Initial Study

Paramount Clementine Packing Plant – Delano

Lead Agency:

City of Delano, California

Prepared by:

Insight Environmental Consultants

August 2010

Table of Contents

Chapters

1. Project Location 1
2. Project Description 3
3. Preliminary Review 9
4. Preliminary Findings.....10
5. Initial Study.....10
6. List of Preparers.....65
7. References.....65
8. List of Acronyms.....67

Tables

Table 1 – SJVAB Attainment Status 17
Table 2 – Federal and California Air Quality Standards.....18
Table 3 – SJVAPCD Measures of Significance 20
Table 4 – Project-related Criteria Air Pollutant Emissions 22
Table 5 – Estimated Annual GHG Emissions (tons/yr) 35
Table 6 – Compliance with Climate Action Teams' GHG Emission Reduction Strategies 35
Table 7 – City of Delano Land Use Compatibility Matrix for Community Noise Exposure 49
Table 8 – Typical Noise Levels During Construction 50
Table 9 – Project-Related Trip Generation 57

Figures

Figure 1 – Regional Location Map 2
Figure 2 – Project Location Map 3
Figure 3 – Proposed General Plan Amendment Area for Reconfigured Drainage Basin 4
Figure 4– Project Site Plan 5
Figure 5– Project Truck Routes 7

Appendices

Appendix A –San Joaquin Valley Air Pollution Control District Dust Control Plan, Prepared by Swanson Engineering, 2010.
Appendix B –San Joaquin Valley Air Pollution Control District. Indirect Source Review Application. Prepared by Insight Environmental, 2010.
Appendix C – RAILEX Traffic Impact Study, Prepared by TJKM, 2008.
Appendix D – Biological letter and study, Prepared by Paul Pruett and Associates, July 2010.
Appendix E – Engineering Drainage Study, Prepared by Meyer Civil Engineering, Inc., June 2010.

Initial Study and Environmental Evaluation

Project Title:	Paramount Clementine Packing Plant - Delano
Entitlements Requested:	City of Delano Approval of Mitigated Negative Declaration; General Plan Amendment No. 2010-02; Site Plan Review No. 2010-09
Lead Agency Name and Address:	City of Delano Community Development Department, 1005 Eleventh Ave, Delano, CA 93215
Contact Person and Phone Number:	Mike McCabe, Senior Planner City of Delano Phone: (661) 721-3340 mmccabe@cityofdelano.org
General Plan Designation: Industrial, Community Facilities	**Zoning**: Industrial (I)

This Initial Study focuses on whether the proposed project may cause significant effects on the environment. The Initial Study is also intended to assess whether any environmental effects of the project are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or by other means [Section 15152(b)(2) of the Guidelines for the California Environmental Quality Act (CEQA)]. If such revisions, conditions or other means are identified, they will be identified as mitigation measures.

The determination of whether a project may have a significant effect on the environment is a critical step in the CEQA process, and one that requires professional knowledge and judgment, as described in CEQA Guidelines Section 15064. The determination should be based on substantial evidence in the record and, to the extent feasible, on scientific and factual data.(http://ceres.ca.gov/topic/env_law/ceqa/guidelines/)

1. Project Location

The Paramount Clementine Packing Plant– Delano project (packing plant project) and the adjacent stormwater detention basin is located just east of Highway 99 within the southeastern area of the City of Delano in Kern County, California. It is located within the USGS McFarland quadrangle adjacent to the Delano Municipal Airport within Section 24, Township 25 South, Range 25 East. The regional and project location of the project are shown in Figures 1 and 2.

