Impacts with mitigation is expected.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>47.</b> Does the Project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, other current Projects and probable future Projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Staff review, Project Application Materials

Findings of Fact The project is in a partially developed setting designated for more rural-type resort uses, with larger developed lots of previously recorded but unbuilt residential communities. While the surrounding environment primarily consist of open desert, with the closest developed area being the “silver saddle” resort area, the acreage located between Randsburg Mojave Road and Twenty Mule Team Parkway Road, holds potential for hundreds of developed residential lots, as shown in the exhibit referenced below:

Cultivation of commercial cannabis is allowed within the M-1 proposed from M-1 (Light Industrial) Zoning District, along with a concurrent cultivation regulatory permit issued by the City of California City. In addition, the Project is required to comply with must follow all applicable state and local laws and regulations pertaining to the industrial, commercial, and manufacturing of cannabis and cannabis-related products. Based upon the City’s vision, set forth under the “Second Community” guidelines expressed through the City’s General Plan. The proposed Cannabis Resort facility is compatible with the existing and future land uses within the M-1 zone. As stated in the General Plan, Appendix 7 (Page 1), the California Department of Fish and Wildlife (CDFW) State of California Department of Fish and Game recommended development of a comprehensive biological mitigation plan for the redevelopment project area. *Response: The City reduced the number of acres by 59,500 acres, eliminating the Second Community from the Plan. Biota studies are required on all projects except for single family residential home, duplex and tri-plex.* As such, a programmatic biota study has been conducted for the Project and pursuant to the mitigation measures incorporated therein, the Project will have less than significant impacts to Biological Resources.

Based upon the information and mitigation measures provided within this Initial Study and implementation of the proposed cultivation and processing facility is not expected to result in impacts that, when considered in relation to other past, current, or probable future projects, would be cumulatively considerable. Less than significant impacts, with mitigation incorporated, are expected.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>48.</b> Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Staff review, Project application, Materials used in earlier analysis.

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

## V. EARLIER ANALYSES

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

Earlier Analyses Used, if any:

- City of California City General Plan Environmental Impact Report  
(<http://www.californiacity-ca.gov/CC/index.php/planning/planning-publications>)
- City of California City Municipal Code (CCMC), Title 9, Land Use and Development  
([https://library.municode.com/ca/california\\_city/codes/code\\_of\\_ordinances](https://library.municode.com/ca/california_city/codes/code_of_ordinances))
- Kern County GIS  
(<https://maps.kerncounty.com/H5/index.html?viewer=KCPublic&layerTheme=0&scale=72223.819286&basemap=&center>)
- 2012 California City Transit Development Plan  
(<https://www.californiacity-ca.gov/CC/index.php/planning/informational-guides>)
- 2017 California Climate Change Scoping Plan  
([https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf))
- Site Development Review (SDR) Process Information  
(<https://www.californiacity-ca.gov/CC/index.php/planning/informational-guides>)
- KernCOG 2018 Regional Transportation Plan  
(<https://www.kerncog.org/category/docs/rtp/>)

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

City of California City  
250 Hacienda Boulevard  
California City, CA 93505-2293  
(760) 373-8661

## VI. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 2583 and 2583.05; References: California Government Code Section 65088.4; Public Resources Code Sections 2580(c), 2580.1, 2580.3, 2582.1, 2583, 2583.05, 2583.3, 2593, 2594, 2595 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 121 Cal.App.4th at 159; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 52 Cal.App.4th 656.

Revised: 7/27/2021 3:13 PM

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APPENDIX A  
**PROJECT EXHIBITS**  
(*APN: 225-221-02 &-03*)

# 2014 Aerial (APN 225-221-02 & -03)



## Legend

-  City Incorporated
-  Parcels Land

1: 9,028



0.3 0 0.14 0.3 Miles

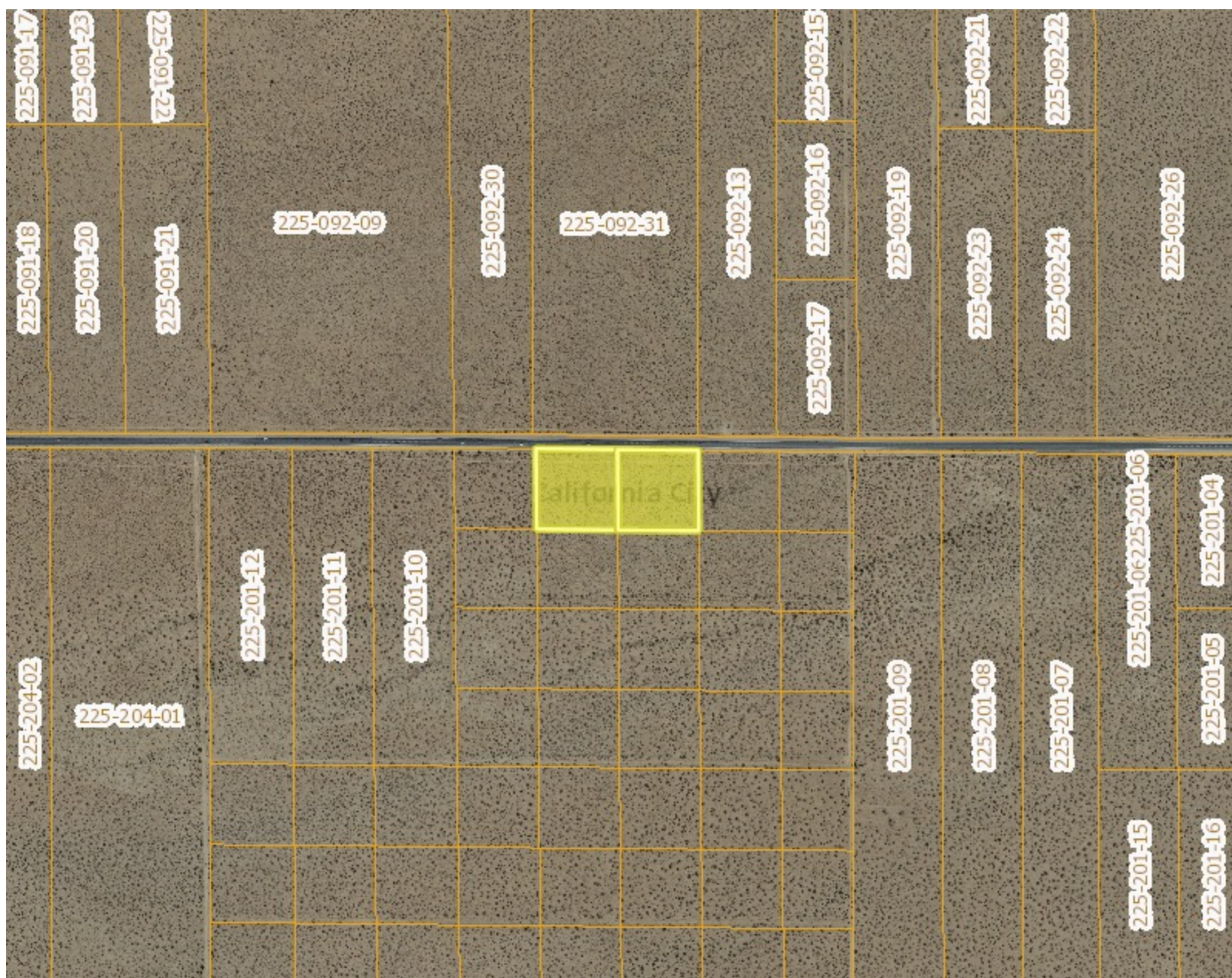
WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
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## Notes



# 2016 Aerial (APN 225-221-02 & -03)



## Legend

-  City Incorporated
-  Parcels Land

1: 9,028

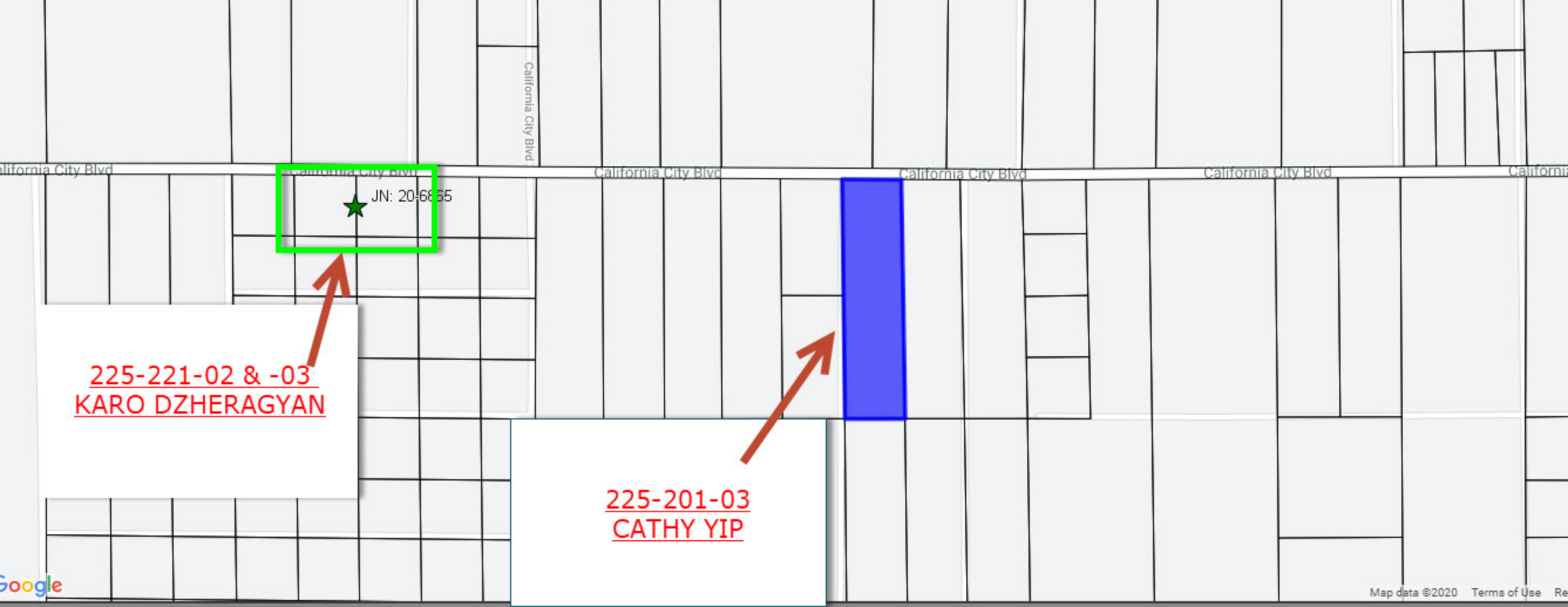


0.3 0 0.14 0.3 Miles

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
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## Notes



JN: 20-6835

225-221-02 & -03  
KARO DZHERAGYAN

225-201-03  
CATHY YIP



O/RA

M1 - LIGHT INDUSTRIAL

M1 - LIGHT INDUSTRIAL

California City Blvd

California City Blvd

California City Blvd

California City Blvd

California City Blvd

225-221-02 (2.33 ac)  
Proposed M2  
Ex. O/RA

225-221-03 (2.32 ac)  
Proposed M2  
Ex. O/RA

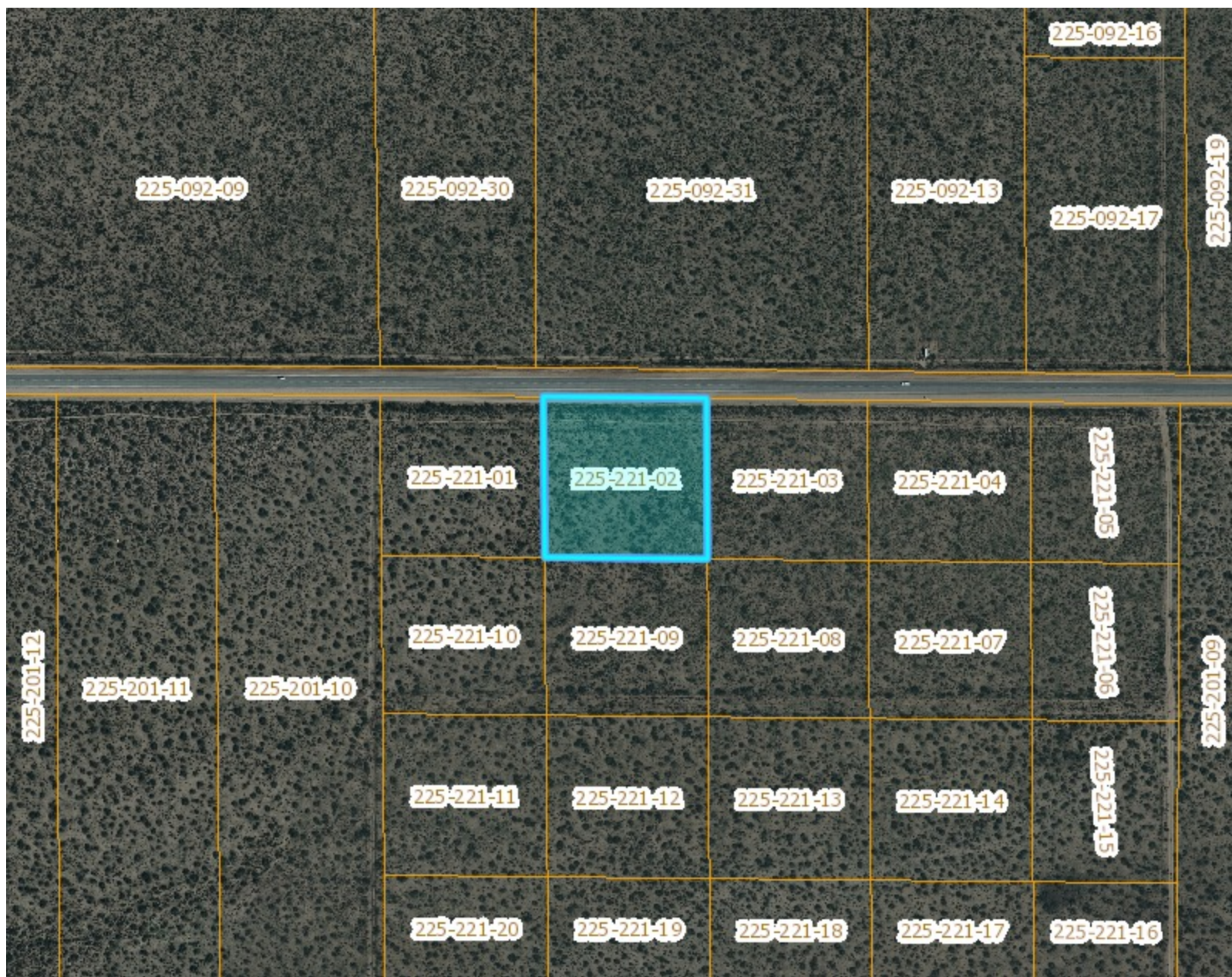
O/RA

O/RA

O/RA



# Aerial Photo (APN: 225-221-02 & -03)



## Legend

 Parcels Land

1: 4,514



0.1 0 0.07 0.1 Miles













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## Notes

# Airport SOI (APN 225-221-02 & -03)



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

1: 9,028



0.3 0 0.14 0.3 Miles

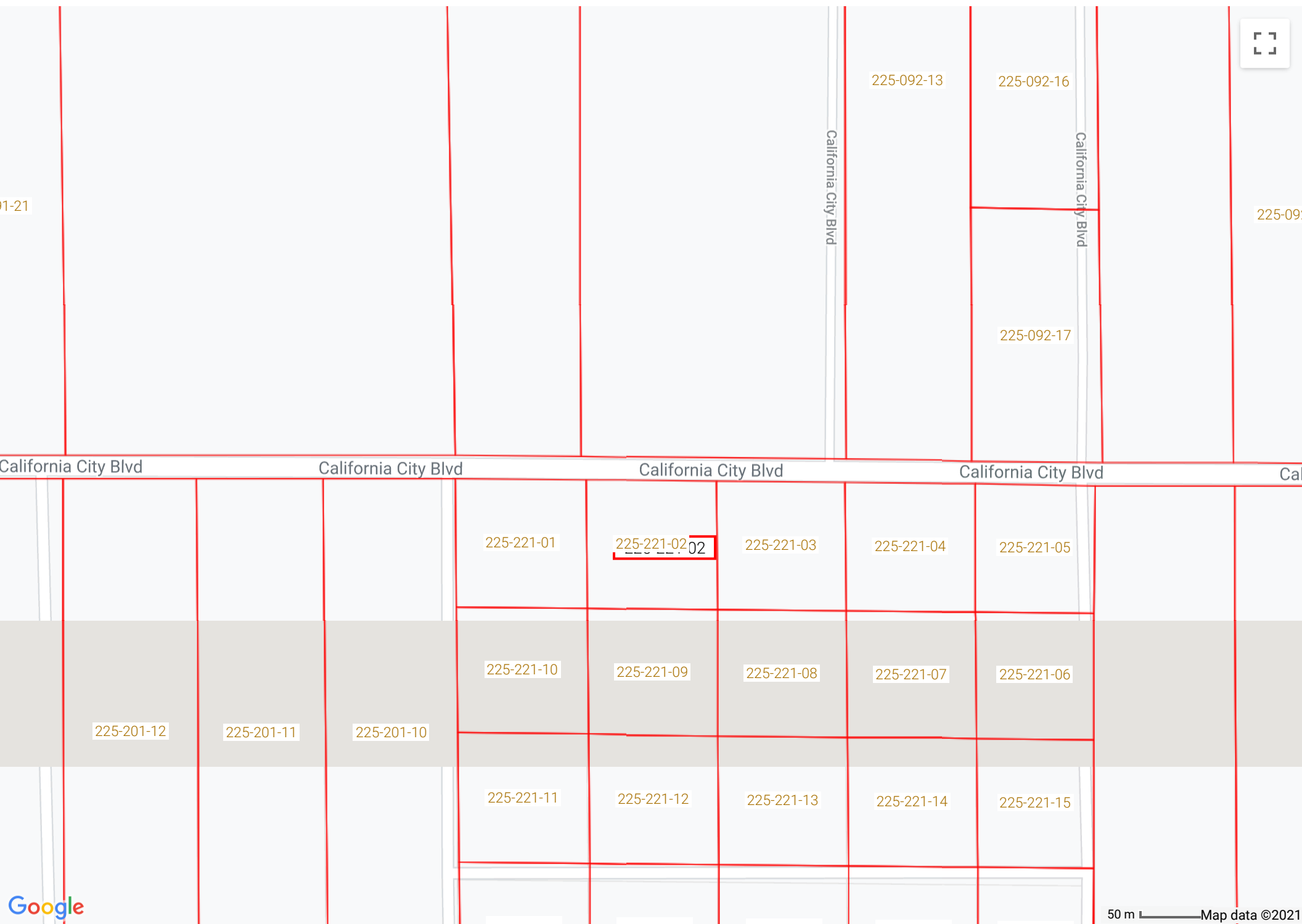
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Notes



Search:



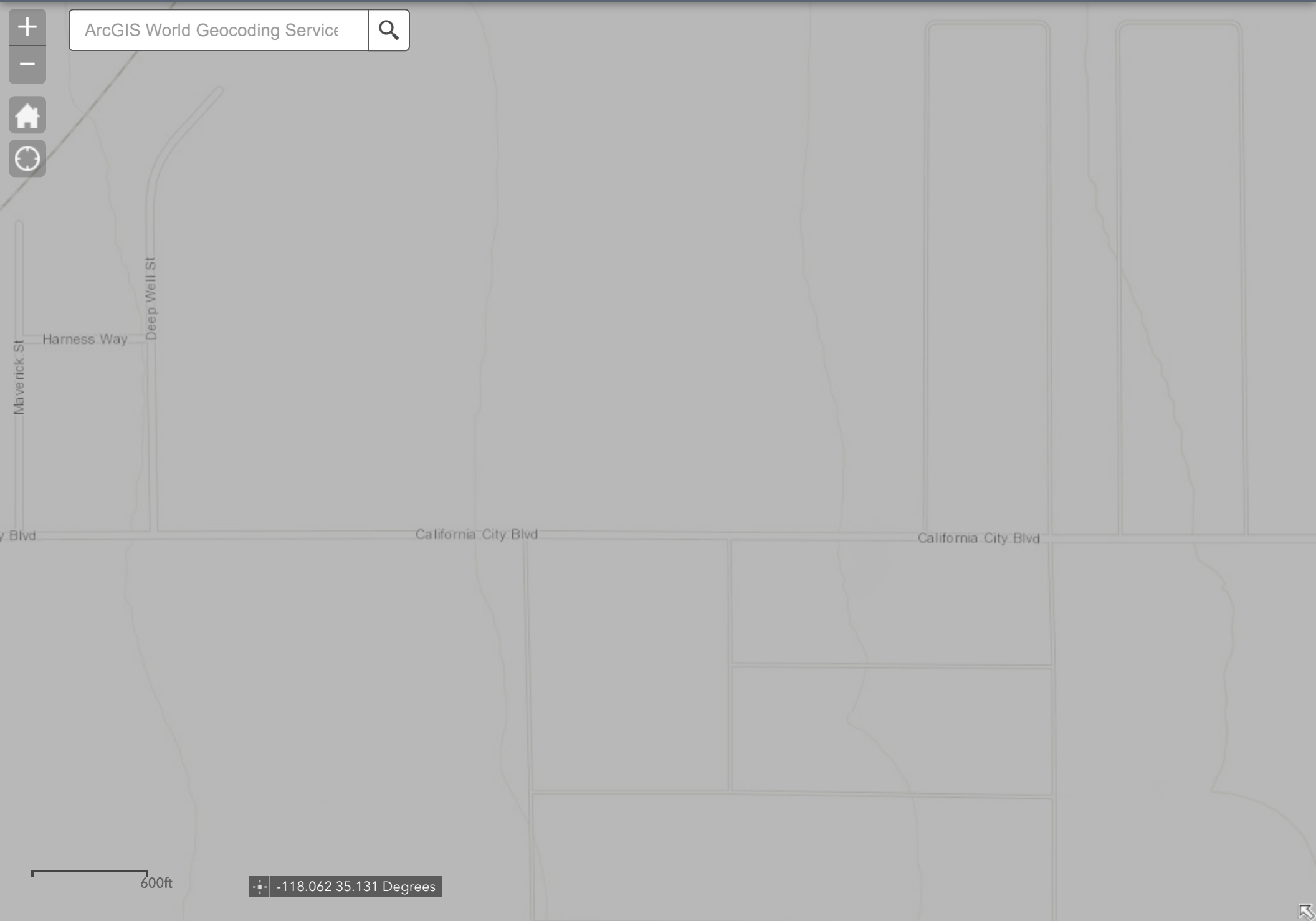


# CGS Information Warehouse: Mineral Land Classification



ArcGIS World Geocoding Service

Q



# City SOI (APN 225-221-02 & -03)



- Legend**
-  City Spheres of Influence
  -  City Incorporated
  -  California Counties
  -  Parcels Land