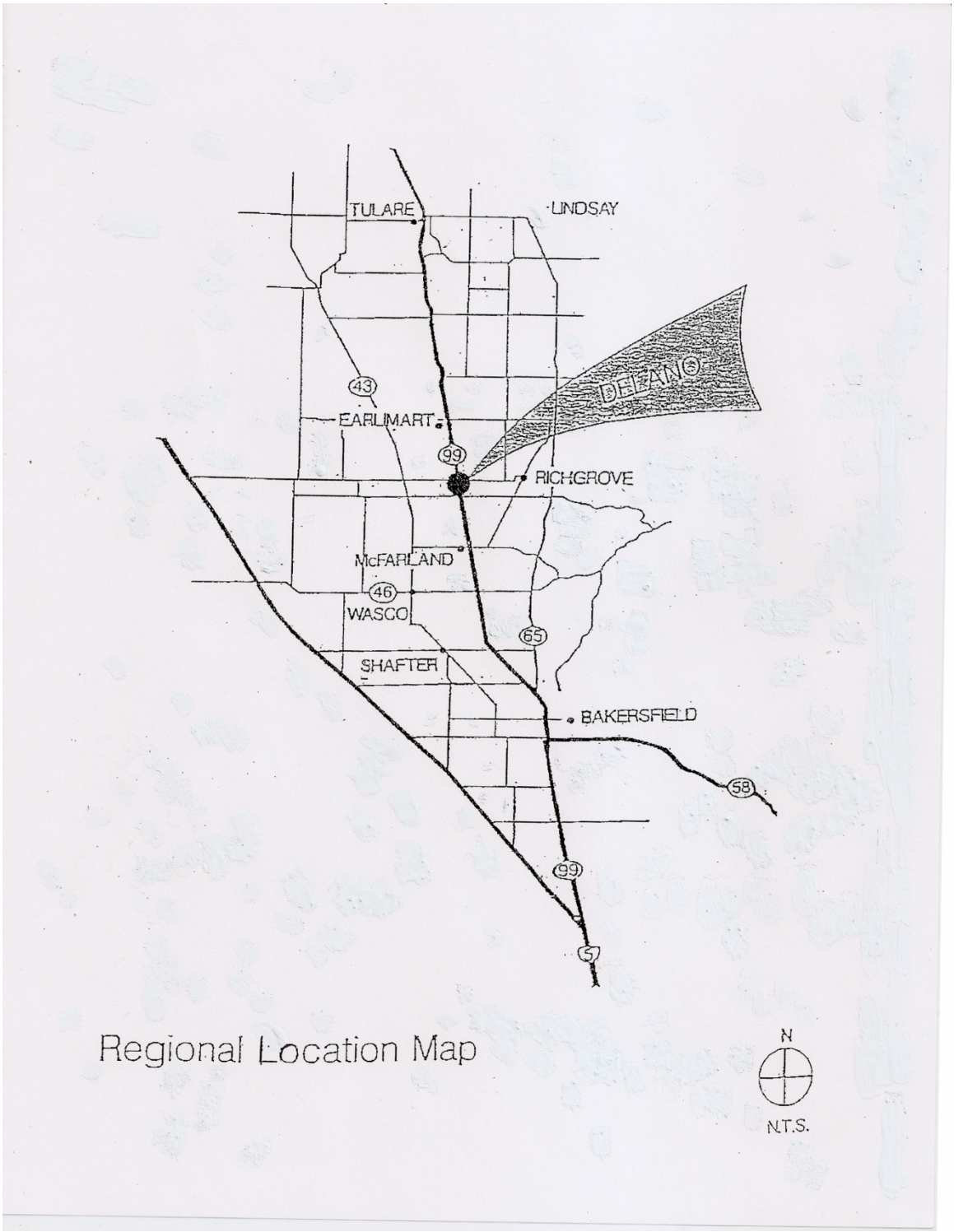

Figure 1 – Regional Location

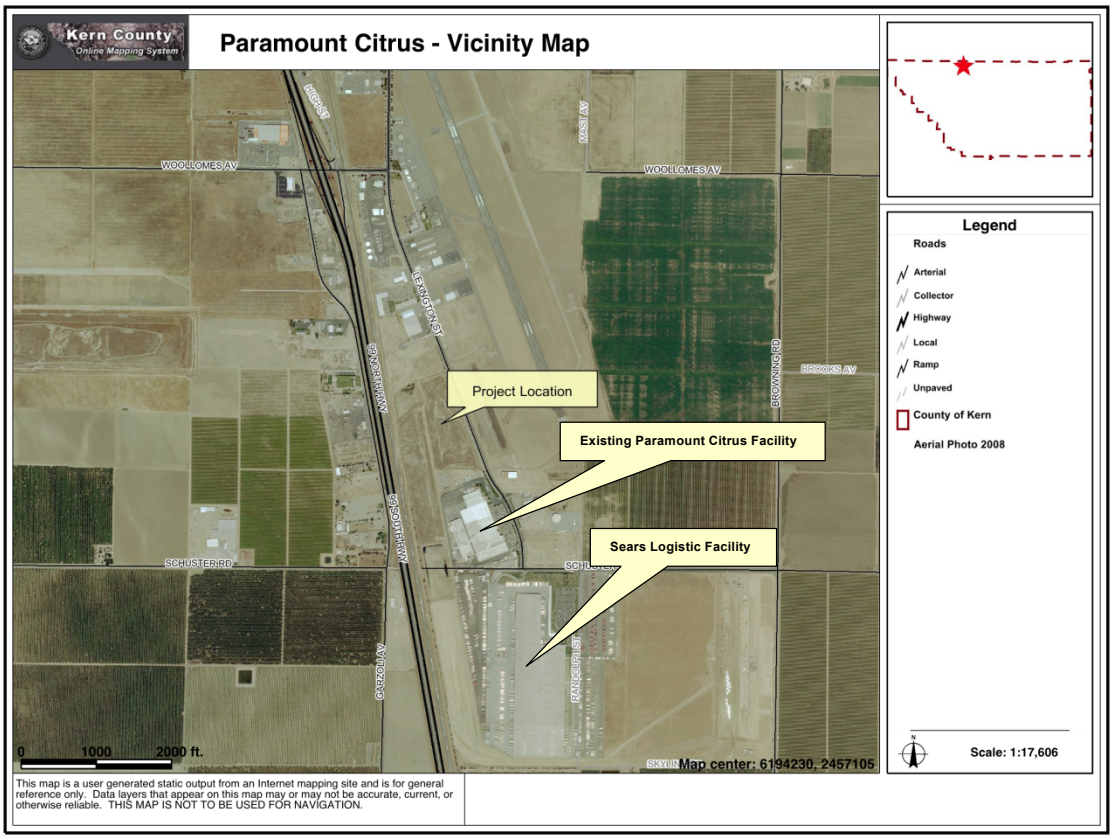

Figure 2 – Project Location

2. Project Description

The proposed action includes a General Plan Land Use Element map amendment and the construction and operation of Paramount's Clementine Packing Plant – Delano project. The proposed project is an infill activity by the Delano Municipal Airport. It is in an industrial area adjacent to the north boundary of the existing Paramount Citrus Packing Plant and on the west side of S. Lexington Street, east of Union Pacific Railroad, just north of Schuster Road.

A. Project Features

General Plan Amendment

The General Plan Amendment proposes to amend the Land Use Element map designation of approximately 52 acres on a portion of the project site and westerly of the existing Paramount citrus packing plant and the Sears Logistics Center to the south of the proposed construction site, extending southerly to Skyline Drive. The Land Use Map amendment is necessary in order to obtain a consistent "Industrial" land use designation over the entire construction site, and to redesignate the southerly extension of the existing detention basin consistent with the existing

industrial uses to the east. The existing zoning of the entire area proposed for the land use amendment is "Industrial", which is consistent with the proposed industrial land use designation. The area proposed for amendment includes Assessor's Parcel Numbers 521-040-19, 521-040-21, and 521-120-12.

The project proposes to modify the configuration of the existing drainage basin that extends along the western side of the development site along Highway 99. A General Plan Amendment is necessary as the drainage basin is designated as "Community Facilities" on the Land Use Element of the City of Delano General Plan. Figure 3 shows the City of Delano General Plan with respect to the drainage basin. The reconfiguration of the drainage basin will require approval by the City of Delano to trade land with Paramount Farms. The reconfigured drainage basin will be narrower than currently portrayed in the Land Use Element of the City of Delano General Plan. The proposed packing plant project would extend the drainage basin further north, however the capacity of the reconfigured drainage basin would not change from that depicted within the existing boundaries shown on the Land Use Element map of the City of Delano General Plan.