1: 9,028



0.3 0 0.14 0.3 Miles

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
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Notes





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

1: 9,028



0.3 0 0.14 0.3 Miles

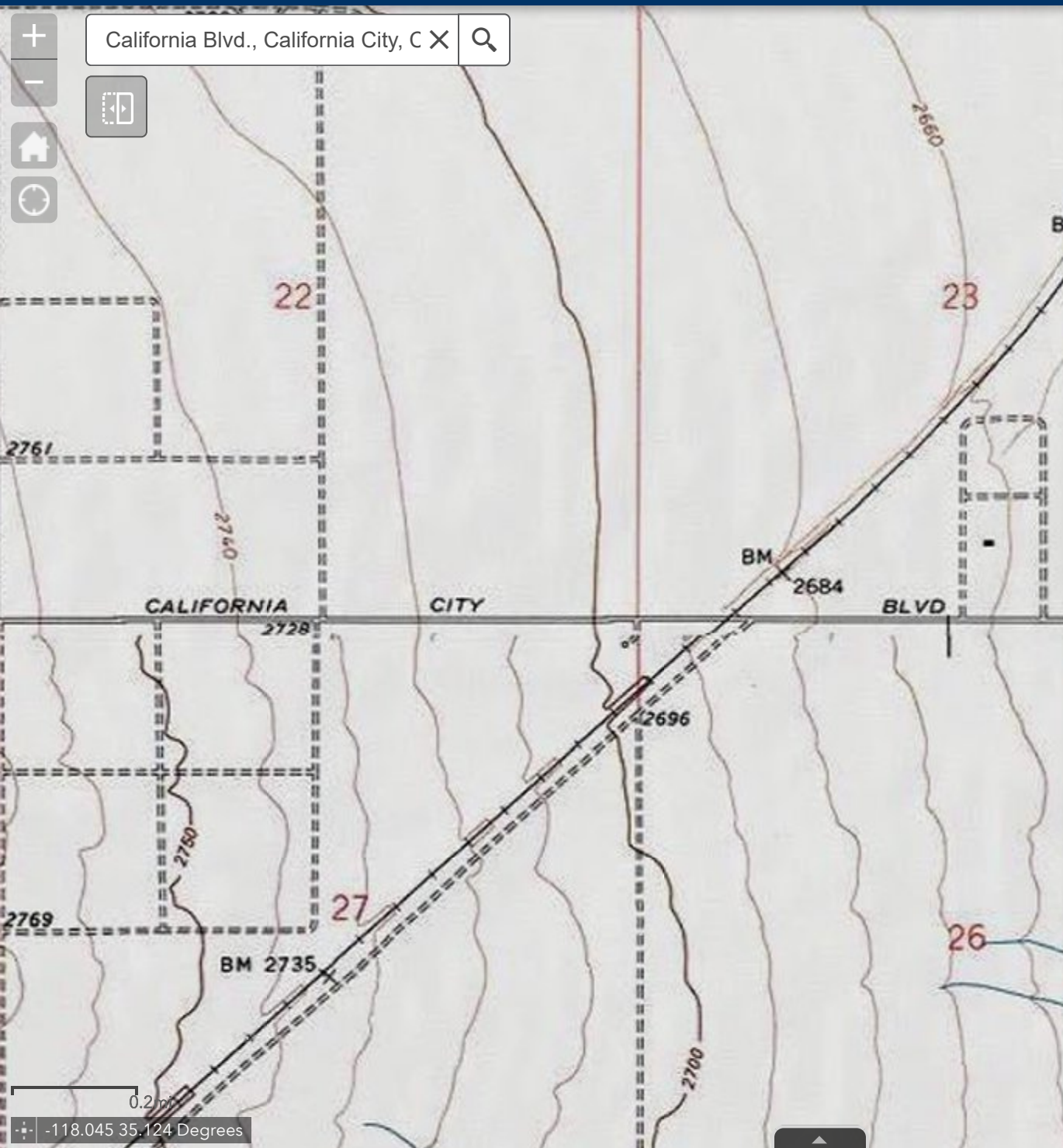
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Notes



DOCMaps



## Layer List

- ▶ ☐ County Boundaries ...
  - ▶ ☐ Ca. Landslide Inventory: CGS Current Standard, Active/Historic and Dormant Young ...
  - ▶ ☐ Ca. Landslide Inventory: CGS Current Standard, Dormant Mature, Dormant Old/Relict, or Dormant Age Not Specified ...
  - ▶ ☐ Ca. Landslide Inventory: CGS Mapped, Needs Review ...
  - ▶ ☐ Ca. Landslide Inventory: non-CGS Source ...
  - ▶ ☐ Seismic Hazards Program: Alquist-Priolo Fault Traces ...
  - ▶ ☐ Seismic Hazards Program: Alquist-Priolo Fault Hazard Zones ...
  - ▶ ☐ Seismic Hazards Program: Landslide Zones ...
  - ▶ ☐ Seismic Hazards Program: Liquefaction Zones ...
  - ▶ ☐ Seismic Hazards Program: Overlapping Landslide and Liquefaction Zones ...
  - ▶ ☐ Seismic Hazards Program: Unevaluated Areas ...
  - ▶ ☐ MS48: Earthquake Shaking Potential for California (revised 2016) ...
  - ▶ ☐ MS48: Historic Earthquakes, 1769 to 2015 - California (Magnitude 5.0-plus) ...
  - ▶ ☐ MS48: Shear-wave Velocity in Upper 30m of Surficial Geology (Vs30) ...
  - ▶ ☒ MS48: Fault-based seismic sources used in the Uniform California Earthquake Rupture Forecast, Version 3 (UCERF3) ...
  - ▶ ☐ Indoor Radon Potential Study Areas ...
  - ▶ ☐ Indoor Radon Potential Zones ...

Property Address:

### General Information

Full Detail \$14.95 [Add to Cart](#)

**PLEASE NOTE:** If a field is empty on this page, there is no data available, and the field will also be empty on the Full Detail property report.

County: **KERN**  
Parcel # (APN): **225-221-02-00-6** [Open Map](#)  
Owner: [See Full Detail](#)  
Mailing Address: **1010 SHERLOCK DR BURBANK CA 91501**  
Legal Description: **MAP 2274 LOT 4**  
Use Type: **VACANT**  
Tax Rate Area: **011-032**

### Assessment

Total Value:	<b>\$600</b>	Year Assd:	<b>2020</b>
Land:	<b>\$600</b>	Zoning:	<a href="#">See Full Detail</a>
Structures:		Use Code:	<a href="#">See Full Detail</a>
Other:		Census Tract:	
% Improved:	<a href="#">See Full Detail</a>	Price/SqFt:	
Exempt Amt:			
HO Exempt:	<b>N</b>		

### Sale History

	Sale 1	Sale 2	Sale 3	Transfer
Document Date:	<b>10/24/2005</b>	<a href="#">See Full Detail</a>		<a href="#">See Full Detail</a>
Document Number:	<b>205293944</b>	<a href="#">See Full Detail</a>		<a href="#">See Full Detail</a>
Document Type:	<a href="#">See Full Detail</a>	<a href="#">See Full Detail</a>		
Transfer Amount:	<b>\$80,000</b>	<a href="#">See Full Detail</a>		
Seller (Grantor):	<a href="#">See Full Detail</a>			

### Property Characteristics

Bedrooms:	Fireplace:	Units:
Baths (Full):	A/C:	Stories:
Baths (Half):	Heating:	Quality:
Total Rooms:	Pool:	Building Class:
Bldg/Liv Area:	Park Type:	Condition:
Lot Acres:	Spaces:	Site Influence:
Lot SqFt:	Garage SqFt:	Timber Preserve:
Year Built:		Ag Preserve:
Effective Year:		

\*\*The information provided here is deemed reliable, but is not guaranteed.

[Additional reports on this property](#) ➤



California  
Department of Conservation

Search



CA Farmland  
Conservancy

Conservation  
Districts

Farmland  
Mapping

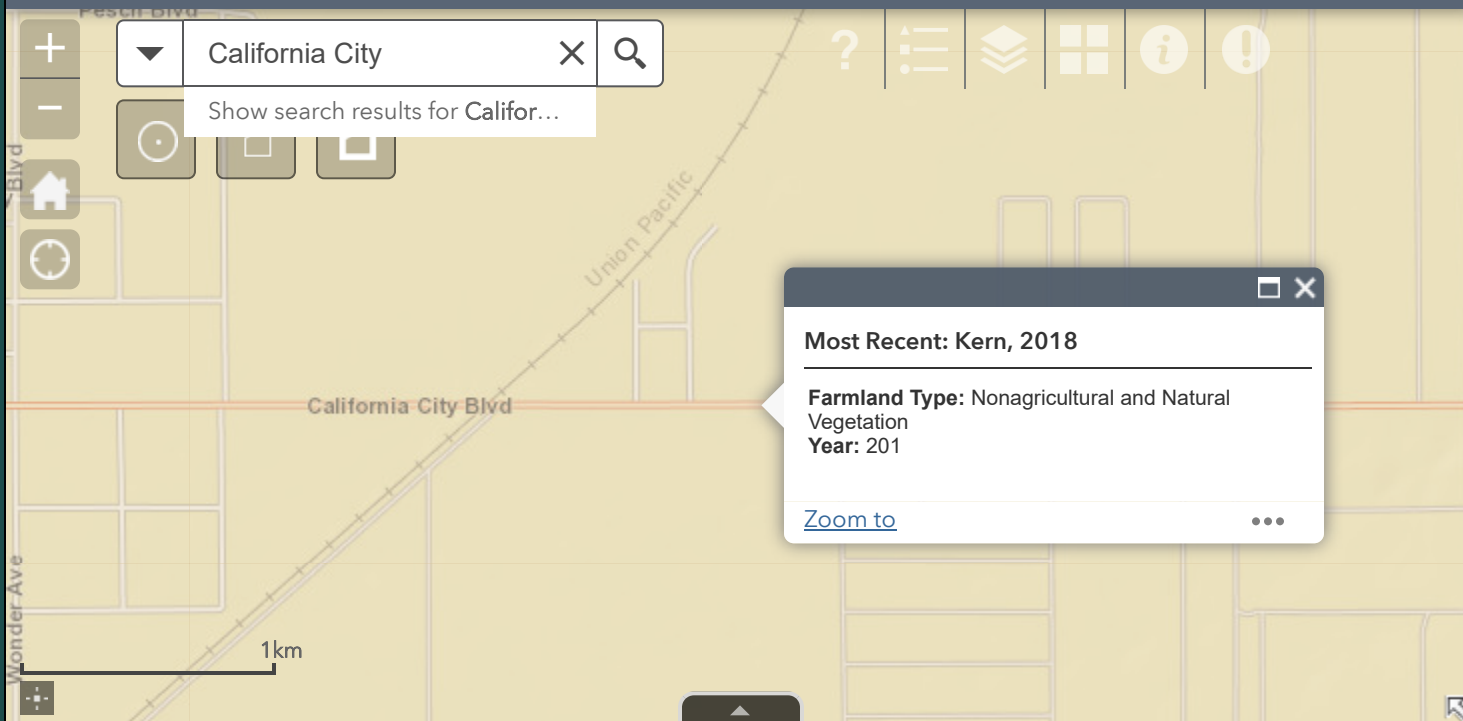
Education

Williamson  
Act



## California Important Farmland Finder

Ca. Dept of Conservation



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[Accessibility](#)

[Contact Us](#)

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## Legend

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

1: 4,514



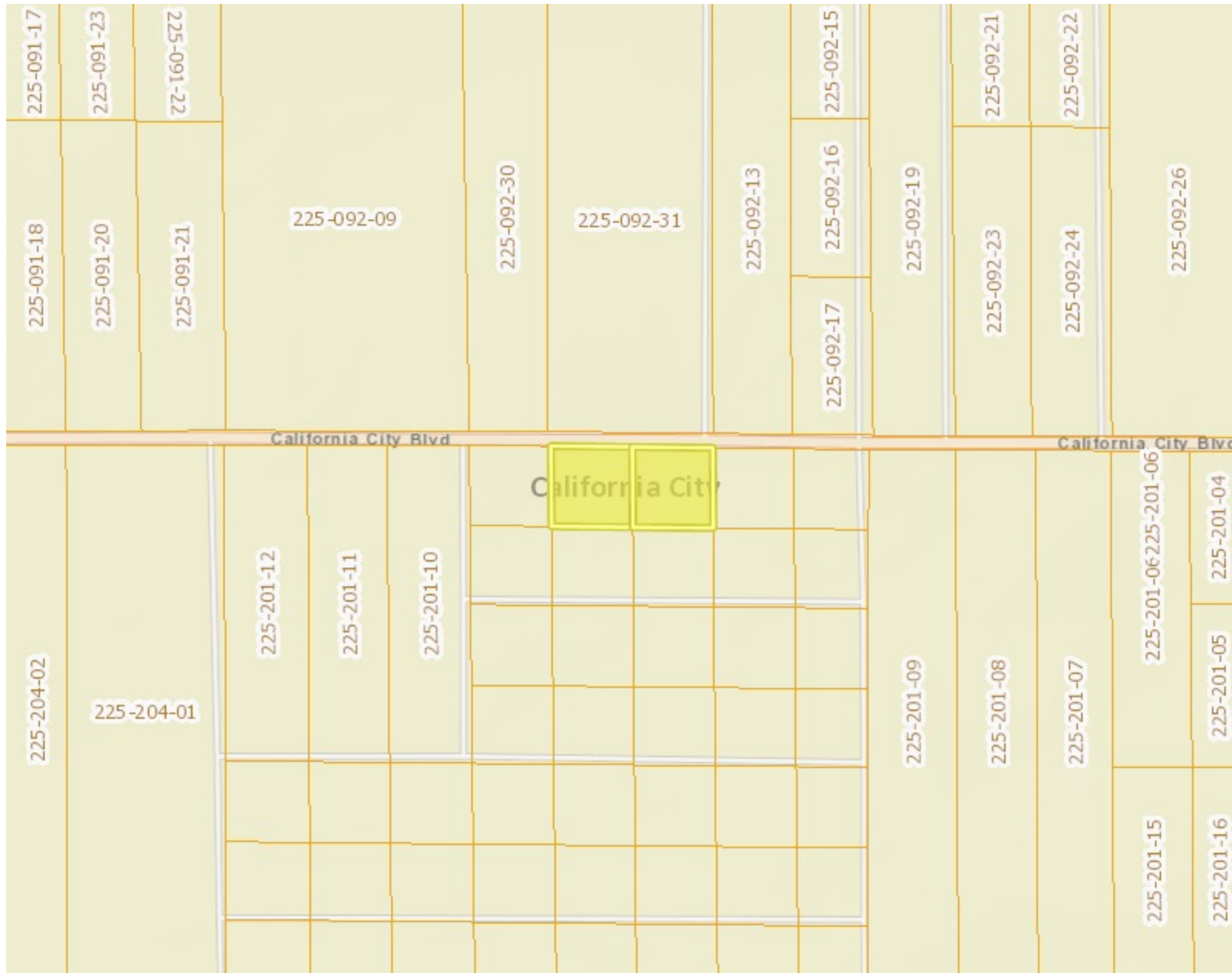
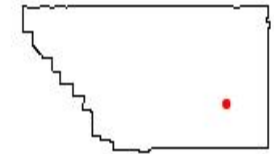
0.1 0 0.07 0.1 Miles



WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
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## Notes





- Legend**
-  City Incorporated
  -  Parcels Land

1: 9,028



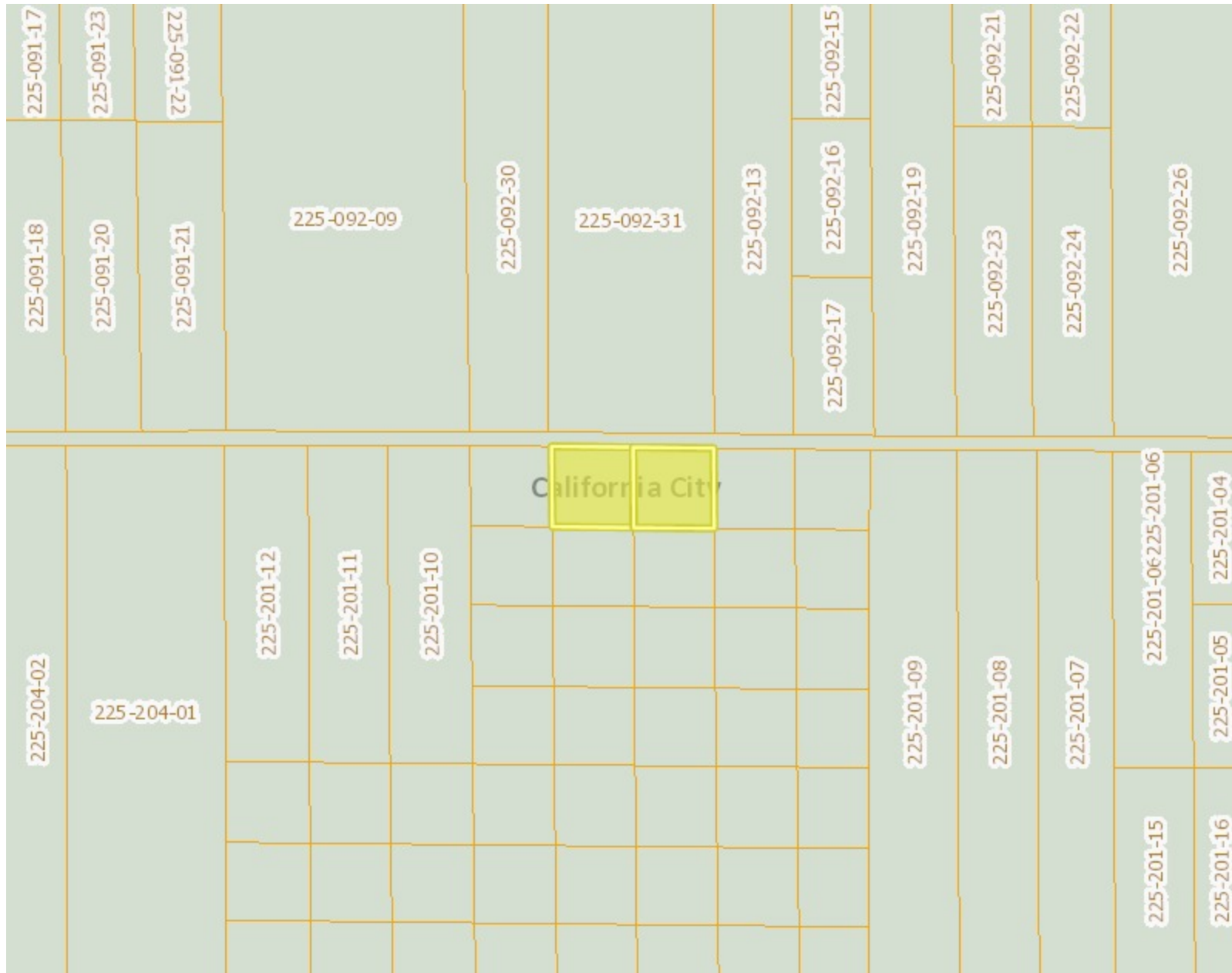
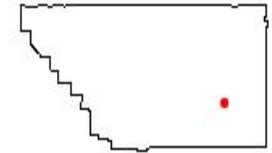
0.3 0 0.14 0.3 Miles







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Notes

# Estray (APN 225-221-02 & -03)



- Legend**
-  City Incorporated
  -  Parcels Land
  - Estray**
    -  Exception
    -  Open Range
    -  Open Range With Conditions
  -  County Facilities

1: 9,028



0.3 0 0.14 0.3 Miles

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Notes

About this Map

Sign in to explore this map and other maps from CAL FIRE eGIS and enrich them with your own data to create new maps and map layers.

SIGN IN



# National Flood Hazard Layer FIRMette



118°5'6"W 35°7'41"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

118°4'29"W 35°7'12"N

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		Cross Sections with 1% Annual Chance Water Surface Elevation
MAP PANELS		Coastal Transect
		Base Flood Elevation Line (BFE)
OTHER FEATURES		Limit of Study
		Jurisdiction Boundary
OTHER FEATURES		Coastal Transect Baseline
		Profile Baseline
OTHER FEATURES		Hydrographic Feature
		Digital Data Available
MAP PANELS		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **7/23/2021 at 1:36 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

**Coastal Base Flood Elevations** shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 11. The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov/> or contact the National Geodetic Survey at the following address:

NGS Information Services  
NOAA, NNGS12  
National Geodetic Survey  
SSMC-3, #9202  
1315 East-West Highway  
Silver Spring, MD 20910-3282

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov/>.

**Base map** information shown on this FIRM was derived from USDA -Farm Service Agency -Aerial Photography Field Office dated 2005 and from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 1992 or later.

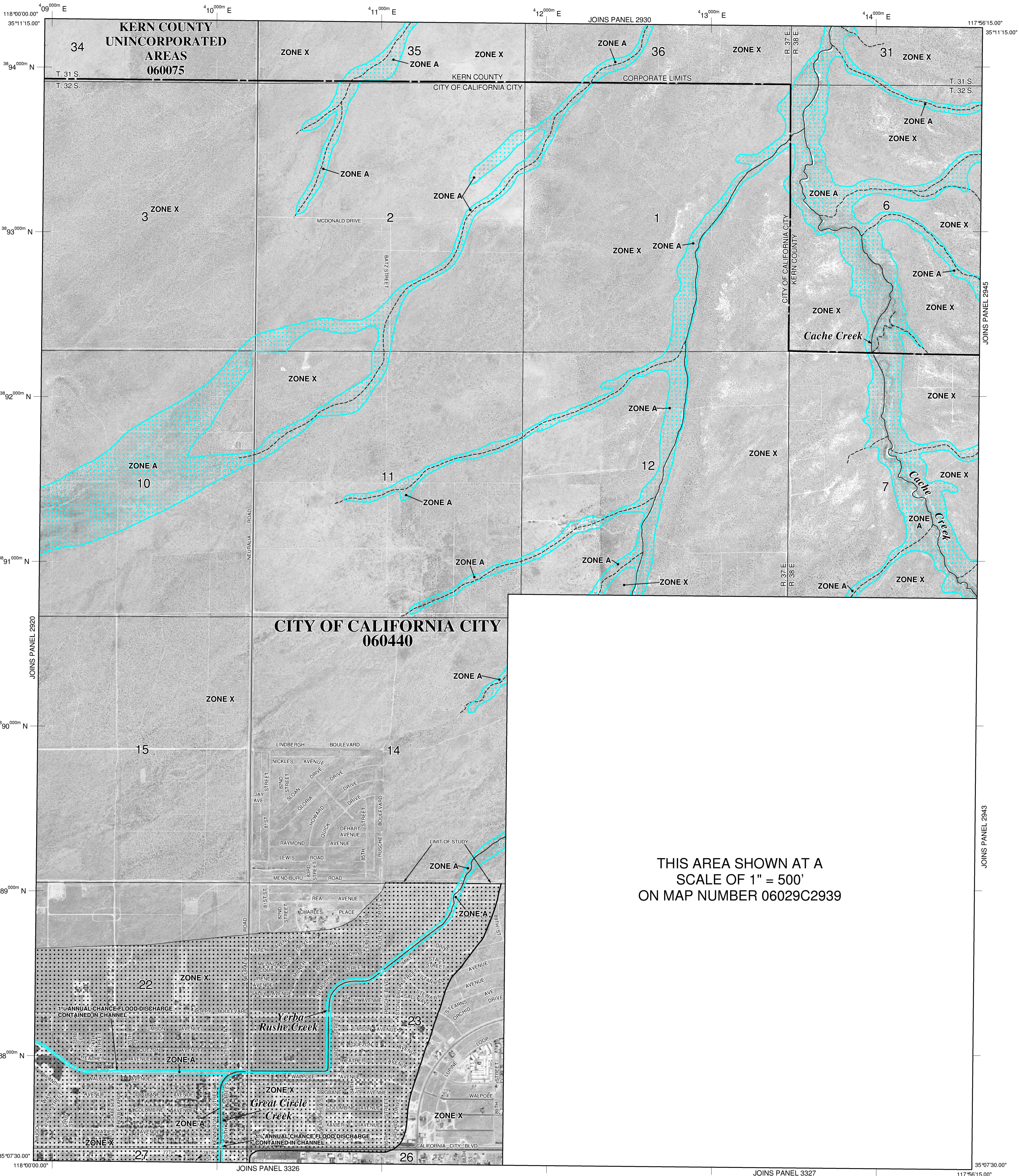
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the *Flood Insurance Study report* (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

**Corporate limits** shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a *Flood Insurance Study report*, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://www.msc.fema.gov/>.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov/>.



THIS AREA SHOWN AT A  
SCALE OF 1" = 500'  
ON MAP NUMBER 06029C2939

**LEGEND**

**SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD**

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equalled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

**ZONE A** No Base Flood Elevations determined.

**ZONE AE** Base Flood Elevations determined.

**ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

**ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

**ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

**ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

**ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

**ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

**FLOODWAY AREAS IN ZONE AE**

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

**OTHER FLOOD AREAS**

**ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

**OTHER AREAS**

**ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.

**ZONE D** Areas in which flood hazards are undetermined, but possible.

**COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**

**OTHERWISE PROTECTED AREAS (OPAs)**

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary  
0.2% annual chance floodplain boundary  
Floodway boundary  
Zone D boundary  
CBRS and OPA boundary

Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

Base Flood Elevation line and value; elevation in feet\*  
(EL. 987)

Base Flood Elevation value where uniform within zone; elevation in feet\*

\* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

Transsect line  
Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)  
1000-meter Universal Transverse Mercator grid ticks, zone 11  
5000-foot grid ticks: California State Plane coordinate system, V zone (FIPSZONE 0405), Lambert Conformal Conic

Bench mark (see explanation in Notes to Users section of this FIRM panel)  
M1.5 River Mile

MAP REPOSITORIES  
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP  
September 26, 2008  
EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-636-6620.

MAP SCALE 1" = 1000'  
0 500 1000 2000 FEET  
0 300 600 METERS

**NATIONAL FLOOD INSURANCE PROGRAM**

**PANEL 2940E**

**FIRM**  
**FLOOD INSURANCE RATE MAP**  
**KERN COUNTY,**  
**CALIFORNIA**  
**AND INCORPORATED AREAS**

**PANEL 2940 OF 4125**  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

**CONTAINS:**

COMMUNITY	NUMBER	PANEL	SUFFIX
KERN COUNTY	060075	2940	E
CALIFORNIA CITY, CITY OF	060440	2940	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

**MAP NUMBER**  
**06029C2940E**

**EFFECTIVE DATE**  
**SEPTEMBER 26, 2008**

**Federal Emergency Management Agency**







# Flood/Drainage (APN: 225-221-02 & -03)



## Legend

### DFIRM Flood Zones

-  0.2 PCT ANNUAL CHANCE FLOOD
-  A; AE; AH; AO
-  D
-  X

### Floodways

### Flood Warning Gage

### Roads 5k-10k

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

### Functional Classification

### City Incorporated

### Parcels Land

1: 9,028



0.3 0 0.14 0.3 Miles



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## Notes

# General Plan (APN 225-221-02 & -03)



- Legend**
-  City Incorporated
  -  Parcels Land
  - General Plan**
  - 1.1
  - 1.2
  - 3.1
  - 3.2
  - 3.3
  - 3.4
  - 3.4.1
  - 3.7
  - 4.1
  - 4.2
  - 4.3
  - 5.1
  - 5.2
  - 5.3
  - 5.4
  - 5.45
  - 5.5
  - 5.6
  - 5.7
  - 5.75
  - 5.8
  - 6.1
  - 6.2

1: 9,028

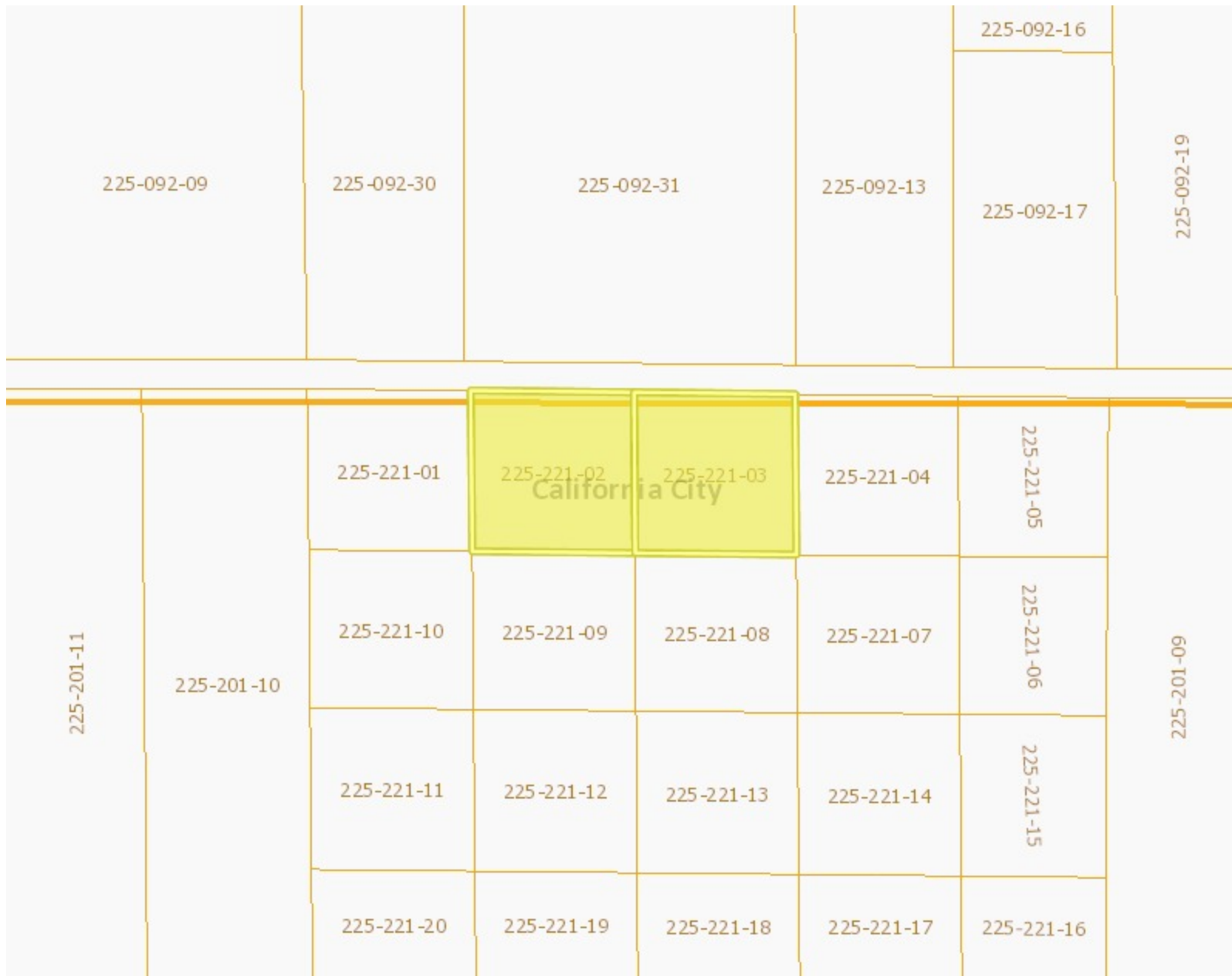
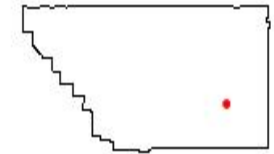


0.3 0 0.14 0.3 Miles











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Notes



### Legend

-  City Incorporated
-  Parcels Land
- Kern Circulation Element**
  -  arterial/major highway
  -  arterial/major hwy (6 lanes)
  -  collector
  -  freeway/expressway
  -  future freeway
  -  local
  -  railroad
-  County Facilities

1: 4,514



0.1 0 0.07 0.1 Miles

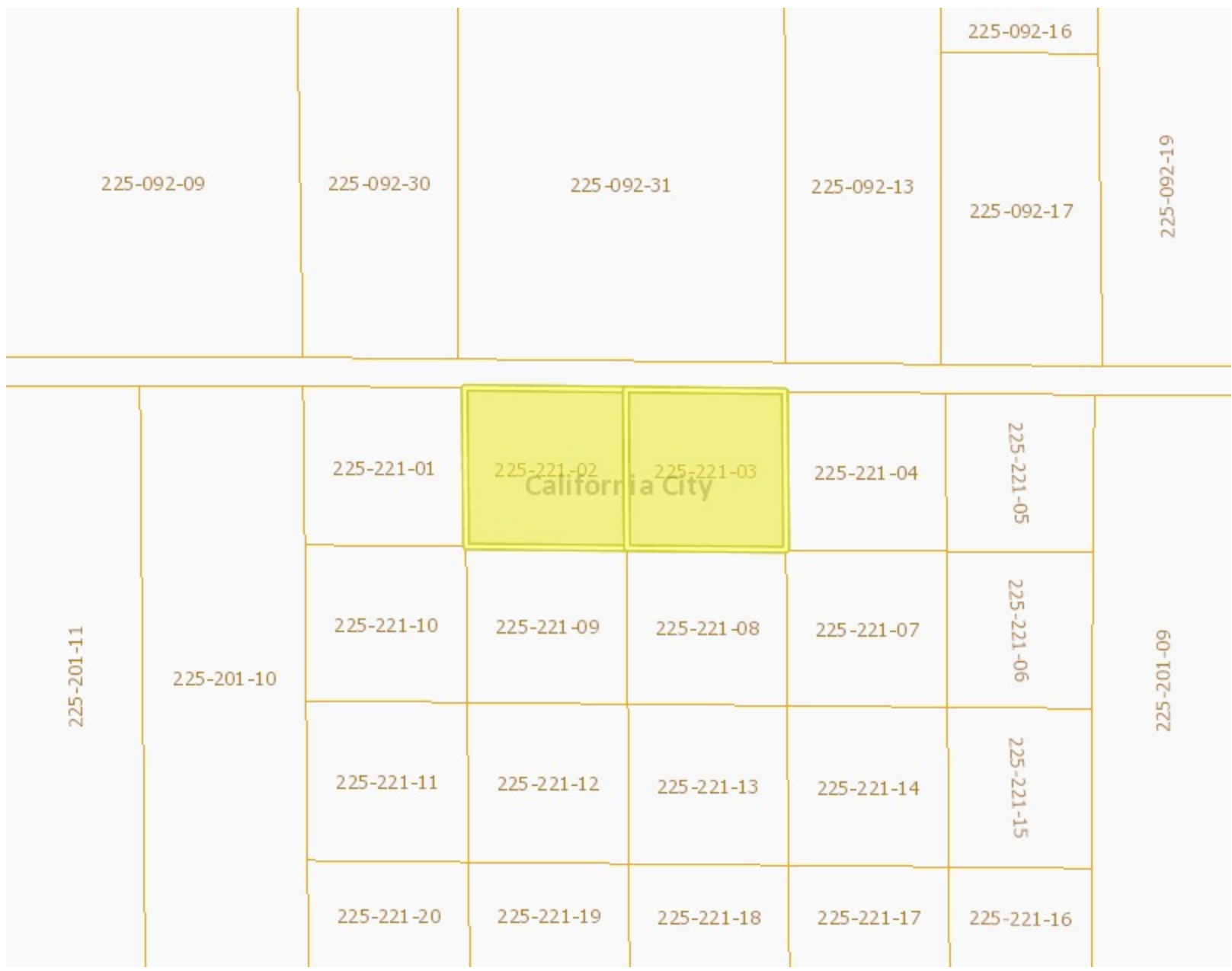
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Notes

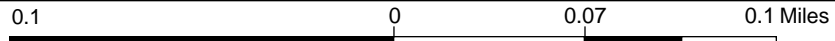


# MRZ (APN 225-221-02 & -03)



- Legend**
-  City Incorporated
  -  Parcels Land
  -  MRZ
  -  County Facilities

1: 4,514

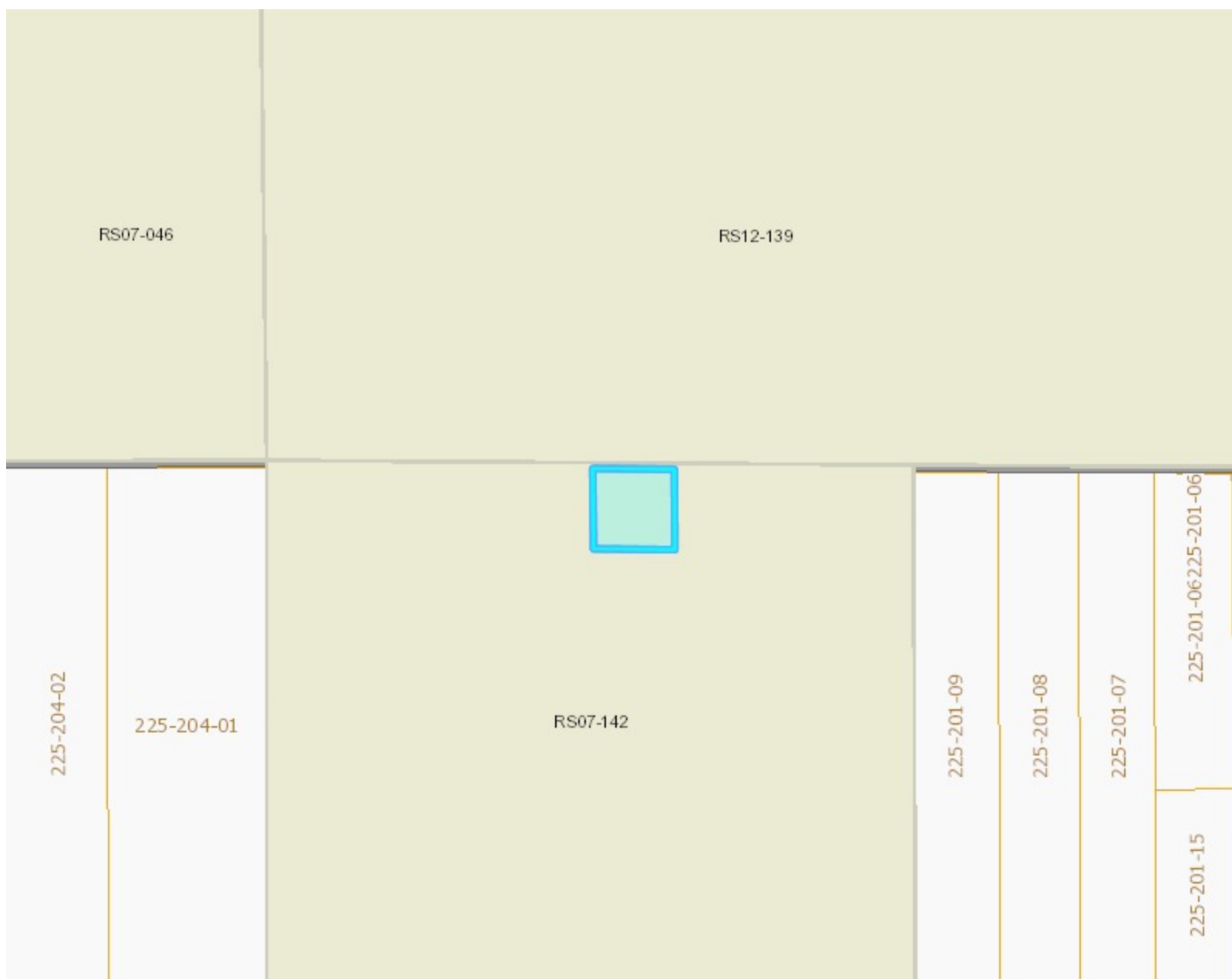


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**Notes**

# Record of Survey (APN: 225-221-02 & -03)



## Legend

-  Records of Survey
-  County Maintained Roads
- Roads 5k-10k**
  -  Freeway
  -  Highway
  -  Major
  -  Minor
  -  Local
  -  Ramp
  -  Unpaved
-  Functional Classification
-  City Incorporated
-  Parcels Land

1: 9,028

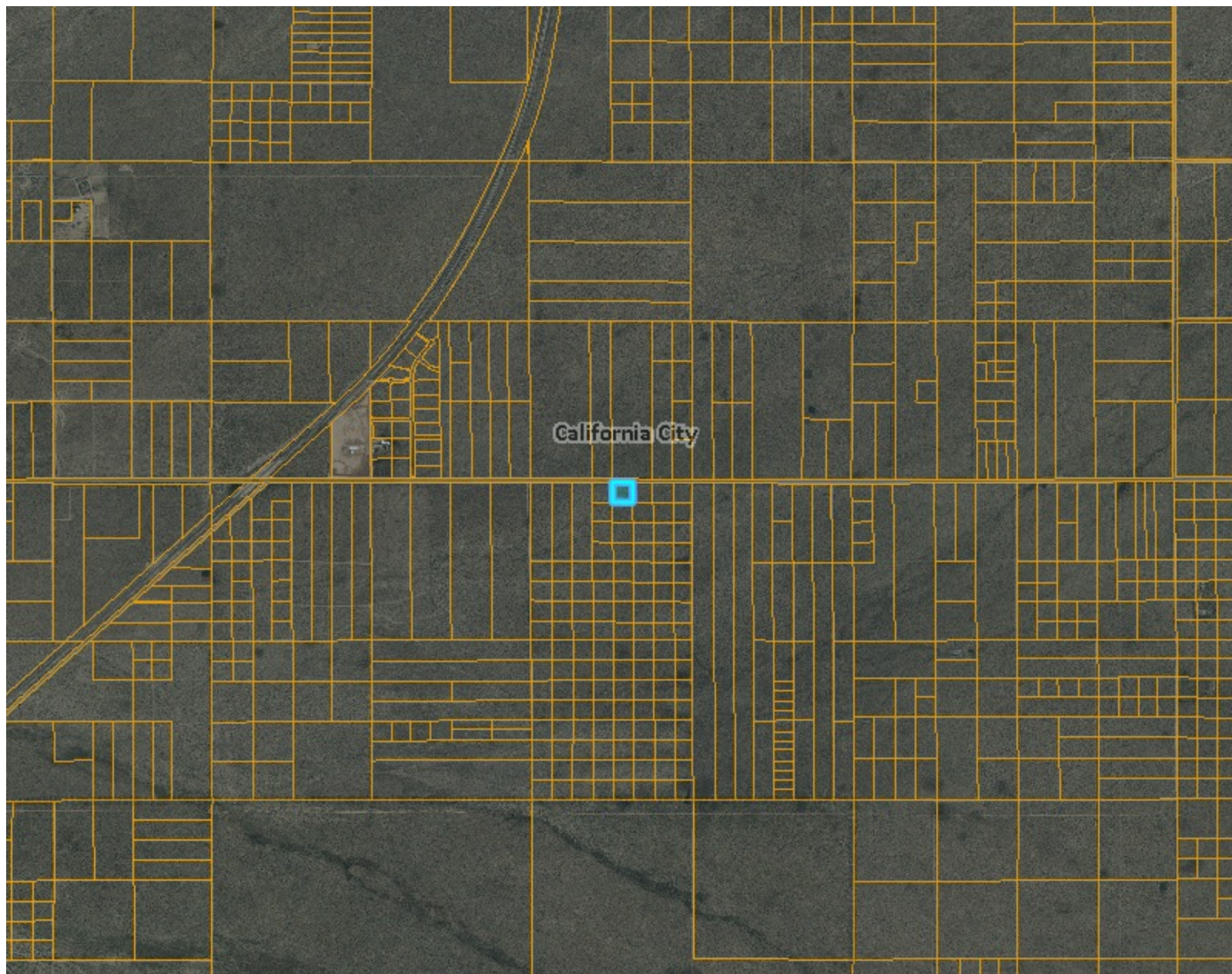


0.3 0 0.14 0.3 Miles






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## Notes



**Legend**

-  County
-  City Incorporated 100k
-  CITIES
-  CITY OF BAKERSFIELD
-  Parcels Land