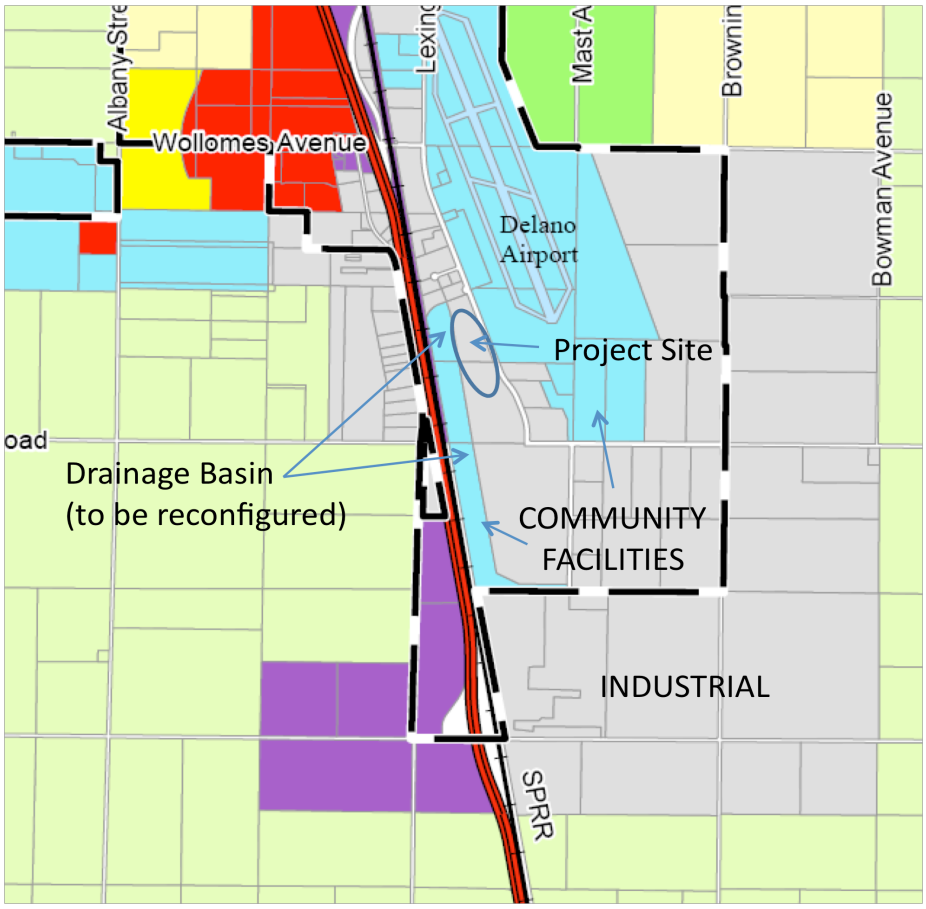

Figure 3 - Proposed General Plan Amendment Area for Reconfigured Drainage Basin

Clementine Packing Plant

The proposed new packing plant would be located on 27 acres, including all of Kern County Assessor's Parcel Numbers (APN) 521-040-20 and portions of APN 521-040-19, -21, -22, and APN 521-200-03, -04, -05, -06 and -07. The proposed project would include construction of a 530,000 square foot concrete tilt-up processing building, an 8,500 square foot bin-wash covered slab, and a 35,000 square foot of office space. The project would also include 400 parking spaces to accommodate project employees, paved driveways for delivery and supply trucks, drainage facilities and on-site and off-site utility improvements. The project site plan is shown in Figure 4.