1: 36,112



1.1 0 0.57 1.1 Miles

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Notes



+

-

Find address or place

Q



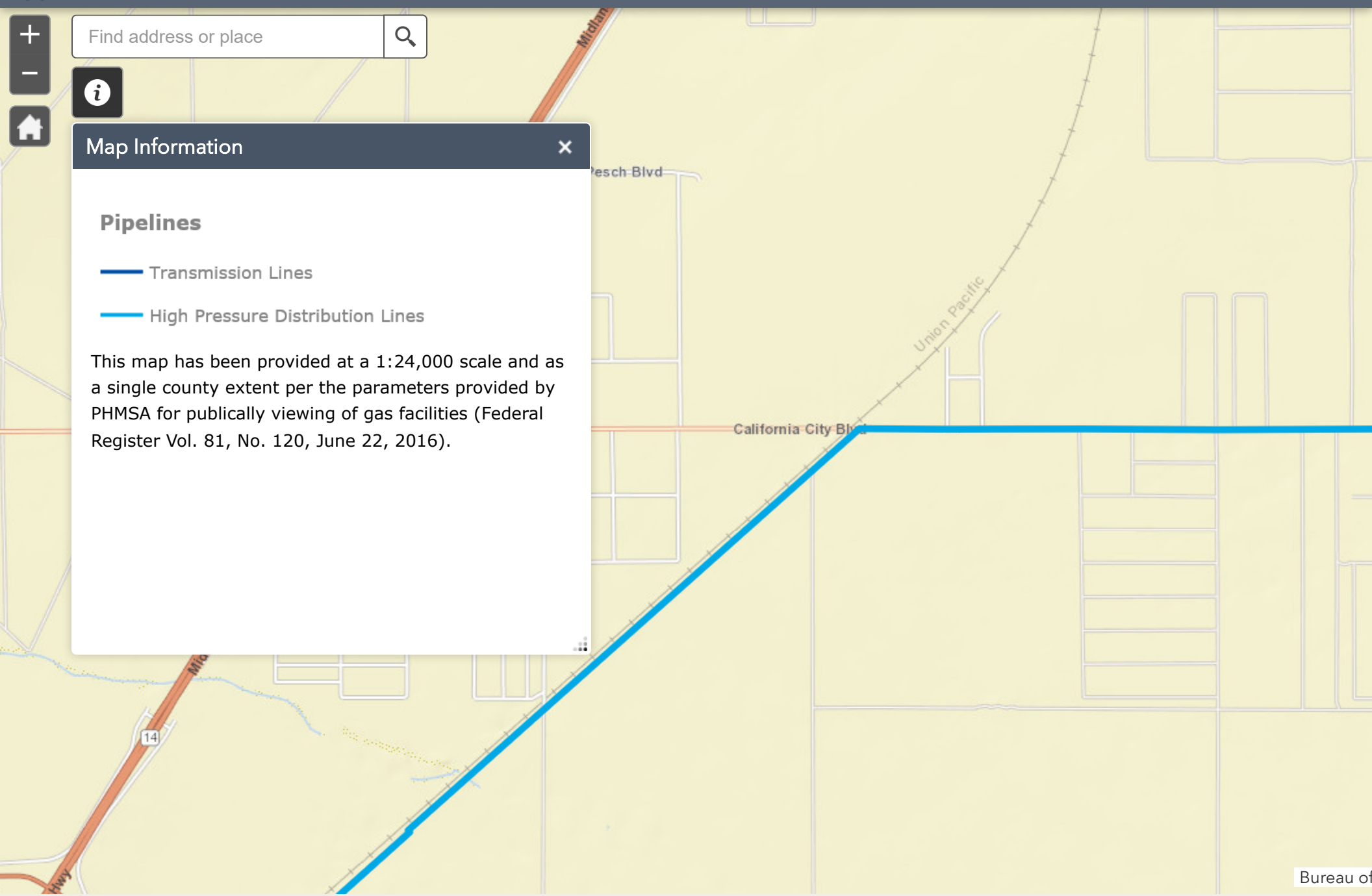
Map Information

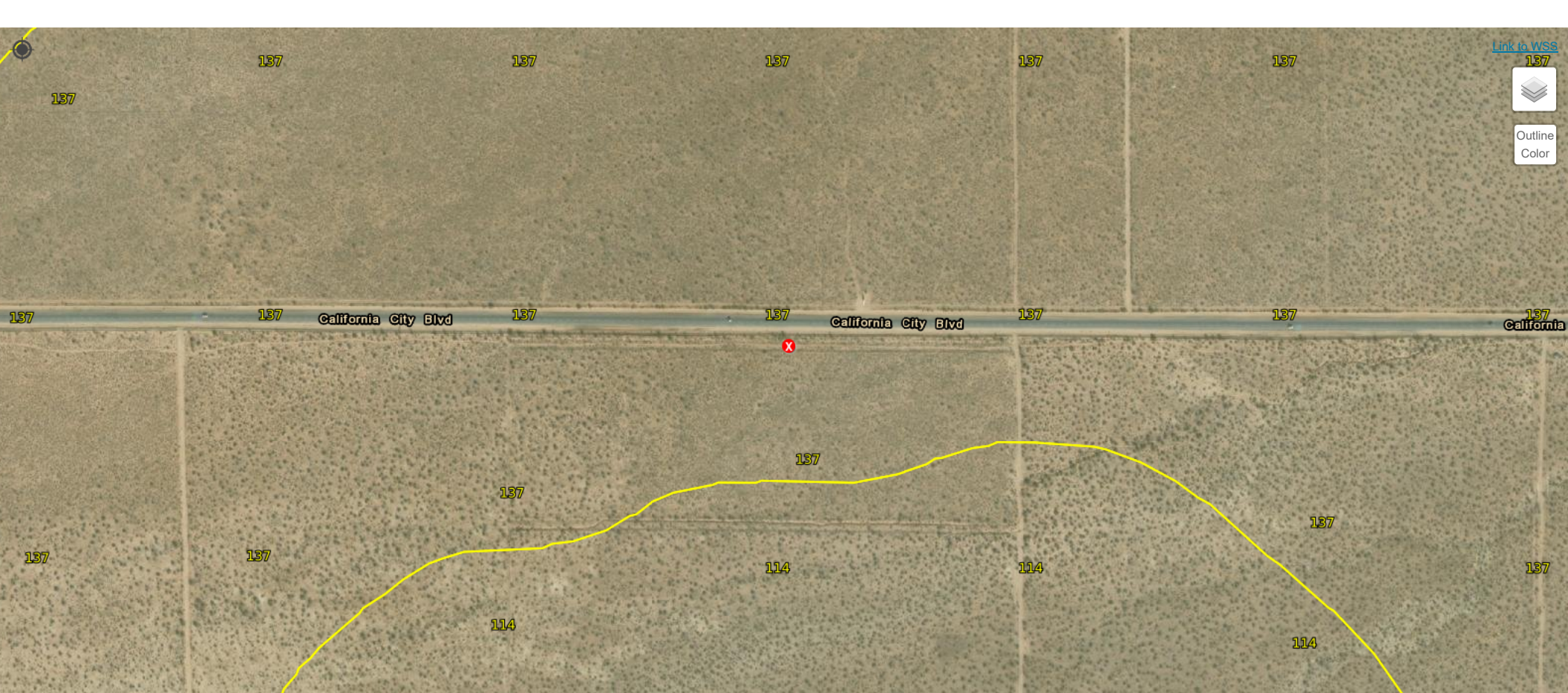
Pipelines

Transmission Lines

High Pressure Distribution Lines

This map has been provided at a 1:24,000 scale and as a single county extent per the parameters provided by PHMSA for publically viewing of gas facilities (Federal Register Vol. 81, No. 120, June 22, 2016).





Garlock loamy sand, 2 to 9 percent slopes (137)

## • ▼▲ Map Unit Composition

- 85% - [Garlock](#)  
Geomorphic Position: alluvial fans / Backslope terraces / Backslope
- 5% - Unnamed soils  
Horizon data n/a
- 5% - Neuralia  
Horizon data n/a | [View Similar Data](#)
- 5% - Cajon  
Horizon data n/a | [View Similar Data](#)

## • ▼▲ Map Unit Data

- Map Unit Key: 463841
- National Map Unit Symbol: hkm
- Map Unit Type: Consociation [2](#)
- Farmland Class: Prime farmland if irrigated
- Available Water Storage (0-100cm): 9.85 cm
- Flood Frequency (Dominant Condition): None
- Flood Frequency (Maximum): None
- Ponding Frequency: 0
- Drainage Class (Dominant Condition): Well drained [2](#)
- Drainage Class (Wettest Component): Well drained [2](#)

[Link to WSS](#)

137



Outline  
Color

Lat: 35.1280  
Lon: -118.0609

- Proportion of Hydric Soils: 0% [2](#)
- Min. Water Table Depth (Annual): n/a
- Min. Water Table Depth (April-June): n/a
- Min. Bedrock Depth: n/a

• ▼▲ **Survey Metadata**

- Soil Survey Area: CA670 [2](#)
- Scaled: 1:10000
- Published: 1977 [2](#)
- Last Export: May 27 2020 [2](#)
- 8 Typical Profile [2](#)

• ▼▲ **Soil Profiles**

- Org. Matter [2](#)>
- Clay [2](#)>
- Sand [2](#)>
- AWC [2](#)>
- Ksat [2](#)>
- pH [2](#)>
- Kf Factor [2](#)>
- EC [2](#)>
- SAR [2](#)>
- CaCO3 [2](#)>
- Gypsum [2](#)>
- CEC @ pH7 [2](#)>
- Linear Ext. [2](#)>

• ▼▲ **Soil Taxonomy**

• ▼▲ **Land Classification**

• ▼▲ **Hydraulic and Erosion Ratings**

• ▼▲ **Forest Productivity**

• ▼▲ **Soil Suitability Ratings**

• ▼▲ **Details**

SoilWeb Help





## Survey (APN: 225-221-02 & -03)



### Legend

- Tract Maps
- Tentative Tract Maps
- Parcel Maps
- Tentative Parcel Maps
- City Incorporated
- Parcels Land

1: 9,028



0.3 0 0.14 0.3 Miles

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### Notes



- Legend**
- Townships
  - Sections
  - City Incorporated
  - Parcels Land

1: 9,028



0.3 0 0.14 0.3 Miles


















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Notes

# Trails (APN 225-221-02 & -03)



- Legend**
-  City Incorporated
  -  Parcels Land
  - Kern River Specific Trails Plan**
    -  Class I Bike Trail
    -  Class II Bike Trail
    -  Class III Bike Trail
    -  Existing Multi-Use Trail
    -  Future Native Tree Screen
    -  Multi-Use Trail (Class II/III Bike, Eq)
    -  Paved Multi-Use Trail
    -  Unpaved Equestrian Trail
    -  Unpaved Multi-Use Trail (Equestria
  - Western Rosedale SP Trails**
    -  Constructed Bike Path
    -  Constructed Equestrian Trail
    -  Proposed Bike Path
    -  Proposed Equestrian Trail
    -  Proposed Multi-Use Trail
  -  County Facilities

1: 9,028



0.3 0 0.14 0.3 Miles

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Notes





## Transportation (APN 225-221-02 & -03)



### Legend

County Maintained Roads

Roads 5k-10k

Freeway

Highway

Major

Minor

Local

Ramp

Unpaved

### Speed Limits

No Info

25

30

35

40

45

50

55

### Road Restrictions

DIAG PARK

HANDICAP

NO PARKING

NO STOPPING

Functional Classification

Traffic Signals

DARREN TRUE

1:9,028



0.3 0 0.14 0.3 Miles

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
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### Notes



# Valley Floor HCP - DRAFT (APN 225-221-02 & -03)



- Legend**
- City Incorporated
  - Parcels Land
  - Valley Floor HCP - DRAFT**
    - Green
    - Other
    - Red
    - White
  - County Facilities

1: 9,028



0.3 0 0.14 0.3 Miles

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Notes

# Williamson Act-Non Renewal (APN 225-221-02 & -03)



- Legend**
-  City Incorporated
  -  Parcels Land
  -  Williamson Act-Active
  -  Williamson Act-NonRenewal
  -  Ag Preserve Included
  -  County Facilities

1: 9,028



0.3 0 0.14 0.3 Miles

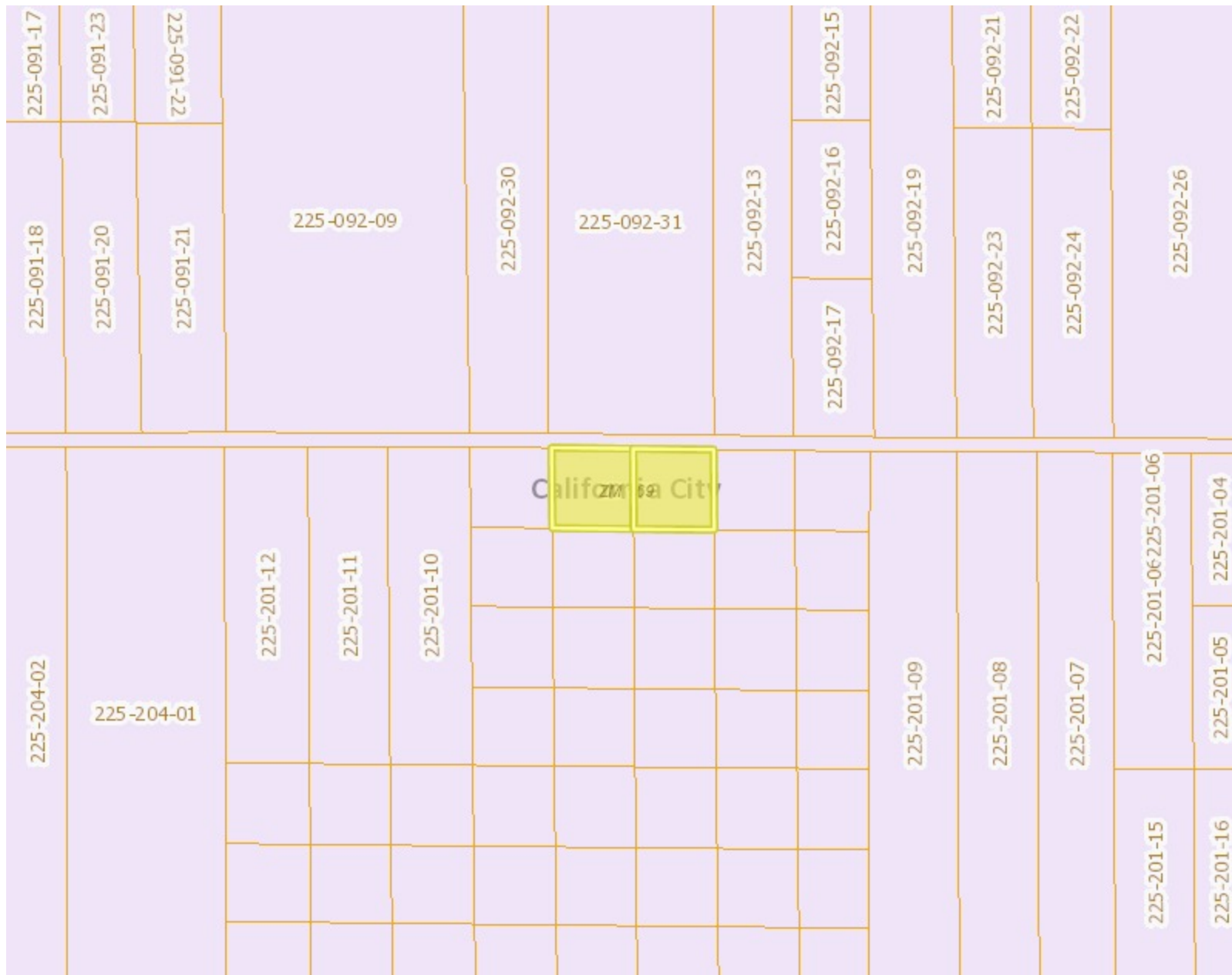
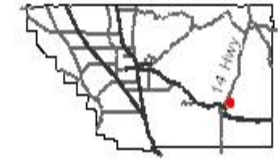
WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
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Notes



## Zone Grids (APN 225-221-02 & -03)



- Legend**
- City Incorporated
  - Parcels Land
  - Zone Maps (Section Detail)
  - Zone Maps (Reference Grid)
  - County Facilities

1: 9,028



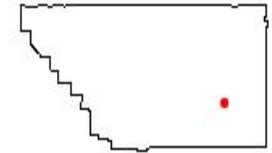
0.3 0 0.14 0.3 Miles

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Notes

# Zoning (APN 225-221-02 & -03)



## Legend

- City Incorporated
- Parcels Land
- Zoning CalCity**
  - C1
  - C2
  - C3
  - C4
  - C5
  - CMC
  - G
  - M1
  - M2
  - O/RA
  - R1
  - R2
  - R3
  - R4
  - R5
  - RA
  - RM1
- County Facilities

1: 9,028



0.3 0 0.14 0.3 Miles

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
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## Notes

# APPENDIX B

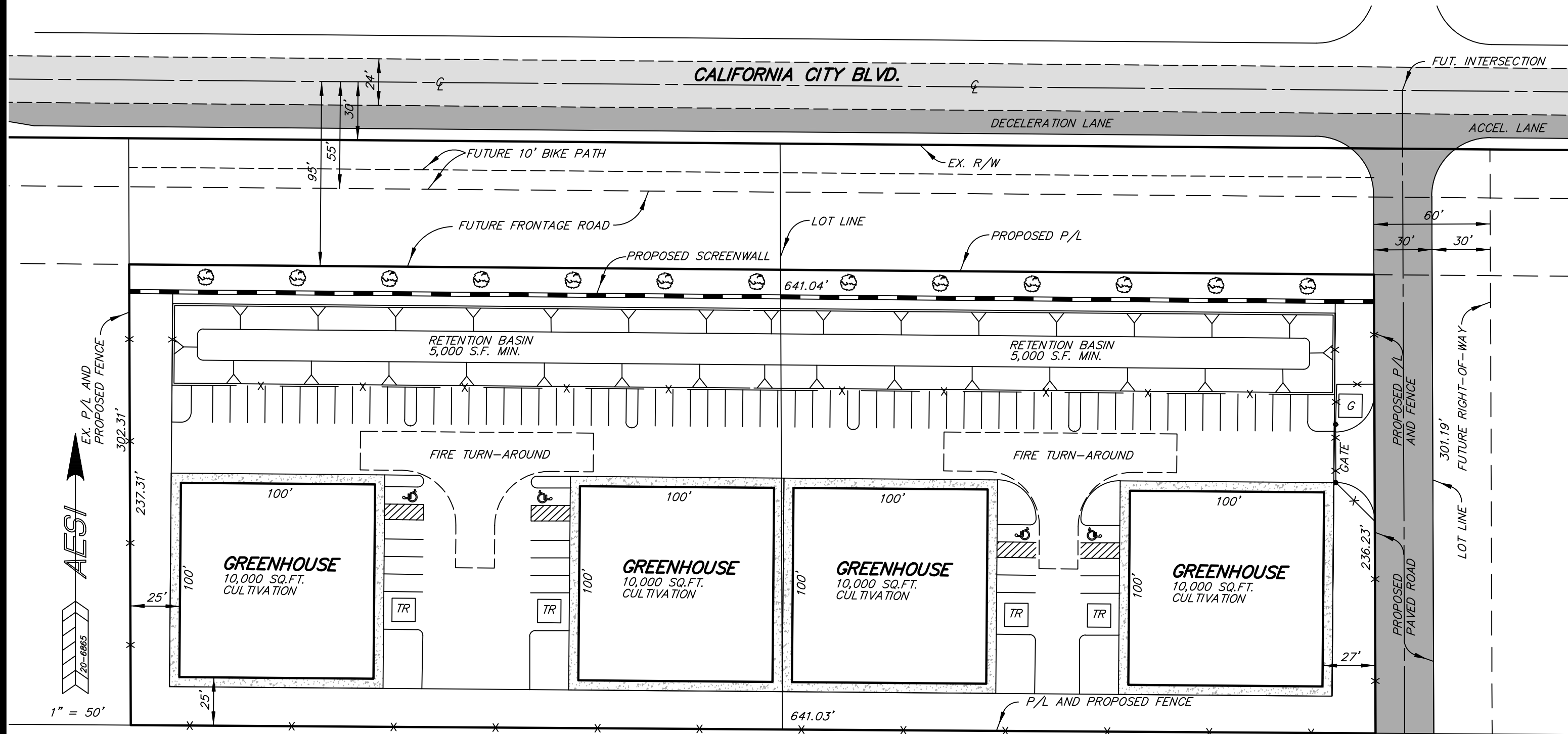
## ***SITE PLAN***

*(APN: 225-221-02 & -03)*



# CONCEPTUAL SITE PLAN

APN: 225-221-02, -03



1" = 50'

## GRAPHIC SCALE



( IN FEET )  
1 inch = 50 ft.