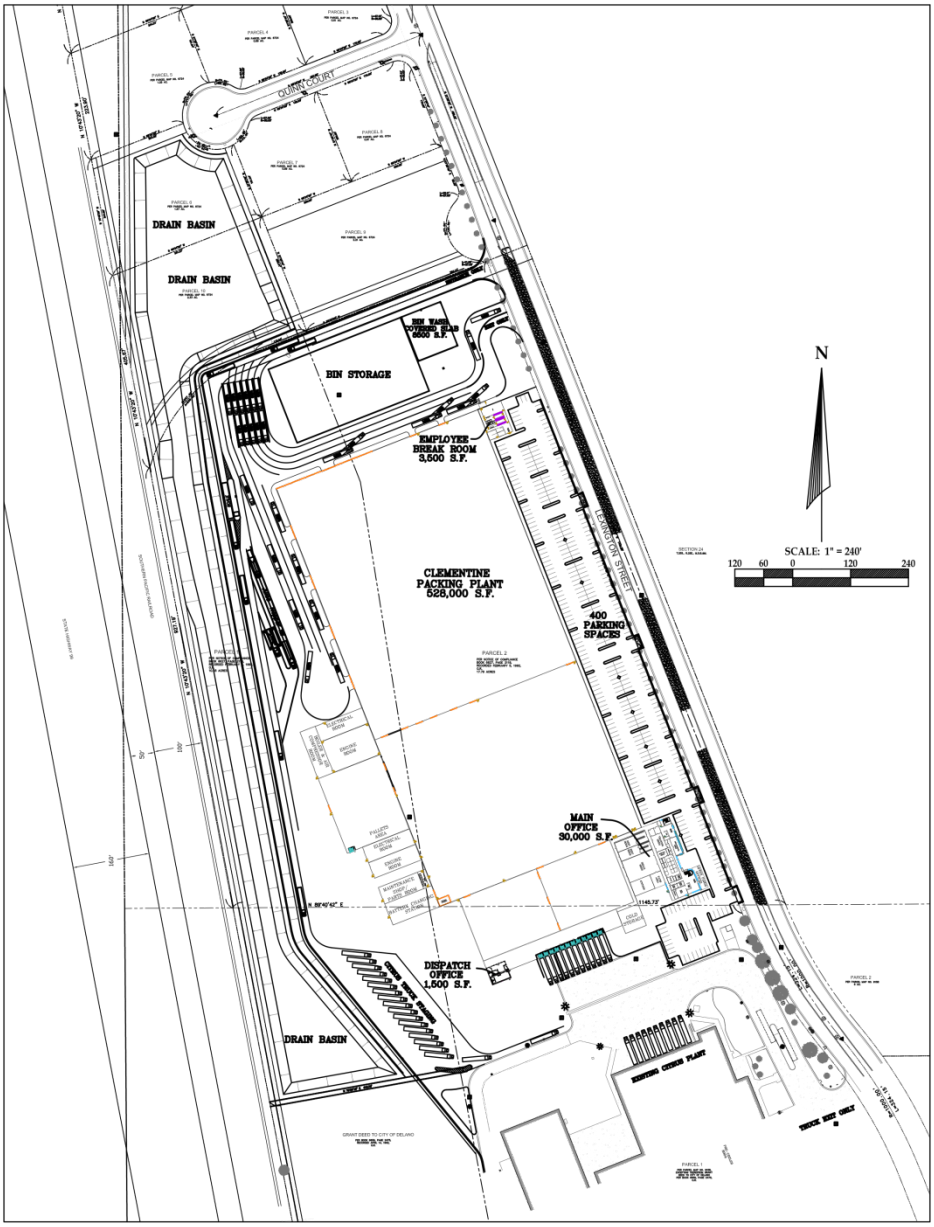

Figure 4 - Project Site Plan

The proposed packing plant building would be 530,000 square feet. The proposed office buildings would be 35,000 square feet. The proposed packing plant project also includes an 8,500 square-foot bin wash covered slab.

The project includes construction of ponding basins along the north and west sides of the project buildings, driveways and parking area, as shown in Figure 4, to accommodate site drainage needs.

B. Off-Site Improvements

To access the project site, a northbound left turn lane will be constructed within the median in S. Lexington Street for a length of approximately 600 feet. Project driveways accessing the project site from S. Lexington Street will also be constructed. Two driveways will be for truck entrance and exit and four additional driveways would be provided for project employees and delivery vehicles, as shown in Figure 4.

Two off-site utility improvements are being included as part of this proposed packing plant project. An existing east-west water line currently installed north of the project site will be rerouted and looped through the cul-de-sac at the north boundary of the proposed packing plant; this is a request of the Delano Public Works Department and is being implemented as a courtesy to the City of Delano.

The City of Delano's wastewater lift station, located in the median of S. Lexington Street immediately adjacent to the proposed packing plant, is near its operating capacity. If required by the City, a new surge tank will be installed for the plant process water to reduce the instantaneous flow into the City sewer system.

C. Project Operations

Once opened for operation, anticipated in Fall 2011, the proposed Clementine Packing Plant would operate six months per year from October 1st through April 1st. The plant would operate from 4 a.m. to 12 Midnight in two shifts. There would be approximately 550 new employees with up to 300 employees for each shift.

The operations would include receiving, washing, sorting by size, storing, packing and shipping the Clementine oranges. After the washing process, the Clementines roll through a conveyor system for drying. Up to six dryers will be employed (the emissions of which have been assessed in the Indirect Source Review (ISR) Application and reported as part of Air Quality impacts). There would be no further processing of the citrus crop.

In addition to vehicular traffic from employees and project operations, the project would also generate semi-truck traffic from three sources of operation:

(a) 30 trucks per day of raw product entering the plant, operating from 11 a.m. to 12 Midnight;

(b) 30 trucks per day shipping out packaged product, operating from 6 am. To 12 Midnight; and

(c) 10 trucks per day delivering supplies and removing waste.