## LEGEND

- SCREEN WALL
- X-X-X-X- 8' SECURITY FENCING
- G GUARD SHACK
- TR TRASH ENCLOSURE
- TREE AND VEGETATION

## PROJECT DETAILS

EX. ZONE - ORA  
PROPOSED ZONE - M2

## OWNER INFO

KARO DZHERAGYAN  
606 S HILL ST #601  
LOS ANGELES, CA 90014

## ARROW ENGINEERING SERVICES, INC.



42140 TENTH STREET WEST  
LANCASTER, CA 93534  
PHONE: (661) 940-0043

SIGNATURE

DRAWING NAME: 206865-CSP.dwg

DATE

PLOT DATE: 10/07/2020

## **APPENDIX C**

### ***CalEEMOD Modeling Results & Analysis***

***(Summer, Winter, Annual)***

***(APN: 225-221-02 & -03)***

***July 23, 2021***

KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Annual

**KARO PROJECT\_225-221-02 & -03 (Job #20-6565)****Kern-Mojave Desert County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	40.00	1000sqft	0.92	40,000.00	20
Parking Lot	0.19	Acre	0.19	8,276.40	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.7	<b>Precipitation Freq (Days)</b>	32
<b>Climate Zone</b>	7			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	702.44	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - pd

Construction Phase - pd

Stationary Sources - Emergency Generators and Fire Pumps -

Construction Off-road Equipment Mitigation -



## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	9/27/2021	8/30/2021
tblLandUse	Population	0.00	20.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	84.87
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	8.00

## 2.0 Emissions Summary

---

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, 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	0.0644	0.5049	0.4472	8.6000e-004	0.0226	0.0237	0.0463	9.8900e-003	0.0228	0.0327	0.0000	72.7120	72.7120	0.0121	0.0000	73.0154
2022	0.5905	0.9575	0.9666	1.8600e-003	0.0154	0.0427	0.0581	4.1700e-003	0.0412	0.0454	0.0000	156.3491	156.3491	0.0249	0.0000	156.9723
Maximum	0.5905	0.9575	0.9666	1.8600e-003	0.0226	0.0427	0.0581	9.8900e-003	0.0412	0.0454	0.0000	156.3491	156.3491	0.0249	0.0000	156.9723

**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	0.0644	0.5049	0.4472	8.6000e-004	0.0131	0.0237	0.0368	5.0100e-003	0.0228	0.0278	0.0000	72.7119	72.7119	0.0121	0.0000	73.0153
2022	0.5905	0.9575	0.9666	1.8600e-003	0.0154	0.0427	0.0581	4.1700e-003	0.0412	0.0454	0.0000	156.3490	156.3490	0.0249	0.0000	156.9722
Maximum	0.5905	0.9575	0.9666	1.8600e-003	0.0154	0.0427	0.0581	5.0100e-003	0.0412	0.0454	0.0000	156.3490	156.3490	0.0249	0.0000	156.9722

	ROG	NOx	CO	SO2	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	25.11	0.00	9.13	34.71	0.00	6.27	0.00	0.00	0.00	0.00	0.00	0.00

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	8-31-2021	11-29-2021	0.3708	0.3708
2	11-30-2021	2-27-2022	0.5015	0.5015
3	2-28-2022	5-30-2022	0.4967	0.4967
4	5-31-2022	8-30-2022	0.7446	0.7446
		Highest	0.7446	0.7446

## 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	0.2034	0.0000	3.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.2000e-004	7.2000e-004	0.0000	0.0000	7.7000e-004
Energy	3.7100e-003	0.0337	0.0283	2.0000e-004		2.5600e-003	2.5600e-003		2.5600e-003	2.5600e-003	0.0000	164.6821	164.6821	5.9900e-003	1.7700e-003	165.3581
Mobile	0.0731	0.9727	0.6828	4.0600e-003	0.2162	3.2000e-003	0.2194	0.0582	3.0300e-003	0.0612	0.0000	378.8836	378.8836	0.0279	0.0000	379.5806
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	10.0684	0.0000	10.0684	0.5950	0.0000	24.9439
Water						0.0000	0.0000		0.0000	0.0000	2.9346	38.3761	41.3107	0.3030	7.4400e-003	51.1042
<b>Total</b>	<b>0.2803</b>	<b>1.0064</b>	<b>0.7115</b>	<b>4.2600e-003</b>	<b>0.2162</b>	<b>5.7600e-003</b>	<b>0.2220</b>	<b>0.0582</b>	<b>5.5900e-003</b>	<b>0.0638</b>	<b>13.0030</b>	<b>581.9426</b>	<b>594.9455</b>	<b>0.9319</b>	<b>9.2100e-003</b>	<b>620.9875</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, 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	0.2034	0.0000	3.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.2000e-004	7.2000e-004	0.0000	0.0000	7.7000e-004
Energy	3.7100e-003	0.0337	0.0283	2.0000e-004		2.5600e-003	2.5600e-003		2.5600e-003	2.5600e-003	0.0000	164.6821	164.6821	5.9900e-003	1.7700e-003	165.3581
Mobile	0.0731	0.9727	0.6828	4.0600e-003	0.2162	3.2000e-003	0.2194	0.0582	3.0300e-003	0.0612	0.0000	378.8836	378.8836	0.0279	0.0000	379.5806
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	10.0684	0.0000	10.0684	0.5950	0.0000	24.9439
Water						0.0000	0.0000		0.0000	0.0000	2.9346	38.3761	41.3107	0.3030	7.4400e-003	51.1042
<b>Total</b>	<b>0.2803</b>	<b>1.0064</b>	<b>0.7115</b>	<b>4.2600e-003</b>	<b>0.2162</b>	<b>5.7600e-003</b>	<b>0.2220</b>	<b>0.0582</b>	<b>5.5900e-003</b>	<b>0.0638</b>	<b>13.0030</b>	<b>581.9426</b>	<b>594.9455</b>	<b>0.9319</b>	<b>9.2100e-003</b>	<b>620.9875</b>

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

**3.0 Construction Detail****Construction Phase**



## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	8/31/2021	8/30/2021	5	0	
2	Site Preparation	Site Preparation	9/28/2021	9/29/2021	5	2	
3	Grading	Grading	9/30/2021	10/5/2021	5	4	
4	Building Construction	Building Construction	10/6/2021	7/12/2022	5	200	
5	Paving	Paving	7/13/2022	7/26/2022	5	10	
6	Architectural Coating	Architectural Coating	7/27/2022	8/9/2022	5	10	

**Acres of Grading (Site Preparation Phase): 1**

**Acres of Grading (Grading Phase): 1.5**

**Acres of Paving: 0.19**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 60,000; Non-Residential Outdoor: 20,000; Striped Parking Area: 497 (Architectural Coating – sqft)**

**OffRoad Equipment**

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Annual

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

Trips and VMT

KARO PROJECT\_225-221-02 & -03 (Job #20-6565) - Kern-Mojave Desert County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	20.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

### Water Exposed Area

### 3.2 Demolition - 2021

### Unmitigated Construction On-Site

[illegible]

KARO PROJECT\_225-221-02 & -03 (Job #20-6565) - Kern-Mojave Desert County, Annual

### 3.2 Demolition - 2021

### Unmitigated Construction Off-Site

[illegible]

### Mitigated Construction On-Site

[illegible]



## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**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					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5600e-003	0.0174	7.5600e-003	2.0000e-005		7.7000e-004	7.7000e-004		7.0000e-004	7.0000e-004	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241
<b>Total</b>	<b>1.5600e-003</b>	<b>0.0174</b>	<b>7.5600e-003</b>	<b>2.0000e-005</b>	<b>5.8000e-003</b>	<b>7.7000e-004</b>	<b>6.5700e-003</b>	<b>2.9500e-003</b>	<b>7.0000e-004</b>	<b>3.6500e-003</b>	<b>0.0000</b>	<b>1.5118</b>	<b>1.5118</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>1.5241</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, 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	3.0000e-005	2.0000e-005	1.9000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0571	0.0571	0.0000	0.0000	0.0571
<b>Total</b>	<b>3.0000e-005</b>	<b>2.0000e-005</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0571</b>	<b>0.0571</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0571</b>

**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					2.2600e-003	0.0000	2.2600e-003	1.1500e-003	0.0000	1.1500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5600e-003	0.0174	7.5600e-003	2.0000e-005		7.7000e-004	7.7000e-004		7.0000e-004	7.0000e-004	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241
<b>Total</b>	<b>1.5600e-003</b>	<b>0.0174</b>	<b>7.5600e-003</b>	<b>2.0000e-005</b>	<b>2.2600e-003</b>	<b>7.7000e-004</b>	<b>3.0300e-003</b>	<b>1.1500e-003</b>	<b>7.0000e-004</b>	<b>1.8500e-003</b>	<b>0.0000</b>	<b>1.5118</b>	<b>1.5118</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>1.5241</b>

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**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	3.0000e-005	2.0000e-005	1.9000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0571	0.0571	0.0000	0.0000	0.0571
<b>Total</b>	<b>3.0000e-005</b>	<b>2.0000e-005</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0571</b>	<b>0.0571</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0571</b>

**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					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5800e-003	0.0287	0.0127	3.0000e-005		1.2800e-003	1.2800e-003		1.1700e-003	1.1700e-003	0.0000	2.4767	2.4767	8.0000e-004	0.0000	2.4968
<b>Total</b>	<b>2.5800e-003</b>	<b>0.0287</b>	<b>0.0127</b>	<b>3.0000e-005</b>	<b>9.8300e-003</b>	<b>1.2800e-003</b>	<b>0.0111</b>	<b>5.0500e-003</b>	<b>1.1700e-003</b>	<b>6.2200e-003</b>	<b>0.0000</b>	<b>2.4767</b>	<b>2.4767</b>	<b>8.0000e-004</b>	<b>0.0000</b>	<b>2.4968</b>

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**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	6.0000e-005	4.0000e-005	3.8000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1141	0.1141	0.0000	0.0000	0.1142
<b>Total</b>	<b>6.0000e-005</b>	<b>4.0000e-005</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.1141</b>	<b>0.1141</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.1142</b>

**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					3.8300e-003	0.0000	3.8300e-003	1.9700e-003	0.0000	1.9700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5800e-003	0.0287	0.0127	3.0000e-005		1.2800e-003	1.2800e-003		1.1700e-003	1.1700e-003	0.0000	2.4767	2.4767	8.0000e-004	0.0000	2.4968
<b>Total</b>	<b>2.5800e-003</b>	<b>0.0287</b>	<b>0.0127</b>	<b>3.0000e-005</b>	<b>3.8300e-003</b>	<b>1.2800e-003</b>	<b>5.1100e-003</b>	<b>1.9700e-003</b>	<b>1.1700e-003</b>	<b>3.1400e-003</b>	<b>0.0000</b>	<b>2.4767</b>	<b>2.4767</b>	<b>8.0000e-004</b>	<b>0.0000</b>	<b>2.4968</b>



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**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	6.0000e-005	4.0000e-005	3.8000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1141	0.1141	0.0000	0.0000	0.1142
<b>Total</b>	<b>6.0000e-005</b>	<b>4.0000e-005</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.1141</b>	<b>0.1141</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.1142</b>

**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	0.0571	0.4295	0.4063	6.9000e-004		0.0216	0.0216		0.0208	0.0208	0.0000	57.1875	57.1875	0.0102	0.0000	57.4427
<b>Total</b>	<b>0.0571</b>	<b>0.4295</b>	<b>0.4063</b>	<b>6.9000e-004</b>		<b>0.0216</b>	<b>0.0216</b>		<b>0.0208</b>	<b>0.0208</b>	<b>0.0000</b>	<b>57.1875</b>	<b>57.1875</b>	<b>0.0102</b>	<b>0.0000</b>	<b>57.4427</b>

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**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	8.3000e-004	0.0278	5.2200e-003	7.0000e-005	1.6800e-003	7.0000e-005	1.7600e-003	4.9000e-004	7.0000e-005	5.6000e-004	0.0000	6.8717	6.8717	5.3000e-004	0.0000	6.8848
Worker	2.2300e-003	1.4600e-003	0.0148	5.0000e-005	5.0800e-003	3.0000e-005	5.1100e-003	1.3500e-003	3.0000e-005	1.3800e-003	0.0000	4.4931	4.4931	1.1000e-004	0.0000	4.4958
<b>Total</b>	<b>3.0600e-003</b>	<b>0.0292</b>	<b>0.0201</b>	<b>1.2000e-004</b>	<b>6.7600e-003</b>	<b>1.0000e-004</b>	<b>6.8700e-003</b>	<b>1.8400e-003</b>	<b>1.0000e-004</b>	<b>1.9400e-003</b>	<b>0.0000</b>	<b>11.3648</b>	<b>11.3648</b>	<b>6.4000e-004</b>	<b>0.0000</b>	<b>11.3806</b>

**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	0.0571	0.4295	0.4063	6.9000e-004		0.0216	0.0216		0.0208	0.0208	0.0000	57.1874	57.1874	0.0102	0.0000	57.4427
<b>Total</b>	<b>0.0571</b>	<b>0.4295</b>	<b>0.4063</b>	<b>6.9000e-004</b>		<b>0.0216</b>	<b>0.0216</b>		<b>0.0208</b>	<b>0.0208</b>	<b>0.0000</b>	<b>57.1874</b>	<b>57.1874</b>	<b>0.0102</b>	<b>0.0000</b>	<b>57.4427</b>

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**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	8.3000e-004	0.0278	5.2200e-003	7.0000e-005	1.6800e-003	7.0000e-005	1.7600e-003	4.9000e-004	7.0000e-005	5.6000e-004	0.0000	6.8717	6.8717	5.3000e-004	0.0000	6.8848
Worker	2.2300e-003	1.4600e-003	0.0148	5.0000e-005	5.0800e-003	3.0000e-005	5.1100e-003	1.3500e-003	3.0000e-005	1.3800e-003	0.0000	4.4931	4.4931	1.1000e-004	0.0000	4.4958
<b>Total</b>	<b>3.0600e-003</b>	<b>0.0292</b>	<b>0.0201</b>	<b>1.2000e-004</b>	<b>6.7600e-003</b>	<b>1.0000e-004</b>	<b>6.8700e-003</b>	<b>1.8400e-003</b>	<b>1.0000e-004</b>	<b>1.9400e-003</b>	<b>0.0000</b>	<b>11.3648</b>	<b>11.3648</b>	<b>6.4000e-004</b>	<b>0.0000</b>	<b>11.3806</b>

**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1129	0.8565	0.8718	1.5100e-003		0.0403	0.0403		0.0390	0.0390	0.0000	124.3802	124.3802	0.0217	0.0000	124.9218
<b>Total</b>	<b>0.1129</b>	<b>0.8565</b>	<b>0.8718</b>	<b>1.5100e-003</b>		<b>0.0403</b>	<b>0.0403</b>		<b>0.0390</b>	<b>0.0390</b>	<b>0.0000</b>	<b>124.3802</b>	<b>124.3802</b>	<b>0.0217</b>	<b>0.0000</b>	<b>124.9218</b>

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**3.5 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6800e-003	0.0571	0.0105	1.6000e-004	3.6600e-003	1.4000e-004	3.8000e-003	1.0600e-003	1.3000e-004	1.1900e-003	0.0000	14.8076	14.8076	1.1000e-003	0.0000	14.8350
Worker	4.5000e-003	2.8200e-003	0.0294	1.0000e-004	0.0110	7.0000e-005	0.0111	2.9300e-003	7.0000e-005	3.0000e-003	0.0000	9.4158	9.4158	2.1000e-004	0.0000	9.4209
<b>Total</b>	<b>6.1800e-003</b>	<b>0.0599</b>	<b>0.0399</b>	<b>2.6000e-004</b>	<b>0.0147</b>	<b>2.1000e-004</b>	<b>0.0149</b>	<b>3.9900e-003</b>	<b>2.0000e-004</b>	<b>4.1900e-003</b>	<b>0.0000</b>	<b>24.2233</b>	<b>24.2233</b>	<b>1.3100e-003</b>	<b>0.0000</b>	<b>24.2559</b>

**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	0.1129	0.8565	0.8718	1.5100e-003		0.0403	0.0403		0.0390	0.0390	0.0000	124.3800	124.3800	0.0217	0.0000	124.9216
<b>Total</b>	<b>0.1129</b>	<b>0.8565</b>	<b>0.8718</b>	<b>1.5100e-003</b>		<b>0.0403</b>	<b>0.0403</b>		<b>0.0390</b>	<b>0.0390</b>	<b>0.0000</b>	<b>124.3800</b>	<b>124.3800</b>	<b>0.0217</b>	<b>0.0000</b>	<b>124.9216</b>



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**3.5 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6800e-003	0.0571	0.0105	1.6000e-004	3.6600e-003	1.4000e-004	3.8000e-003	1.0600e-003	1.3000e-004	1.1900e-003	0.0000	14.8076	14.8076	1.1000e-003	0.0000	14.8350
Worker	4.5000e-003	2.8200e-003	0.0294	1.0000e-004	0.0110	7.0000e-005	0.0111	2.9300e-003	7.0000e-005	3.0000e-003	0.0000	9.4158	9.4158	2.1000e-004	0.0000	9.4209
<b>Total</b>	<b>6.1800e-003</b>	<b>0.0599</b>	<b>0.0399</b>	<b>2.6000e-004</b>	<b>0.0147</b>	<b>2.1000e-004</b>	<b>0.0149</b>	<b>3.9900e-003</b>	<b>2.0000e-004</b>	<b>4.1900e-003</b>	<b>0.0000</b>	<b>24.2233</b>	<b>24.2233</b>	<b>1.3100e-003</b>	<b>0.0000</b>	<b>24.2559</b>

**3.6 Paving - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9315
Paving	2.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>3.6900e-003</b>	<b>0.0339</b>	<b>0.0440</b>	<b>7.0000e-005</b>		<b>1.7400e-003</b>	<b>1.7400e-003</b>		<b>1.6000e-003</b>	<b>1.6000e-003</b>	<b>0.0000</b>	<b>5.8848</b>	<b>5.8848</b>	<b>1.8700e-003</b>	<b>0.0000</b>	<b>5.9315</b>

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**3.6 Paving - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.3000e-004	1.4000e-003	0.0000	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4467	0.4467	1.0000e-005	0.0000	0.4470
<b>Total</b>	<b>2.1000e-004</b>	<b>1.3000e-004</b>	<b>1.4000e-003</b>	<b>0.0000</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>5.3000e-004</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4467</b>	<b>0.4467</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4470</b>

**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	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9314
Paving	2.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>3.6900e-003</b>	<b>0.0339</b>	<b>0.0440</b>	<b>7.0000e-005</b>		<b>1.7400e-003</b>	<b>1.7400e-003</b>		<b>1.6000e-003</b>	<b>1.6000e-003</b>	<b>0.0000</b>	<b>5.8848</b>	<b>5.8848</b>	<b>1.8700e-003</b>	<b>0.0000</b>	<b>5.9314</b>

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**3.6 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.3000e-004	1.4000e-003	0.0000	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4467	0.4467	1.0000e-005	0.0000	0.4470
<b>Total</b>	<b>2.1000e-004</b>	<b>1.3000e-004</b>	<b>1.4000e-003</b>	<b>0.0000</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>5.3000e-004</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4467</b>	<b>0.4467</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4470</b>

**3.7 Architectural Coating - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4664					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
<b>Total</b>	<b>0.4674</b>	<b>7.0400e-003</b>	<b>9.0700e-003</b>	<b>1.0000e-005</b>		<b>4.1000e-004</b>	<b>4.1000e-004</b>		<b>4.1000e-004</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>1.2766</b>	<b>1.2766</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>1.2787</b>

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**3.7 Architectural Coating - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	4.0000e-005	4.3000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1375	0.1375	0.0000	0.0000	0.1375
<b>Total</b>	<b>7.0000e-005</b>	<b>4.0000e-005</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>1.6000e-004</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.1375</b>	<b>0.1375</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.1375</b>

**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	0.4664					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
<b>Total</b>	<b>0.4674</b>	<b>7.0400e-003</b>	<b>9.0700e-003</b>	<b>1.0000e-005</b>		<b>4.1000e-004</b>	<b>4.1000e-004</b>		<b>4.1000e-004</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>1.2766</b>	<b>1.2766</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>1.2787</b>



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**3.7 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	4.0000e-005	4.3000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1375	0.1375	0.0000	0.0000	0.1375
<b>Total</b>	<b>7.0000e-005</b>	<b>4.0000e-005</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>1.6000e-004</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.1375</b>	<b>0.1375</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.1375</b>

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

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, 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	0.0731	0.9727	0.6828	4.0600e-003	0.2162	3.2000e-003	0.2194	0.0582	3.0300e-003	0.0612	0.0000	378.8836	378.8836	0.0279	0.0000	379.5806
Unmitigated	0.0731	0.9727	0.6828	4.0600e-003	0.2162	3.2000e-003	0.2194	0.0582	3.0300e-003	0.0612	0.0000	378.8836	378.8836	0.0279	0.0000	379.5806

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	273.20	99.60	29.20	559,873	559,873
Parking Lot	0.00	0.00	0.00		
Total	273.20	99.60	29.20	559,873	559,873

## 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
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.483371	0.030380	0.169336	0.116038	0.018013	0.005928	0.019788	0.146278	0.001620	0.001664	0.005839	0.000931	0.000816
Parking Lot	0.483371	0.030380	0.169336	0.116038	0.018013	0.005928	0.019788	0.146278	0.001620	0.001664	0.005839	0.000931	0.000816

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**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	127.9892	127.9892	5.2800e-003	1.0900e-003	128.4471
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	127.9892	127.9892	5.2800e-003	1.0900e-003	128.4471
NaturalGas Mitigated	3.7100e-003	0.0337	0.0283	2.0000e-004		2.5600e-003	2.5600e-003		2.5600e-003	2.5600e-003	0.0000	36.6930	36.6930	7.0000e-004	6.7000e-004	36.9110
NaturalGas Unmitigated	3.7100e-003	0.0337	0.0283	2.0000e-004		2.5600e-003	2.5600e-003		2.5600e-003	2.5600e-003	0.0000	36.6930	36.6930	7.0000e-004	6.7000e-004	36.9110

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**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	687600	3.7100e-003	0.0337	0.0283	2.0000e-004		2.5600e-003	2.5600e-003		2.5600e-003	2.5600e-003	0.0000	36.6930	36.6930	7.0000e-004	6.7000e-004	36.9110
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>3.7100e-003</b>	<b>0.0337</b>	<b>0.0283</b>	<b>2.0000e-004</b>		<b>2.5600e-003</b>	<b>2.5600e-003</b>		<b>2.5600e-003</b>	<b>2.5600e-003</b>	<b>0.0000</b>	<b>36.6930</b>	<b>36.6930</b>	<b>7.0000e-004</b>	<b>6.7000e-004</b>	<b>36.9110</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	687600	3.7100e-003	0.0337	0.0283	2.0000e-004		2.5600e-003	2.5600e-003		2.5600e-003	2.5600e-003	0.0000	36.6930	36.6930	7.0000e-004	6.7000e-004	36.9110
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>3.7100e-003</b>	<b>0.0337</b>	<b>0.0283</b>	<b>2.0000e-004</b>		<b>2.5600e-003</b>	<b>2.5600e-003</b>		<b>2.5600e-003</b>	<b>2.5600e-003</b>	<b>0.0000</b>	<b>36.6930</b>	<b>36.6930</b>	<b>7.0000e-004</b>	<b>6.7000e-004</b>	<b>36.9110</b>



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

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	398800	127.0662	5.2500e-003	1.0900e-003	127.5208
Parking Lot	2896.74	0.9230	4.0000e-005	1.0000e-005	0.9263
<b>Total</b>		<b>127.9892</b>	<b>5.2900e-003</b>	<b>1.1000e-003</b>	<b>128.4471</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	398800	127.0662	5.2500e-003	1.0900e-003	127.5208
Parking Lot	2896.74	0.9230	4.0000e-005	1.0000e-005	0.9263
<b>Total</b>		<b>127.9892</b>	<b>5.2900e-003</b>	<b>1.1000e-003</b>	<b>128.4471</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive 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	0.2034	0.0000	3.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.2000e-004	7.2000e-004	0.0000	0.0000	7.7000e-004
Unmitigated	0.2034	0.0000	3.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.2000e-004	7.2000e-004	0.0000	0.0000	7.7000e-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	0.0466					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1568					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	3.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.2000e-004	7.2000e-004	0.0000	0.0000	7.7000e-004
<b>Total</b>	<b>0.2034</b>	<b>0.0000</b>	<b>3.7000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>7.2000e-004</b>	<b>7.2000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>7.7000e-004</b>