Due to geometric and capacity restraints at the Highway 99 and Woollomes Avenue interchange and the lack of grade separation between Woollomes Avenue and Union Pacific Railroad, the project will direct all trucks to use the Pond Road exit and avoid the Woollomes Avenue exit. All delivery trucks would be required to enter and leave the project area by using the south approach from S. Lexington Street and then using Schuster Road, Browning Road and Pond Road to access Highway 99 (Figure 5).

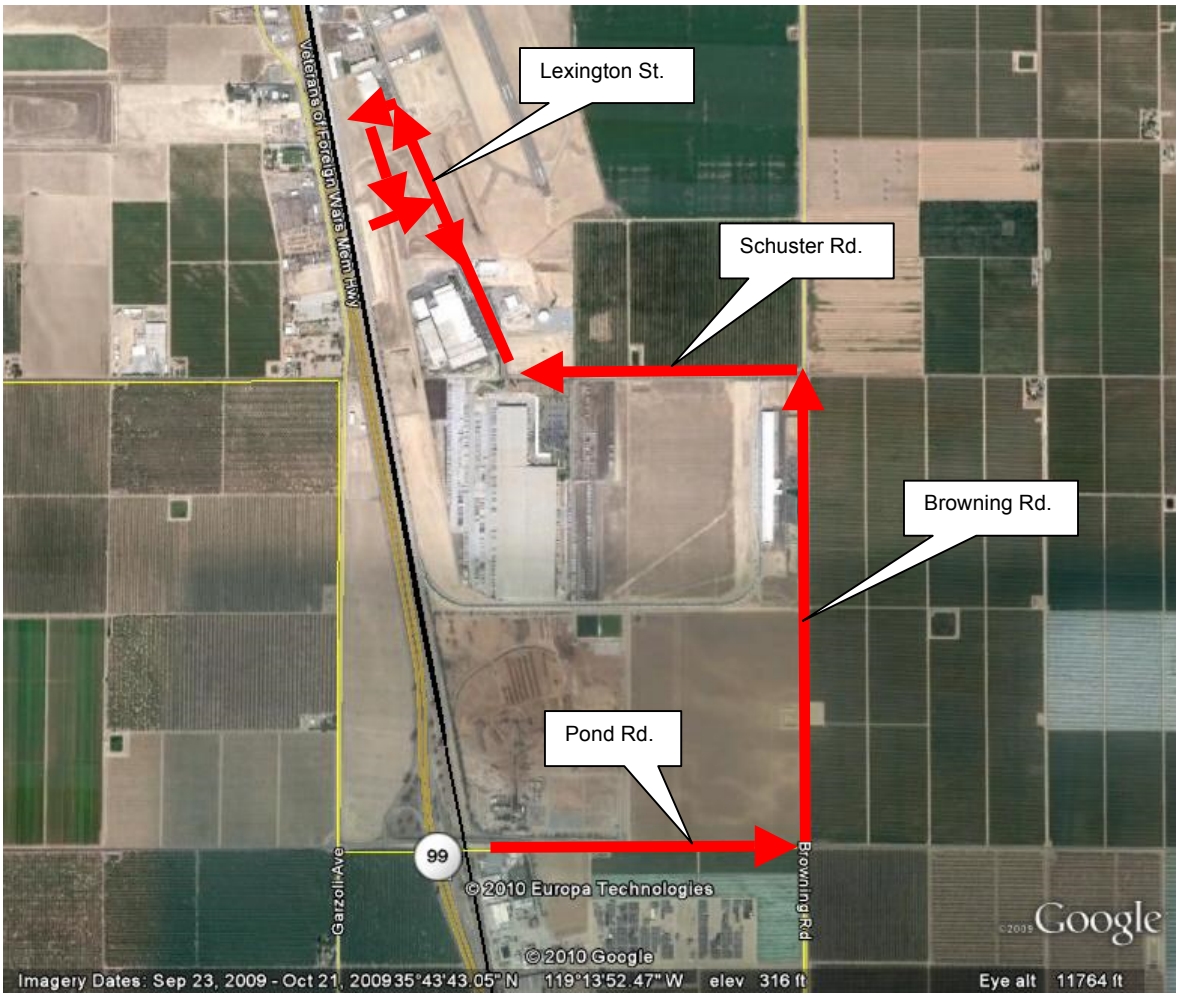

Figure 5 - Project Truck Routes

Further, to reduce traffic volumes on the City of Delano roadways, all employees would be encouraged to rideshare and use alternative forms of transportation to reduce employee-related single occupant vehicle trips.