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**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0466					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1568					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	3.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.2000e-004	7.2000e-004	0.0000	0.0000	7.7000e-004
<b>Total</b>	<b>0.2034</b>	<b>0.0000</b>	<b>3.7000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>7.2000e-004</b>	<b>7.2000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>7.7000e-004</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	41.3107	0.3030	7.4400e-003	51.1042
Unmitigated	41.3107	0.3030	7.4400e-003	51.1042

**7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	9.25 / 0	41.3107	0.3030	7.4400e-003	51.1042
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>41.3107</b>	<b>0.3030</b>	<b>7.4400e-003</b>	<b>51.1042</b>



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**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	9.25 / 0	41.3107	0.3030	7.4400e-003	51.1042
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>41.3107</b>	<b>0.3030</b>	<b>7.4400e-003</b>	<b>51.1042</b>

**8.0 Waste Detail****8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	10.0684	0.5950	0.0000	24.9439
Unmitigated	10.0684	0.5950	0.0000	24.9439

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**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	49.6	10.0684	0.5950	0.0000	24.9439
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>10.0684</b>	<b>0.5950</b>	<b>0.0000</b>	<b>24.9439</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	49.6	10.0684	0.5950	0.0000	24.9439
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>10.0684</b>	<b>0.5950</b>	<b>0.0000</b>	<b>24.9439</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	8	0	0	84.87	0.73	CNG

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**10.1 Stationary Sources****Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - CNG (0 - 500 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**11.0 Vegetation**

KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**KARO PROJECT\_225-221-02 & -03 (Job #20-6565)****Kern-Mojave Desert County, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	40.00	1000sqft	0.92	40,000.00	20
Parking Lot	0.19	Acre	0.19	8,276.40	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.7	<b>Precipitation Freq (Days)</b>	32
<b>Climate Zone</b>	7			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	702.44	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - pd

Construction Phase - pd

Stationary Sources - Emergency Generators and Fire Pumps -

Construction Off-road Equipment Mitigation -



## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	9/27/2021	8/30/2021
tblLandUse	Population	0.00	20.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	84.87
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	8.00

## 2.0 Emissions Summary

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## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.9153	17.4400	13.5375	0.0258	5.8653	1.0416	6.6311	2.9711	0.9721	3.6757	0.0000	2,387.889 8	2,387.889 8	0.5404	0.0000	2,397.404 6
2022	93.4945	13.3762	13.3107	0.0257	0.2185	0.5920	0.8106	0.0592	0.5718	0.6310	0.0000	2,380.556 9	2,380.556 9	0.4134	0.0000	2,389.825 9
Maximum	93.4945	17.4400	13.5375	0.0258	5.8653	1.0416	6.6311	2.9711	0.9721	3.6757	0.0000	2,387.889 8	2,387.889 8	0.5404	0.0000	2,397.404 6

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.9153	17.4400	13.5375	0.0258	2.3276	1.0416	3.0934	1.1694	0.9721	1.8739	0.0000	2,387.889 8	2,387.889 8	0.5404	0.0000	2,397.404 6
2022	93.4945	13.3762	13.3107	0.0257	0.2185	0.5920	0.8106	0.0592	0.5718	0.6310	0.0000	2,380.556 9	2,380.556 9	0.4134	0.0000	2,389.825 9
Maximum	93.4945	17.4400	13.5375	0.0258	2.3276	1.0416	3.0934	1.1694	0.9721	1.8739	0.0000	2,387.889 8	2,387.889 8	0.5404	0.0000	2,397.404 6

	ROG	NOx	CO	SO2	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	58.15	0.00	47.54	59.46	0.00	41.84	0.00	0.00	0.00	0.00	0.00	0.00

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1149	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8000e-003	8.8000e-003	2.0000e-005		9.3800e-003
Energy	0.0203	0.1847	0.1551	1.1100e-003		0.0140	0.0140		0.0140	0.0140		221.6277	221.6277	4.2500e-003	4.0600e-003	222.9447
Mobile	0.4994	6.8072	4.9007	0.0277	1.5483	0.0229	1.5713	0.4159	0.0216	0.4376		2,846.3674	2,846.3674	0.2286		2,852.0811
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>1.6346</b>	<b>6.9919</b>	<b>5.0599</b>	<b>0.0288</b>	<b>1.5483</b>	<b>0.0370</b>	<b>1.5853</b>	<b>0.4159</b>	<b>0.0357</b>	<b>0.4516</b>		<b>3,068.0039</b>	<b>3,068.0039</b>	<b>0.2328</b>	<b>4.0600e-003</b>	<b>3,075.0352</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**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	lb/day										lb/day					
Area	1.1149	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8000e-003	8.8000e-003	2.0000e-005		9.3800e-003
Energy	0.0203	0.1847	0.1551	1.1100e-003		0.0140	0.0140		0.0140	0.0140		221.6277	221.6277	4.2500e-003	4.0600e-003	222.9447
Mobile	0.4994	6.8072	4.9007	0.0277	1.5483	0.0229	1.5713	0.4159	0.0216	0.4376		2,846.3674	2,846.3674	0.2286		2,852.0811
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>1.6346</b>	<b>6.9919</b>	<b>5.0599</b>	<b>0.0288</b>	<b>1.5483</b>	<b>0.0370</b>	<b>1.5853</b>	<b>0.4159</b>	<b>0.0357</b>	<b>0.4516</b>		<b>3,068.0039</b>	<b>3,068.0039</b>	<b>0.2328</b>	<b>4.0600e-003</b>	<b>3,075.0352</b>

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

**3.0 Construction Detail****Construction Phase**

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	8/31/2021	8/30/2021	5	0	
2	Site Preparation	Site Preparation	9/28/2021	9/29/2021	5	2	
3	Grading	Grading	9/30/2021	10/5/2021	5	4	
4	Building Construction	Building Construction	10/6/2021	7/12/2022	5	200	
5	Paving	Paving	7/13/2022	7/26/2022	5	10	
6	Architectural Coating	Architectural Coating	7/27/2022	8/9/2022	5	10	

**Acres of Grading (Site Preparation Phase): 1**

**Acres of Grading (Grading Phase): 1.5**

**Acres of Paving: 0.19**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 60,000; Non-Residential Outdoor: 20,000; Striped Parking Area: 497 (Architectural Coating – sqft)**

**OffRoad Equipment**



## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

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

Trips and VMT

KARO PROJECT\_225-221-02 & -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	20.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

### Water Exposed Area

### 3.2 Demolition - 2021

### Unmitigated Construction On-Site

[illegible]

KARO PROJECT\_225-221-02 & -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

### 3.2 Demolition - 2021

### Unmitigated Construction Off-Site

[illegible]

### Mitigated Construction On-Site

[illegible]

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**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	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.5174	1,666.5174	0.5390		1,679.9920
<b>Total</b>	<b>1.5558</b>	<b>17.4203</b>	<b>7.5605</b>	<b>0.0172</b>	<b>5.7996</b>	<b>0.7654</b>	<b>6.5650</b>	<b>2.9537</b>	<b>0.7041</b>	<b>3.6578</b>		<b>1,666.5174</b>	<b>1,666.5174</b>	<b>0.5390</b>		<b>1,679.9920</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0302	0.0197	0.1824	6.1000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		60.4203	60.4203	1.4400e-003		60.4564
<b>Total</b>	<b>0.0302</b>	<b>0.0197</b>	<b>0.1824</b>	<b>6.1000e-004</b>	<b>0.0657</b>	<b>4.4000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.1000e-004</b>	<b>0.0178</b>		<b>60.4203</b>	<b>60.4203</b>	<b>1.4400e-003</b>		<b>60.4564</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.5174	1,666.5174	0.5390		1,679.9920
<b>Total</b>	<b>1.5558</b>	<b>17.4203</b>	<b>7.5605</b>	<b>0.0172</b>	<b>2.2618</b>	<b>0.7654</b>	<b>3.0272</b>	<b>1.1519</b>	<b>0.7041</b>	<b>1.8561</b>	<b>0.0000</b>	<b>1,666.5174</b>	<b>1,666.5174</b>	<b>0.5390</b>		<b>1,679.9920</b>



## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0302	0.0197	0.1824	6.1000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		60.4203	60.4203	1.4400e-003		60.4564
<b>Total</b>	<b>0.0302</b>	<b>0.0197</b>	<b>0.1824</b>	<b>6.1000e-004</b>	<b>0.0657</b>	<b>4.4000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.1000e-004</b>	<b>0.0178</b>		<b>60.4203</b>	<b>60.4203</b>	<b>1.4400e-003</b>		<b>60.4564</b>

**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	lb/day										lb/day					
Fugitive Dust					4.9143	0.0000	4.9143	2.5256	0.0000	2.5256			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869		1,365.0648	1,365.0648	0.4415		1,376.1020
<b>Total</b>	<b>1.2884</b>	<b>14.3307</b>	<b>6.3314</b>	<b>0.0141</b>	<b>4.9143</b>	<b>0.6379</b>	<b>5.5522</b>	<b>2.5256</b>	<b>0.5869</b>	<b>3.1125</b>		<b>1,365.0648</b>	<b>1,365.0648</b>	<b>0.4415</b>		<b>1,376.1020</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0302	0.0197	0.1824	6.1000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		60.4203	60.4203	1.4400e-003		60.4564
<b>Total</b>	<b>0.0302</b>	<b>0.0197</b>	<b>0.1824</b>	<b>6.1000e-004</b>	<b>0.0657</b>	<b>4.4000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.1000e-004</b>	<b>0.0178</b>		<b>60.4203</b>	<b>60.4203</b>	<b>1.4400e-003</b>		<b>60.4564</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.9166	0.0000	1.9166	0.9850	0.0000	0.9850			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869	0.0000	1,365.0648	1,365.0648	0.4415		1,376.1020
<b>Total</b>	<b>1.2884</b>	<b>14.3307</b>	<b>6.3314</b>	<b>0.0141</b>	<b>1.9166</b>	<b>0.6379</b>	<b>2.5545</b>	<b>0.9850</b>	<b>0.5869</b>	<b>1.5719</b>	<b>0.0000</b>	<b>1,365.0648</b>	<b>1,365.0648</b>	<b>0.4415</b>		<b>1,376.1020</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0302	0.0197	0.1824	6.1000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		60.4203	60.4203	1.4400e-003		60.4564
<b>Total</b>	<b>0.0302</b>	<b>0.0197</b>	<b>0.1824</b>	<b>6.1000e-004</b>	<b>0.0657</b>	<b>4.4000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.1000e-004</b>	<b>0.0178</b>		<b>60.4203</b>	<b>60.4203</b>	<b>1.4400e-003</b>		<b>60.4564</b>

**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	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
<b>Total</b>	<b>1.8125</b>	<b>13.6361</b>	<b>12.8994</b>	<b>0.0221</b>		<b>0.6843</b>	<b>0.6843</b>		<b>0.6608</b>	<b>0.6608</b>		<b>2,001.2200</b>	<b>2,001.2200</b>	<b>0.3573</b>		<b>2,010.1517</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0272	0.8773	0.1821	2.2500e-003	0.0542	2.4000e-003	0.0566	0.0156	2.3000e-003	0.0179		235.6190	235.6190	0.0197		236.1117
Worker	0.0756	0.0493	0.4559	1.5200e-003	0.1643	1.1100e-003	0.1654	0.0436	1.0200e-003	0.0446		151.0508	151.0508	3.6100e-003		151.1411
<b>Total</b>	<b>0.1028</b>	<b>0.9266</b>	<b>0.6381</b>	<b>3.7700e-003</b>	<b>0.2185</b>	<b>3.5100e-003</b>	<b>0.2220</b>	<b>0.0592</b>	<b>3.3200e-003</b>	<b>0.0625</b>		<b>386.6698</b>	<b>386.6698</b>	<b>0.0233</b>		<b>387.2529</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
<b>Total</b>	<b>1.8125</b>	<b>13.6361</b>	<b>12.8994</b>	<b>0.0221</b>		<b>0.6843</b>	<b>0.6843</b>		<b>0.6608</b>	<b>0.6608</b>	<b>0.0000</b>	<b>2,001.2200</b>	<b>2,001.2200</b>	<b>0.3573</b>		<b>2,010.1517</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0272	0.8773	0.1821	2.2500e-003	0.0542	2.4000e-003	0.0566	0.0156	2.3000e-003	0.0179		235.6190	235.6190	0.0197		236.1117
Worker	0.0756	0.0493	0.4559	1.5200e-003	0.1643	1.1100e-003	0.1654	0.0436	1.0200e-003	0.0446		151.0508	151.0508	3.6100e-003		151.1411
<b>Total</b>	<b>0.1028</b>	<b>0.9266</b>	<b>0.6381</b>	<b>3.7700e-003</b>	<b>0.2185</b>	<b>3.5100e-003</b>	<b>0.2220</b>	<b>0.0592</b>	<b>3.3200e-003</b>	<b>0.0625</b>		<b>386.6698</b>	<b>386.6698</b>	<b>0.0233</b>		<b>387.2529</b>

**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
<b>Total</b>	<b>1.6487</b>	<b>12.5031</b>	<b>12.7264</b>	<b>0.0221</b>		<b>0.5889</b>	<b>0.5889</b>		<b>0.5689</b>	<b>0.5689</b>		<b>2,001.5429</b>	<b>2,001.5429</b>	<b>0.3486</b>		<b>2,010.2581</b>



## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**3.5 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0254	0.8292	0.1691	2.2300e-003	0.0542	2.0800e-003	0.0563	0.0156	1.9900e-003	0.0176		233.4465	233.4465	0.0189		233.9200
Worker	0.0701	0.0440	0.4151	1.4600e-003	0.1643	1.0700e-003	0.1654	0.0436	9.9000e-004	0.0446		145.5676	145.5676	3.2100e-003		145.6479
<b>Total</b>	<b>0.0955</b>	<b>0.8732</b>	<b>0.5842</b>	<b>3.6900e-003</b>	<b>0.2185</b>	<b>3.1500e-003</b>	<b>0.2217</b>	<b>0.0592</b>	<b>2.9800e-003</b>	<b>0.0622</b>		<b>379.0141</b>	<b>379.0141</b>	<b>0.0222</b>		<b>379.5679</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
<b>Total</b>	<b>1.6487</b>	<b>12.5031</b>	<b>12.7264</b>	<b>0.0221</b>		<b>0.5889</b>	<b>0.5889</b>		<b>0.5689</b>	<b>0.5689</b>	<b>0.0000</b>	<b>2,001.5429</b>	<b>2,001.5429</b>	<b>0.3486</b>		<b>2,010.2581</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**3.5 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0254	0.8292	0.1691	2.2300e-003	0.0542	2.0800e-003	0.0563	0.0156	1.9900e-003	0.0176		233.4465	233.4465	0.0189		233.9200
Worker	0.0701	0.0440	0.4151	1.4600e-003	0.1643	1.0700e-003	0.1654	0.0436	9.9000e-004	0.0446		145.5676	145.5676	3.2100e-003		145.6479
<b>Total</b>	<b>0.0955</b>	<b>0.8732</b>	<b>0.5842</b>	<b>3.6900e-003</b>	<b>0.2185</b>	<b>3.1500e-003</b>	<b>0.2217</b>	<b>0.0592</b>	<b>2.9800e-003</b>	<b>0.0622</b>		<b>379.0141</b>	<b>379.0141</b>	<b>0.0222</b>		<b>379.5679</b>

**3.6 Paving - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0498					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.7375</b>	<b>6.7738</b>	<b>8.8060</b>	<b>0.0135</b>		<b>0.3474</b>	<b>0.3474</b>		<b>0.3205</b>	<b>0.3205</b>		<b>1,297.3789</b>	<b>1,297.3789</b>	<b>0.4113</b>		<b>1,307.6608</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**3.6 Paving - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0456	0.0286	0.2698	9.5000e-004	0.1068	7.0000e-004	0.1075	0.0283	6.4000e-004	0.0290		94.6189	94.6189	2.0900e-003		94.6711
<b>Total</b>	<b>0.0456</b>	<b>0.0286</b>	<b>0.2698</b>	<b>9.5000e-004</b>	<b>0.1068</b>	<b>7.0000e-004</b>	<b>0.1075</b>	<b>0.0283</b>	<b>6.4000e-004</b>	<b>0.0290</b>		<b>94.6189</b>	<b>94.6189</b>	<b>2.0900e-003</b>		<b>94.6711</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0498					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.7375</b>	<b>6.7738</b>	<b>8.8060</b>	<b>0.0135</b>		<b>0.3474</b>	<b>0.3474</b>		<b>0.3205</b>	<b>0.3205</b>	<b>0.0000</b>	<b>1,297.3789</b>	<b>1,297.3789</b>	<b>0.4113</b>		<b>1,307.6608</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**3.6 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0456	0.0286	0.2698	9.5000e-004	0.1068	7.0000e-004	0.1075	0.0283	6.4000e-004	0.0290		94.6189	94.6189	2.0900e-003		94.6711
<b>Total</b>	<b>0.0456</b>	<b>0.0286</b>	<b>0.2698</b>	<b>9.5000e-004</b>	<b>0.1068</b>	<b>7.0000e-004</b>	<b>0.1075</b>	<b>0.0283</b>	<b>6.4000e-004</b>	<b>0.0290</b>		<b>94.6189</b>	<b>94.6189</b>	<b>2.0900e-003</b>		<b>94.6711</b>

**3.7 Architectural Coating - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	93.2759					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>93.4804</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**3.7 Architectural Coating - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0140	8.7900e-003	0.0830	2.9000e-004	0.0329	2.1000e-004	0.0331	8.7200e-003	2.0000e-004	8.9100e-003		29.1135	29.1135	6.4000e-004		29.1296
<b>Total</b>	<b>0.0140</b>	<b>8.7900e-003</b>	<b>0.0830</b>	<b>2.9000e-004</b>	<b>0.0329</b>	<b>2.1000e-004</b>	<b>0.0331</b>	<b>8.7200e-003</b>	<b>2.0000e-004</b>	<b>8.9100e-003</b>		<b>29.1135</b>	<b>29.1135</b>	<b>6.4000e-004</b>		<b>29.1296</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	93.2759					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>93.4804</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>



## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**3.7 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0140	8.7900e-003	0.0830	2.9000e-004	0.0329	2.1000e-004	0.0331	8.7200e-003	2.0000e-004	8.9100e-003		29.1135	29.1135	6.4000e-004		29.1296
<b>Total</b>	<b>0.0140</b>	<b>8.7900e-003</b>	<b>0.0830</b>	<b>2.9000e-004</b>	<b>0.0329</b>	<b>2.1000e-004</b>	<b>0.0331</b>	<b>8.7200e-003</b>	<b>2.0000e-004</b>	<b>8.9100e-003</b>		<b>29.1135</b>	<b>29.1135</b>	<b>6.4000e-004</b>		<b>29.1296</b>

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

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4994	6.8072	4.9007	0.0277	1.5483	0.0229	1.5713	0.4159	0.0216	0.4376		2,846.367 4	2,846.367 4	0.2286		2,852.081 1
Unmitigated	0.4994	6.8072	4.9007	0.0277	1.5483	0.0229	1.5713	0.4159	0.0216	0.4376		2,846.367 4	2,846.367 4	0.2286		2,852.081 1

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	273.20	99.60	29.20	559,873	559,873
Parking Lot	0.00	0.00	0.00		
Total	273.20	99.60	29.20	559,873	559,873

## 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
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.483371	0.030380	0.169336	0.116038	0.018013	0.005928	0.019788	0.146278	0.001620	0.001664	0.005839	0.000931	0.000816
Parking Lot	0.483371	0.030380	0.169336	0.116038	0.018013	0.005928	0.019788	0.146278	0.001620	0.001664	0.005839	0.000931	0.000816

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0203	0.1847	0.1551	1.1100e-003		0.0140	0.0140		0.0140	0.0140		221.6277	221.6277	4.2500e-003	4.0600e-003	222.9447
NaturalGas Unmitigated	0.0203	0.1847	0.1551	1.1100e-003		0.0140	0.0140		0.0140	0.0140		221.6277	221.6277	4.2500e-003	4.0600e-003	222.9447

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	1883.84	0.0203	0.1847	0.1551	1.1100e-003		0.0140	0.0140		0.0140	0.0140		221.6277	221.6277	4.2500e-003	4.0600e-003	222.9447
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0203</b>	<b>0.1847</b>	<b>0.1551</b>	<b>1.1100e-003</b>		<b>0.0140</b>	<b>0.0140</b>		<b>0.0140</b>	<b>0.0140</b>		<b>221.6277</b>	<b>221.6277</b>	<b>4.2500e-003</b>	<b>4.0600e-003</b>	<b>222.9447</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	1.88384	0.0203	0.1847	0.1551	1.1100e-003		0.0140	0.0140		0.0140	0.0140		221.6277	221.6277	4.2500e-003	4.0600e-003	222.9447
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0203</b>	<b>0.1847</b>	<b>0.1551</b>	<b>1.1100e-003</b>		<b>0.0140</b>	<b>0.0140</b>		<b>0.0140</b>	<b>0.0140</b>		<b>221.6277</b>	<b>221.6277</b>	<b>4.2500e-003</b>	<b>4.0600e-003</b>	<b>222.9447</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1149	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8000e-003	8.8000e-003	2.0000e-005		9.3800e-003
Unmitigated	1.1149	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8000e-003	8.8000e-003	2.0000e-005		9.3800e-003

## 6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2556					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8589					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8000e-003	8.8000e-003	2.0000e-005		9.3800e-003
<b>Total</b>	<b>1.1149</b>	<b>4.0000e-005</b>	<b>4.1100e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>8.8000e-003</b>	<b>8.8000e-003</b>	<b>2.0000e-005</b>		<b>9.3800e-003</b>



## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2556					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8589					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8000e-003	8.8000e-003	2.0000e-005		9.3800e-003
<b>Total</b>	<b>1.1149</b>	<b>4.0000e-005</b>	<b>4.1100e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>8.8000e-003</b>	<b>8.8000e-003</b>	<b>2.0000e-005</b>		<b>9.3800e-003</b>

**7.0 Water Detail****7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Winter

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	8	0	0	84.87	0.73	CNG

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**10.1 Stationary Sources****Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - CNG (0 - 500 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**11.0 Vegetation**

KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**KARO PROJECT\_225-221-02 & -03 (Job #20-6565)****Kern-Mojave Desert County, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	40.00	1000sqft	0.92	40,000.00	20
Parking Lot	0.19	Acre	0.19	8,276.40	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.7	<b>Precipitation Freq (Days)</b>	32
<b>Climate Zone</b>	7			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	702.44	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - pd

Construction Phase - pd

Stationary Sources - Emergency Generators and Fire Pumps -

Construction Off-road Equipment Mitigation -

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	9/27/2021	8/30/2021
tblLandUse	Population	0.00	20.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	84.87
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	8.00

## 2.0 Emissions Summary

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## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.9197	17.4375	13.6078	0.0261	5.8653	1.0416	6.6311	2.9711	0.9721	3.6757	0.0000	2,418.8618	2,418.8618	0.5407	0.0000	2,428.3344
2022	93.4955	13.3657	13.3762	0.0260	0.2185	0.5920	0.8105	0.0592	0.5718	0.6310	0.0000	2,410.6735	2,410.6735	0.4137	0.0000	2,419.9001
Maximum	93.4955	17.4375	13.6078	0.0261	5.8653	1.0416	6.6311	2.9711	0.9721	3.6757	0.0000	2,418.8618	2,418.8618	0.5407	0.0000	2,428.3344

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.9197	17.4375	13.6078	0.0261	2.3276	1.0416	3.0934	1.1694	0.9721	1.8739	0.0000	2,418.8618	2,418.8618	0.5407	0.0000	2,428.3344
2022	93.4955	13.3657	13.3762	0.0260	0.2185	0.5920	0.8105	0.0592	0.5718	0.6310	0.0000	2,410.6735	2,410.6735	0.4137	0.0000	2,419.9001
Maximum	93.4955	17.4375	13.6078	0.0261	2.3276	1.0416	3.0934	1.1694	0.9721	1.8739	0.0000	2,418.8618	2,418.8618	0.5407	0.0000	2,428.3344

	ROG	NOx	CO	SO2	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	58.15	0.00	47.54	59.46	0.00	41.84	0.00	0.00	0.00	0.00	0.00	0.00



## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1149	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8000e-003	8.8000e-003	2.0000e-005		9.3800e-003
Energy	0.0203	0.1847	0.1551	1.1100e-003		0.0140	0.0140		0.0140	0.0140		221.6277	221.6277	4.2500e-003	4.0600e-003	222.9447
Mobile	0.6055	6.7679	5.2199	0.0301	1.5483	0.0223	1.5706	0.4159	0.0211	0.4370		3,094.8367	3,094.8367	0.2095		3,100.0733
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>1.7407</b>	<b>6.9527</b>	<b>5.3791</b>	<b>0.0313</b>	<b>1.5483</b>	<b>0.0363</b>	<b>1.5847</b>	<b>0.4159</b>	<b>0.0351</b>	<b>0.4510</b>		<b>3,316.4733</b>	<b>3,316.4733</b>	<b>0.2137</b>	<b>4.0600e-003</b>	<b>3,323.0275</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**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	lb/day										lb/day					
Area	1.1149	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8000e-003	8.8000e-003	2.0000e-005		9.3800e-003
Energy	0.0203	0.1847	0.1551	1.1100e-003		0.0140	0.0140		0.0140	0.0140		221.6277	221.6277	4.2500e-003	4.0600e-003	222.9447
Mobile	0.6055	6.7679	5.2199	0.0301	1.5483	0.0223	1.5706	0.4159	0.0211	0.4370		3,094.8367	3,094.8367	0.2095		3,100.0733
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>1.7407</b>	<b>6.9527</b>	<b>5.3791</b>	<b>0.0313</b>	<b>1.5483</b>	<b>0.0363</b>	<b>1.5847</b>	<b>0.4159</b>	<b>0.0351</b>	<b>0.4510</b>		<b>3,316.4733</b>	<b>3,316.4733</b>	<b>0.2137</b>	<b>4.0600e-003</b>	<b>3,323.0275</b>

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

**3.0 Construction Detail****Construction Phase**

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	8/31/2021	8/30/2021	5	0	
2	Site Preparation	Site Preparation	9/28/2021	9/29/2021	5	2	
3	Grading	Grading	9/30/2021	10/5/2021	5	4	
4	Building Construction	Building Construction	10/6/2021	7/12/2022	5	200	
5	Paving	Paving	7/13/2022	7/26/2022	5	10	
6	Architectural Coating	Architectural Coating	7/27/2022	8/9/2022	5	10	

**Acres of Grading (Site Preparation Phase): 1**

**Acres of Grading (Grading Phase): 1.5**

**Acres of Paving: 0.19**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 60,000; Non-Residential Outdoor: 20,000; Striped Parking Area: 497 (Architectural Coating – sqft)**

**OffRoad Equipment**

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

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

Trips and VMT

KARO PROJECT\_225-221-02 & -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	20.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

### Water Exposed Area

### 3.2 Demolition - 2021

### Unmitigated Construction On-Site

[illegible]



KARO PROJECT\_225-221-02 & -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

### 3.2 Demolition - 2021

### Unmitigated Construction Off-Site

[illegible]

### Mitigated Construction On-Site

[illegible]

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**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	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.5174	1,666.5174	0.5390		1,679.9920
<b>Total</b>	<b>1.5558</b>	<b>17.4203</b>	<b>7.5605</b>	<b>0.0172</b>	<b>5.7996</b>	<b>0.7654</b>	<b>6.5650</b>	<b>2.9537</b>	<b>0.7041</b>	<b>3.6578</b>		<b>1,666.5174</b>	<b>1,666.5174</b>	<b>0.5390</b>		<b>1,679.9920</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0326	0.0172	0.2222	7.0000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		69.4649	69.4649	1.6800e-003		69.5069
<b>Total</b>	<b>0.0326</b>	<b>0.0172</b>	<b>0.2222</b>	<b>7.0000e-004</b>	<b>0.0657</b>	<b>4.4000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.1000e-004</b>	<b>0.0178</b>		<b>69.4649</b>	<b>69.4649</b>	<b>1.6800e-003</b>		<b>69.5069</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.5174	1,666.5174	0.5390		1,679.9920
<b>Total</b>	<b>1.5558</b>	<b>17.4203</b>	<b>7.5605</b>	<b>0.0172</b>	<b>2.2618</b>	<b>0.7654</b>	<b>3.0272</b>	<b>1.1519</b>	<b>0.7041</b>	<b>1.8561</b>	<b>0.0000</b>	<b>1,666.5174</b>	<b>1,666.5174</b>	<b>0.5390</b>		<b>1,679.9920</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0326	0.0172	0.2222	7.0000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		69.4649	69.4649	1.6800e-003		69.5069
<b>Total</b>	<b>0.0326</b>	<b>0.0172</b>	<b>0.2222</b>	<b>7.0000e-004</b>	<b>0.0657</b>	<b>4.4000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.1000e-004</b>	<b>0.0178</b>		<b>69.4649</b>	<b>69.4649</b>	<b>1.6800e-003</b>		<b>69.5069</b>

**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	lb/day										lb/day					
Fugitive Dust					4.9143	0.0000	4.9143	2.5256	0.0000	2.5256			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869		1,365.0648	1,365.0648	0.4415		1,376.1020
<b>Total</b>	<b>1.2884</b>	<b>14.3307</b>	<b>6.3314</b>	<b>0.0141</b>	<b>4.9143</b>	<b>0.6379</b>	<b>5.5522</b>	<b>2.5256</b>	<b>0.5869</b>	<b>3.1125</b>		<b>1,365.0648</b>	<b>1,365.0648</b>	<b>0.4415</b>		<b>1,376.1020</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0326	0.0172	0.2222	7.0000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		69.4649	69.4649	1.6800e-003		69.5069
<b>Total</b>	<b>0.0326</b>	<b>0.0172</b>	<b>0.2222</b>	<b>7.0000e-004</b>	<b>0.0657</b>	<b>4.4000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.1000e-004</b>	<b>0.0178</b>		<b>69.4649</b>	<b>69.4649</b>	<b>1.6800e-003</b>		<b>69.5069</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.9166	0.0000	1.9166	0.9850	0.0000	0.9850			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869	0.0000	1,365.0648	1,365.0648	0.4415		1,376.1020
<b>Total</b>	<b>1.2884</b>	<b>14.3307</b>	<b>6.3314</b>	<b>0.0141</b>	<b>1.9166</b>	<b>0.6379</b>	<b>2.5545</b>	<b>0.9850</b>	<b>0.5869</b>	<b>1.5719</b>	<b>0.0000</b>	<b>1,365.0648</b>	<b>1,365.0648</b>	<b>0.4415</b>		<b>1,376.1020</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0326	0.0172	0.2222	7.0000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		69.4649	69.4649	1.6800e-003		69.5069
<b>Total</b>	<b>0.0326</b>	<b>0.0172</b>	<b>0.2222</b>	<b>7.0000e-004</b>	<b>0.0657</b>	<b>4.4000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.1000e-004</b>	<b>0.0178</b>		<b>69.4649</b>	<b>69.4649</b>	<b>1.6800e-003</b>		<b>69.5069</b>

**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	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
<b>Total</b>	<b>1.8125</b>	<b>13.6361</b>	<b>12.8994</b>	<b>0.0221</b>		<b>0.6843</b>	<b>0.6843</b>		<b>0.6608</b>	<b>0.6608</b>		<b>2,001.2200</b>	<b>2,001.2200</b>	<b>0.3573</b>		<b>2,010.1517</b>



## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0258	0.8708	0.1530	2.3300e-003	0.0542	2.3200e-003	0.0566	0.0156	2.2200e-003	0.0178		243.9796	243.9796	0.0174		244.4153
Worker	0.0814	0.0431	0.5555	1.7400e-003	0.1643	1.1100e-003	0.1654	0.0436	1.0200e-003	0.0446		173.6622	173.6622	4.2000e-003		173.7673
<b>Total</b>	<b>0.1072</b>	<b>0.9138</b>	<b>0.7084</b>	<b>4.0700e-003</b>	<b>0.2185</b>	<b>3.4300e-003</b>	<b>0.2220</b>	<b>0.0592</b>	<b>3.2400e-003</b>	<b>0.0624</b>		<b>417.6418</b>	<b>417.6418</b>	<b>0.0216</b>		<b>418.1827</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
<b>Total</b>	<b>1.8125</b>	<b>13.6361</b>	<b>12.8994</b>	<b>0.0221</b>		<b>0.6843</b>	<b>0.6843</b>		<b>0.6608</b>	<b>0.6608</b>	<b>0.0000</b>	<b>2,001.2200</b>	<b>2,001.2200</b>	<b>0.3573</b>		<b>2,010.1517</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0258	0.8708	0.1530	2.3300e-003	0.0542	2.3200e-003	0.0566	0.0156	2.2200e-003	0.0178		243.9796	243.9796	0.0174		244.4153
Worker	0.0814	0.0431	0.5555	1.7400e-003	0.1643	1.1100e-003	0.1654	0.0436	1.0200e-003	0.0446		173.6622	173.6622	4.2000e-003		173.7673
<b>Total</b>	<b>0.1072</b>	<b>0.9138</b>	<b>0.7084</b>	<b>4.0700e-003</b>	<b>0.2185</b>	<b>3.4300e-003</b>	<b>0.2220</b>	<b>0.0592</b>	<b>3.2400e-003</b>	<b>0.0624</b>		<b>417.6418</b>	<b>417.6418</b>	<b>0.0216</b>		<b>418.1827</b>

**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
<b>Total</b>	<b>1.6487</b>	<b>12.5031</b>	<b>12.7264</b>	<b>0.0221</b>		<b>0.5889</b>	<b>0.5889</b>		<b>0.5689</b>	<b>0.5689</b>		<b>2,001.5429</b>	<b>2,001.5429</b>	<b>0.3486</b>		<b>2,010.2581</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**3.5 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0241	0.8242	0.1416	2.3100e-003	0.0542	2.0100e-003	0.0563	0.0156	1.9200e-003	0.0175		241.7905	241.7905	0.0167		242.2083
Worker	0.0752	0.0384	0.5081	1.6800e-003	0.1643	1.0700e-003	0.1654	0.0436	9.9000e-004	0.0446		167.3402	167.3402	3.7400e-003		167.4338
<b>Total</b>	<b>0.0993</b>	<b>0.8626</b>	<b>0.6497</b>	<b>3.9900e-003</b>	<b>0.2185</b>	<b>3.0800e-003</b>	<b>0.2216</b>	<b>0.0592</b>	<b>2.9100e-003</b>	<b>0.0621</b>		<b>409.1306</b>	<b>409.1306</b>	<b>0.0205</b>		<b>409.6421</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
<b>Total</b>	<b>1.6487</b>	<b>12.5031</b>	<b>12.7264</b>	<b>0.0221</b>		<b>0.5889</b>	<b>0.5889</b>		<b>0.5689</b>	<b>0.5689</b>	<b>0.0000</b>	<b>2,001.5429</b>	<b>2,001.5429</b>	<b>0.3486</b>		<b>2,010.2581</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**3.5 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0241	0.8242	0.1416	2.3100e-003	0.0542	2.0100e-003	0.0563	0.0156	1.9200e-003	0.0175		241.7905	241.7905	0.0167		242.2083
Worker	0.0752	0.0384	0.5081	1.6800e-003	0.1643	1.0700e-003	0.1654	0.0436	9.9000e-004	0.0446		167.3402	167.3402	3.7400e-003		167.4338
<b>Total</b>	<b>0.0993</b>	<b>0.8626</b>	<b>0.6497</b>	<b>3.9900e-003</b>	<b>0.2185</b>	<b>3.0800e-003</b>	<b>0.2216</b>	<b>0.0592</b>	<b>2.9100e-003</b>	<b>0.0621</b>		<b>409.1306</b>	<b>409.1306</b>	<b>0.0205</b>		<b>409.6421</b>

**3.6 Paving - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0498					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.7375</b>	<b>6.7738</b>	<b>8.8060</b>	<b>0.0135</b>		<b>0.3474</b>	<b>0.3474</b>		<b>0.3205</b>	<b>0.3205</b>		<b>1,297.3789</b>	<b>1,297.3789</b>	<b>0.4113</b>		<b>1,307.6608</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**3.6 Paving - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0489	0.0250	0.3303	1.0900e-003	0.1068	7.0000e-004	0.1075	0.0283	6.4000e-004	0.0290		108.7711	108.7711	2.4300e-003		108.8320
<b>Total</b>	<b>0.0489</b>	<b>0.0250</b>	<b>0.3303</b>	<b>1.0900e-003</b>	<b>0.1068</b>	<b>7.0000e-004</b>	<b>0.1075</b>	<b>0.0283</b>	<b>6.4000e-004</b>	<b>0.0290</b>		<b>108.7711</b>	<b>108.7711</b>	<b>2.4300e-003</b>		<b>108.8320</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0498					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.7375</b>	<b>6.7738</b>	<b>8.8060</b>	<b>0.0135</b>		<b>0.3474</b>	<b>0.3474</b>		<b>0.3205</b>	<b>0.3205</b>	<b>0.0000</b>	<b>1,297.3789</b>	<b>1,297.3789</b>	<b>0.4113</b>		<b>1,307.6608</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**3.6 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0489	0.0250	0.3303	1.0900e-003	0.1068	7.0000e-004	0.1075	0.0283	6.4000e-004	0.0290		108.7711	108.7711	2.4300e-003		108.8320
<b>Total</b>	<b>0.0489</b>	<b>0.0250</b>	<b>0.3303</b>	<b>1.0900e-003</b>	<b>0.1068</b>	<b>7.0000e-004</b>	<b>0.1075</b>	<b>0.0283</b>	<b>6.4000e-004</b>	<b>0.0290</b>		<b>108.7711</b>	<b>108.7711</b>	<b>2.4300e-003</b>		<b>108.8320</b>

**3.7 Architectural Coating - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	93.2759					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>93.4804</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>



## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**3.7 Architectural Coating - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0151	7.6900e-003	0.1016	3.4000e-004	0.0329	2.1000e-004	0.0331	8.7200e-003	2.0000e-004	8.9100e-003		33.4680	33.4680	7.5000e-004		33.4868
<b>Total</b>	<b>0.0151</b>	<b>7.6900e-003</b>	<b>0.1016</b>	<b>3.4000e-004</b>	<b>0.0329</b>	<b>2.1000e-004</b>	<b>0.0331</b>	<b>8.7200e-003</b>	<b>2.0000e-004</b>	<b>8.9100e-003</b>		<b>33.4680</b>	<b>33.4680</b>	<b>7.5000e-004</b>		<b>33.4868</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	93.2759					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>93.4804</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**3.7 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0151	7.6900e-003	0.1016	3.4000e-004	0.0329	2.1000e-004	0.0331	8.7200e-003	2.0000e-004	8.9100e-003		33.4680	33.4680	7.5000e-004		33.4868
<b>Total</b>	<b>0.0151</b>	<b>7.6900e-003</b>	<b>0.1016</b>	<b>3.4000e-004</b>	<b>0.0329</b>	<b>2.1000e-004</b>	<b>0.0331</b>	<b>8.7200e-003</b>	<b>2.0000e-004</b>	<b>8.9100e-003</b>		<b>33.4680</b>	<b>33.4680</b>	<b>7.5000e-004</b>		<b>33.4868</b>

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

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6055	6.7679	5.2199	0.0301	1.5483	0.0223	1.5706	0.4159	0.0211	0.4370		3,094.8367	3,094.8367	0.2095		3,100.0733
Unmitigated	0.6055	6.7679	5.2199	0.0301	1.5483	0.0223	1.5706	0.4159	0.0211	0.4370		3,094.8367	3,094.8367	0.2095		3,100.0733

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	273.20	99.60	29.20	559,873	559,873
Parking Lot	0.00	0.00	0.00		
Total	273.20	99.60	29.20	559,873	559,873

## 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
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.483371	0.030380	0.169336	0.116038	0.018013	0.005928	0.019788	0.146278	0.001620	0.001664	0.005839	0.000931	0.000816
Parking Lot	0.483371	0.030380	0.169336	0.116038	0.018013	0.005928	0.019788	0.146278	0.001620	0.001664	0.005839	0.000931	0.000816

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0203	0.1847	0.1551	1.1100e-003		0.0140	0.0140		0.0140	0.0140		221.6277	221.6277	4.2500e-003	4.0600e-003	222.9447
NaturalGas Unmitigated	0.0203	0.1847	0.1551	1.1100e-003		0.0140	0.0140		0.0140	0.0140		221.6277	221.6277	4.2500e-003	4.0600e-003	222.9447

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	1883.84	0.0203	0.1847	0.1551	1.1100e-003		0.0140	0.0140		0.0140	0.0140		221.6277	221.6277	4.2500e-003	4.0600e-003	222.9447
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0203</b>	<b>0.1847</b>	<b>0.1551</b>	<b>1.1100e-003</b>		<b>0.0140</b>	<b>0.0140</b>		<b>0.0140</b>	<b>0.0140</b>		<b>221.6277</b>	<b>221.6277</b>	<b>4.2500e-003</b>	<b>4.0600e-003</b>	<b>222.9447</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	1.88384	0.0203	0.1847	0.1551	1.1100e-003		0.0140	0.0140		0.0140	0.0140		221.6277	221.6277	4.2500e-003	4.0600e-003	222.9447
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0203</b>	<b>0.1847</b>	<b>0.1551</b>	<b>1.1100e-003</b>		<b>0.0140</b>	<b>0.0140</b>		<b>0.0140</b>	<b>0.0140</b>		<b>221.6277</b>	<b>221.6277</b>	<b>4.2500e-003</b>	<b>4.0600e-003</b>	<b>222.9447</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1149	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8000e-003	8.8000e-003	2.0000e-005		9.3800e-003
Unmitigated	1.1149	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8000e-003	8.8000e-003	2.0000e-005		9.3800e-003

## 6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2556					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8589					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8000e-003	8.8000e-003	2.0000e-005		9.3800e-003
<b>Total</b>	<b>1.1149</b>	<b>4.0000e-005</b>	<b>4.1100e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>8.8000e-003</b>	<b>8.8000e-003</b>	<b>2.0000e-005</b>		<b>9.3800e-003</b>



## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2556					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8589					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8000e-003	8.8000e-003	2.0000e-005		9.3800e-003
<b>Total</b>	<b>1.1149</b>	<b>4.0000e-005</b>	<b>4.1100e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>8.8000e-003</b>	<b>8.8000e-003</b>	<b>2.0000e-005</b>		<b>9.3800e-003</b>

**7.0 Water Detail****7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

## KARO PROJECT\_225-221-02 &amp; -03 (Job #20-6565) - Kern-Mojave Desert County, Summer

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	8	0	0	84.87	0.73	CNG

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**10.1 Stationary Sources****Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - CNG (0 - 500 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**11.0 Vegetation**

APPENDIX D

***Biological Resources Assessment of***

***APN: 225-221-02 & -03***

*California City, CA*

***July 6, 2020***

Biological Resource Assessment of  
APNs 225-221-02 and 03  
California City, California

6 July 2020

Mark Hagan, Wildlife Biologist  
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B.S. Degree, Wildlife Management  
Humboldt State University

## Biological Resource Assessment of APNs 225-221-02 and 03, California City, California

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

### **Abstract**

A zone change and future development has been proposed for APNs 225-221-02 and 03, California City, California. The approximately 5 acre (2 ha) study area was located south of California City Boulevard and 1.65 miles (2.66 km) west of Gantt Road, T32S, R36E, the N1/2 of the N1/2 of the NE1/4 of the NW1/4 of Section 25, M.D.B.M. A line transect survey was conducted on 30 June 2020 to inventory biological resources. The proposed project area was characteristic of a disturbed creosote bush (*Larrea tridentata*) scrub plant community. A total of twenty-seven plant species and fifteen wildlife species or their sign were observed during the line transect survey. No desert tortoises (*Gopherus agassizii*) or their sign were observed during the field survey. Mohave ground squirrels are not expected due to lack of required forage plant species. No Mohave ground squirrel (*Xerospermophilus mohavensis*) habitat is present within the study site. No American badgers (*Taxidea taxus*) or their sign were observed within the study site. No desert kit foxes or their sign were observed during the field survey. No burrowing owls (*Athene cunicularia*) or their sign were observed during the field survey. No potential cover sites for burrowing owls were observed within the project area. No sensitive plants, specifically, alkali mariposa lily (*Calochortus striatus*), desert cymopterus (*Cymopterus deserticola*), and Barstow woolly sunflower (*Eriophyllum mohanense*) are expected to occur within the study area due to lack of suitable habitat. Prairie falcons (*Falco mexicanus*) and other raptors may fly over the site but there are no nesting or roosting opportunities available within the study site. Migratory birds would not be expected to nest in the vegetation within the study site. No other state or federally listed species are expected to occur within the proposed project area. No ephemeral washes or other water features were observed within the study site.

### **Recommended Protection Measures:**

Desert tortoises are not expected within the study site. However, the following desert tortoise protection measures will be implemented to further lower risk:

All personnel working or using the site will receive an education program. Videos, brochures, books, and briefings may be used in the educational program. The education program will provide information on the natural history of the desert tortoise, its status, and protection measures to be followed during construction.

Construction areas will be clearly fenced, flagged, or marked to delineate the outer boundaries and define the limit of work activities prior to the initiation of work. Construction areas include parking and equipment staging areas.

Preconstruction surveys will be conducted by qualified biologists/monitors. A biological monitor will be present during construction activities at least until pre-construction surveys have demonstrated that desert tortoises are not present within the project area or a fence to exclude their entry into the site has been constructed. If any desert tortoises are found during preconstruction surveys or during construction; all work will cease until the desert tortoise leaves the area of its own volition or appropriate permits are obtained to relocate the animal.

All workers will inspect underneath parked vehicles prior to operating them. Since there is no permit for desert tortoise take/handling; if a desert tortoise is found beneath a parked vehicle, the vehicle will be left parked until the desert tortoise leaves of its own volition to a safe location.

Construction activities between dusk and dawn will not be permitted in areas supporting native vegetation.

At the end of each workday, all open excavations will be backfilled or otherwise altered to prevent desert tortoise from being trapped in them. While excavations remain open, a biological monitor will check for trapped desert tortoises and other wildlife at least three times each day.

All trash and food items will be promptly contained and regularly removed from work areas to reduce the attraction of common ravens (*Corvus corax*) and other desert tortoise predators to the area.

**Significance:** Development of this small site will not result in a significant adverse impact to biological resources.

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Development has been proposed for APNs 225-221-02 and 03, California City, California (Figure 1). Development would include installation of access roads, parking and utilities (water, sewer, electric, etc.). The entire project area would be graded prior to construction activities.

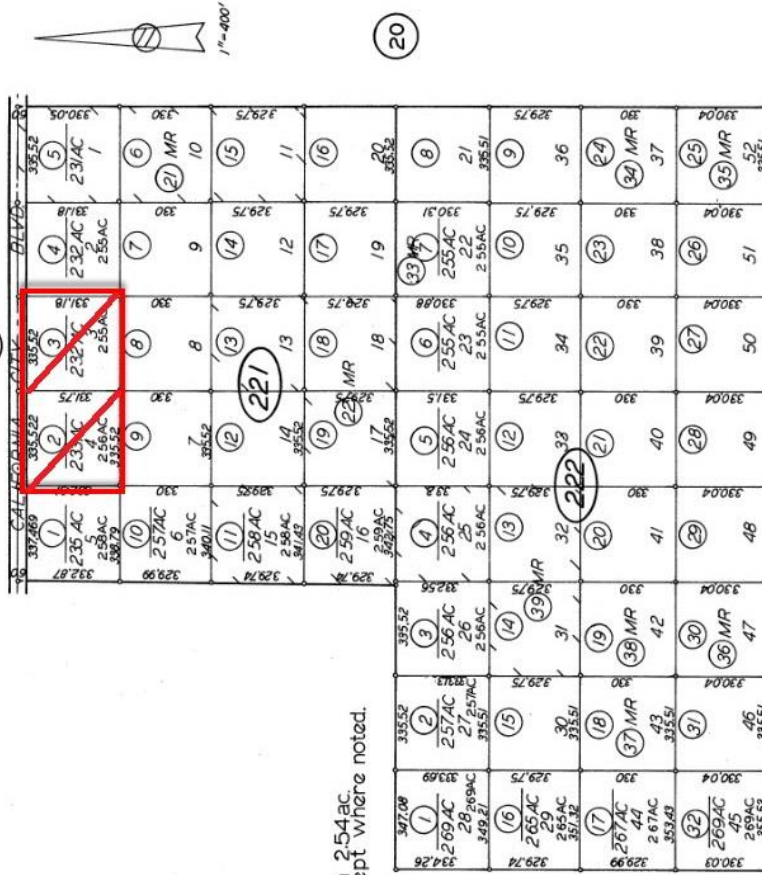
An environmental analysis should be conducted prior to any development project. An assessment of biological resources is an integral part of environmental analyses (Gilbert and Dodds 1987). The purpose of this study was to provide an assessment of biological resources potentially occurring within or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

## **Study Area**

The approximately 5 acre (2 ha) study area was located south of California City Boulevard and 1.65 miles (2.66 km) west of Gantt Road, T32S, R36E, the N1/2 of the N1/2 of the NE1/4 of the NW1/4 of Section 25, M.D.B.M. (Figures 2 and 3). California City Boulevard formed the northern boundary of the study area. Disturbed creosote bush (*Larrea tridentata*) scrub habitat occurred north of California City Boulevard and adjacent to the west, south, and east boundaries of the study area.



09 11-26



Note:  
All lots contain 2.54ac.  
except where noted.

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

ASSESSORS MAP NO. 225-22  
COUNTY OF KERN

Figure 1. Approximate location of proposed project area as depicted on APN map.

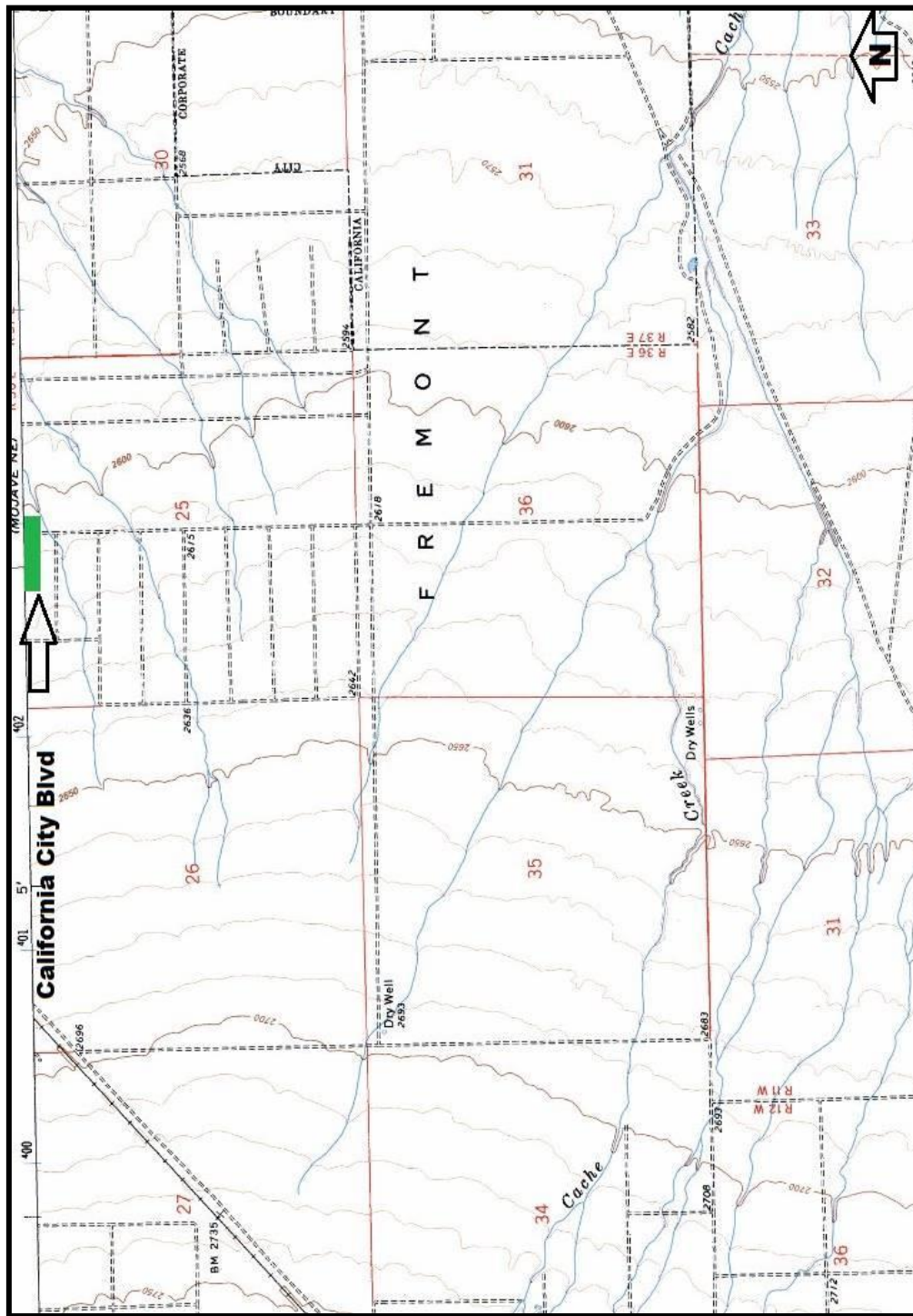


Figure 2. Approximate location of study area as depicted on excerpt from USGS Quadrangle, Sanborn, Calif., 7.5' 1994.



Figure 3. Aerial photograph showing surrounding land use, 2015, Google Earth.



## Methods

A line transect survey was conducted to inventory plant and wildlife species occurring within the proposed project area (Cooperrider et al. 1986, Davis 1990). The USFWS (2010) has provided recommendations for survey methodology to determine presence/absence and abundance/distribution of desert tortoises. Line transects were walked in an east-west orientation. Consistent with survey protocol, line transects were approximately 660 feet (213 m) long and spaced about 30 feet (10 m) apart (U.S. Fish & Wildlife Service 2010). The California Department of Fish and Game (2012) prepared recommendations for burrowing owl survey methodology. A burrowing owl habitat assessment of the project site and adjacent areas was conducted consistent with protocol guidance (CDFG 2012). A habitat assessment was conducted for Mohave ground squirrels to determine shrub species diversity, cover, and forage potential on the study site.

All observations of plant and animal species were recorded in field notes. Field guides were used to aid in the identification of plant and animal species (Arnett and Jacques 1981, Borror and White 1970, Burt and Grossenheider 1976, Gould 1981, Jaeger 1969, Knobel 1980, Robbins et al. 1983, Stark 2000). Observations were aided with the use of 10x42 binoculars. Observations of animal tracks, scat, and burrows were also utilized to determine the presence of wildlife species inhabiting the proposed project area (Cooperrider et al. 1986, Halfpenny 1986, Lowrey 2006, Murie 1974). Aerial photographs, California Natural Diversity Database (CNDD 2018a, 2018b), previous surveys in the area (Hagan 2014, 2017a, 2017b, 2018a, 2018b, 2018c, 2019a, 2019b), and the USGS topographic map were reviewed. Photographs of the study site were taken (Figure 4).

## Results

A total of 8 line transects were walked on 30 June 2020. Weather conditions consisted of warm temperatures (estimated 80 degrees F), 0% cloud cover, and a slight breeze. Sandy loam surface soil texture was observed throughout the study area. Topography of the study area was approximately 2,610 feet (842 m) above sea level. The USGS topographic map did not indicate the presence of blue line streams within the study area. No ephemeral washes or other water features were observed during the field survey.

The proposed project area was characteristic of a disturbed creosote bush (*Larrea tridentata*) scrub habitat (Barbour and Major 1988, Barbour et.al. 2007). A total of twenty-seven plant species were observed during the line transect survey (Table 1). The dominant shrub species throughout the study area was creosote bush. Red-stemmed filaree (*Erodium cicutarium*) was the dominant annual species throughout the study area. No alkali mariposa lilies, Barstow woolly sunflowers, or desert cymopterus or suitable habitat for these species were observed within the study site.

A total of fifteen wildlife species, or their sign were observed during the line transect survey (Table 2). No desert tortoises or their sign were observed during the field survey. No American badgers or their sign were observed during the field survey. No desert kit foxes or their sign were observed during the field survey. No burrowing owls or their sign were observed during the field survey. No Mohave ground squirrel habitat was observed within the study site.



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

Table 1. List of plant species that were observed during the line transect survey of APNs 225-221-02 and 03, California City, California.

<u>Common Name</u>	<u>Scientific Name</u>
Creosote bush	<i>Larrea tridentata</i>
Burrobush	<i>Ambrosia dumosa</i>
Felt thorn	<i>Tetradymia stenolepis</i>
Cheesebush	<i>Hymenoclea salsola</i>
Goldenhead	<i>Acamptopappus sphaerocephalus</i>
Cooper goldenbush	<i>Haplopappus cooperi</i>
Hairy podded pepperweed	<i>Lepidium lasiocarpum lasiocarpum</i>
Goldfields	<i>Lasthenia californica</i>
Fiddleneck	<i>Amsinckia tessellata</i>
Loco weed	<i>Astragalus</i> sp.
Turkey mullein	<i>Eremocarpus setigerus</i>
Comet blazing star	<i>Mentzelia albicaulis</i>
Small flowered poppy	<i>Eschscholtzia minutiflora</i>
Fivetooth spineflower	<i>Chorizanthe watsonii</i>
Slender keel fruit	<i>Tropidocarpum gracile</i>
Comb-bur	<i>Pectocarya recurvata</i>
Blue mantle	<i>Eriastrum diffusum</i>
Angle-stem buckwheat	<i>Eriogonum angulosum</i>
Desert needlegrass	<i>Stipa comata</i>
Rattlesnake weed	<i>Euphorbia albomarginata</i>
Red stemmed filaree	<i>Erodium cicutarium</i>
Mustard sp.	Brassicaceae
Tumble mustard	<i>Sisymbrium altissimum</i>
Annual burweed	<i>Franseria acanthicarpa</i>
Schismus	<i>Schismus</i> sp.
Cheatgrass	<i>Bromus tectorum</i>
Red brome	<i>Bromus rubens</i>



Table 2. List of wildlife species, or their sign, that were observed during the line transect survey of APNs 225-221-02 and 03, California City, California.

<u>Common Name</u>	<u>Scientific Name</u>
Rodents	Order: Rodentia
Kangaroo rat	<i>Dipodomys</i> sp.
Black-tailed jackrabbit	<i>Lepus californicus</i>
Sheep	<i>Ovis</i> sp.
Western whiptail	<i>Cnemidophorus tigris</i>
Bees	Order: Hymenoptera
Cabbage white butterfly	<i>Pieris rapae</i>
Butterfly, small, orange	Order: Lepidoptera
Grasshopper	Order: Orthoptera
Wasp	Order: Hymenoptera
Tarantula wasp	<i>Pepsis formosa</i>
Harvester ants	Order: Hymenoptera
Ants, small, black	Order: Hymenoptera
Termites	Order: Isoptera
Spider sp.	Order: Araneida

A small amount of recent sheep (*Ovis* sp.) grazing sign was observed within the study area. A revegetating dirt road which turns into a two-track trail was present parallel to California City Boulevard within 50 feet (16 m) of the study site's northern boundary.

## Discussion

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

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

The desert tortoise is a state and federally listed threatened species. The proposed project area was located within the geographic range of the desert tortoise. The proposed project area was not located in critical habitat designated for the Mojave population of the desert tortoise. The results of this survey are consistent with other studies in the area showing a lack of desert tortoise presence along major roads (Hagan 2014, 2017a, 2017b, 2018a, 2018b, 2018c, 2019a, 2019b). Results of this survey are consistent with studies that looked at the effects of roads on wildlife populations. Hughson and Darby (2013) noted that desert tortoise population depression adjacent to roads has been well-studied and the effect was found to extend from less than 543 feet (175 m) up to 2.8 miles (4.6 km). The southern boundary of the study site is approximately 330 feet (160 m) south of California City Boulevard. The entire study site is located within an expected zone of depressed tortoise presence. Based on the location of this project site, the field survey of this study site, and surveys of nearby areas over several years, desert tortoises are not present within the study area. No protection measures are recommended for desert tortoises.

Burrowing owls are considered a species of special concern by the CDFW. The first step in burrowing owl surveys is to accomplish a habitat assessment. A habitat assessment is intended to evaluate the likelihood that a site supports burrowing owls (CDFG 2012). The primary indicator of burrowing owl presence on a site is potential cover sites. No burrowing owl cover sites were present within the study area. No minimization measures are recommended for burrowing owls.

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

The Mohave ground squirrel (MGS) is a state listed threatened species. The proposed project site was located within the geographic range of the MGS but located more than 3 miles outside of the recognized Mohave ground squirrel population areas (CDFW 2019) and over 5

Table 3. List of wildlife species that may occur within the study area, APNs 225-221-02 and 03, California City, California.

<u>Common Name</u>	<u>Scientific Name</u>
Deer mouse	<i>Peromyscus maniculatus</i>
Merriam kangaroo rat	<i>Dipodomys merriami</i>
Desert cottontail	<i>Sylvilagus auduboni</i>
Coyote	<i>Canis latrans</i>
Domestic dog	<i>Canis familiaris</i>
Turkey vulture	<i>Cathartes aura</i>
Mourning dove	<i>Zenaida macroura</i>
Common raven	<i>Corvus corax</i>
Horned lark	<i>Eremophila alpestris</i>
Northern mockingbird	<i>Mimus polyglottos</i>
Sage sparrow	<i>Amphispiza belli</i>
House finch	<i>Carpodacus mexicanus</i>
Swallow sp.	Family: Hirundinidae
White crowned sparrow	<i>Zonotrichia leucophrys</i>
Gopher snake	<i>Pituophis melanoleucus</i>
Mojave rattlesnake	<i>Crotalus scutulatus</i>
Side blotched lizard	<i>Uta stansburiana</i>
Moth	Order: Lepidoptera
Darkling beetle	<i>Coelocnemis californicus</i>
Dragonfly	Order: Odonata

miles from the nearest MGS observation made at the Hyundai site to the south. Shrubs that can provide reliable forage, particularly during drought years, are critical to MGS survivability (CDFW 2019). MGS foraging habits change as the late winter, spring, and summer progress with shrubs being used during times herbaceous annuals are lacking (CDFW 2019, Leitner and Leitner 2017). The MGS depend on foliage, stems, flowers, and pollen, switching food sources depending on physical needs (reproduction, growth) and availability of forage (CDFW 2019). MGS do not take advantage of seeds as a food source as Antelope ground squirrels (*Ammospermophilus leucurus*) are known to do (CDFW 2019). Leitner and Leitner (2017) reported following dry winters that Mohave ground squirrels depended primarily on foliage from perennial shrubs and forbs and were found not to consume much of the nonnative annual biomass within their study sites. MGS were also more likely to be found where *Schismus* sp. (Mediterranean grass) was less abundant (CDFW 2019). *Schismus* is an invasive non-native species that tends to crowd out native herbaceous plants where it occurs (CDFW 2019). Dr. Leitner's unpublished trapping study results in the south and southwestern portion of the MGS range from 2002 to 2010 suggests that, as with the Coso Range study, high winterfat (*Eurotia lanata*) and spiny hopsage (*Grayia spinosa*) presence positively relates to MGS presence (CDFW 2019).

Six shrub species were present within the project area but no winterfat, spiny hopsage, or saltbush were present on the study site. The use of these specific shrubs, when herbaceous annuals are lacking, makes these shrubs imperative in an area to support MGS. It is recognized that uncontrolled grazing can degrade MGS habitat through changes in vegetative structures, increasing non-native annual grasses, and diminishing the amount of annual forbs and shrub foliage (CDFW 2019). Sheep grazing appears to be having a significant impact on habitat structure and diversity within the western portion of California City. The continual sheep grazing in desert habitat may be impacting the sustainability of MGS particularly during consecutive low rainfall years due to the loss of forbs, shrub diversity, and shrub density. Sheep grazing was observed throughout the west side of California City on all surveys during the previous drought years. This wholesale grazing activity has left behind denuded shrubs (typically burro bush (*Ambrosia dumosa*) and a few thorn bushes) and creosote scrub. The farthest documented movement of MGS is 3.9 miles, no MGS have been documented within 5 miles of the study site (CNDD 2018a, 2018b, Harris and Leitner 2005). The habitat assessment above shows a lack of the necessary elements for MGS habitat within or near the study site. This area is not considered MGS habitat. MGS are not expected to be at risk due to development of this study site. Further surveys for MGS are not considered necessary. No minimization measures are recommended.

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

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

### **Recommended Protection Measures:**

Desert tortoises are not expected within the study site. However, the following desert tortoise protection measures will be implemented to further lower risk:

All personnel working or using the site will receive an education program. Videos, brochures, books, and briefings may be used in the educational program. The education program will provide information on the natural history of the desert tortoise, its status, and protection measures to be followed during construction.

Construction areas will be clearly fenced, flagged, or marked to delineate the outer boundaries and define the limit of work activities prior to the initiation of work. Construction areas include parking and equipment staging areas.

Preconstruction surveys will be conducted by qualified biologists/monitors. A biological monitor will be present during construction activities at least until pre-construction surveys have demonstrated that desert tortoises are not present within the project area or a fence to exclude their entry into the site has been constructed. If any desert tortoises are found during preconstruction surveys or during construction; all work will cease until the desert tortoise leaves the area of its own volition or appropriate permits are obtained to relocate the animal.

All workers will inspect underneath parked vehicles prior to operating them. Since there is no permit for desert tortoise take/handling; if a desert tortoise is found beneath a parked vehicle, the vehicle will be left parked until the desert tortoise leaves of its own volition to a safe location.

Construction activities between dusk and dawn will not be permitted in areas supporting native vegetation.

At the end of each workday, all open excavations will be backfilled or otherwise altered to prevent desert tortoise from being trapped in them. While excavations remain open, a biological monitor will check for trapped desert tortoises and other wildlife at least three times each day.

All trash and food items will be promptly contained and regularly removed from work areas to reduce the attraction of common ravens (*Corvus corax*) and other desert tortoise predators to the area.

**Significance:** Development of this small site will not result in a significant adverse impact to biological resources.

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