D. Construction

Construction is anticipated to take up to 14 months and would occur in three phases: grading and utilities (five months), paving (2 weeks), building (eight months) and architectural coatings (two weeks).

Up to 170,000 cubic yards of earth would be moved as part of site grading and would be balanced on site; no import or export of soil is anticipated.

E. Best Management Practices

The project incorporates the following Best Management Practices (BMPs) as part of the project description to minimize and avoid potential environmental impacts.

1. Construction activities shall be limited to the project area as evaluated in this Initial Study. The work area will be clearly identified on the construction drawings and will be staked and flagged prior to initiation of construction activities.
2. If adverse weather conditions threaten the transport of disturbed soils off-site, temporary erosion control measures shall be immediately installed. Soil disturbance shall cease if weather conditions worsen and increase the likelihood of transporting soil off-site.
3. Construction vehicles and processes may require the use of petroleum fuels and chemical curing compounds, which could pose a hazard in case of an accidental spill. The Contractor shall implement a spill prevention and response plan to minimize any effects if an accidental spill occurs. Provisions outlined in the plan shall include phone numbers of county and state agencies and primary, secondary, and final cleanup procedures. Equipment shall be inspected daily for oil and fuel leaks. Equipment found to be leaking oils or fuel shall be repaired immediately or removed from the job site.
4. To reduce potential contamination by spills, no refueling, storage, servicing, or maintenance of equipment will be performed within 50 feet of sensitive environmental resources. No refueling or servicing will be done without absorbent material or drip pans underneath to contain spilled fuel. Any fluids drained from the machinery during servicing will be collected in leak-proof containers and taken to an appropriate disposal or recycling facility. If such activities result in spillage or accumulation of a product on the soil, the contaminated soil will be assessed and disposed of properly. Under no circumstances will contaminated soils be added to a spoils pile.
5. To minimize any effects on water quality, the project shall comply with all Federal, State, County, and local permits, rules, regulations, ordinances, and statutes that apply to erosion, sediment and water pollution control.
6. The project will disturb greater than one acre of land and thus coverage under the General Construction Activity Storm Water permit will be obtained from the State Water Resources Control Board. The project's Contractors shall develop and implement a Storm Water Pollution Prevention Plan (SWPPP) through the construction. The SWPPP shall include an Erosion and Sediment Control Plan (ESCP). Both the SWPPP and ESCP shall include BMPs to minimize the potential for sediment discharge into the waterways.

7. The Contractor shall comply with all applicable San Joaquin Valley Air Pollution Control District (SJVAPCD's) rules and regulations including Regulation VIII, Fugitive PM10 Prohibition (Appendix A) and Rule 9510, Indirect Source Review (ISR) (Appendix B).
8. Should cultural resources be discovered, during grading or construction, activities will be halted until a qualified archaeologist can assess their significance. Prior to continuing grading or construction activity, any mitigation and preservation measures recommended by the archaeologist shall be complied with. Should human bones be included in the find, the Kern County coroner will be informed. Should the remains be of Native American origin, descendants of the deceased, or if descendents cannot be located, the Native American Heritage Commission will be contacted for a recommendation for means of treating or disposing of the remains and any associated grave goods, all as provided in Public Resource Code Section 5097.98.
9. To ensure trucks access the project site from Pond Road, the applicant shall implement the following measures: (a) Call-in Directions: Provide a voice recording directing trucks making deliveries to the facility to use Pond Road; (b) Dispatch Center: All drivers making deliveries will need to have paperwork processed at the Dispatch Center. Invoices will be printed with directions to use Pond Road; (c) Signs: Signs will be placed at all truck exits stating "Trucks – Right Only", with an arrow; and (d) website, if used: direct vendors/deliveries to use Pond Road.
10. To reduce energy consumption and thereby minimize greenhouse gas emission of the proposed project, the applicant shall implement green building measures, including: low-energy cooling systems and energy efficient appliances; low-flow water appliances; drought tolerant native landscaping and turf grass plantings; and use green building materials.

F. Approvals and Permits

The proposed project will require the following approvals and permits.

- City of Delano – Approve the Mitigated Negative Declaration; Approve a General Plan Amendment; Approve the proposed project as a Site Plan Review application; issue an encroachment permit for work within the City of Delano right-of-way and issue the building permit.
- California Regional Water Quality Control Board – Approve a National Pollution Discharge Elimination System (NPDES) Construction Activity Stormwater Permit.
- San Joaquin Valley Air Pollution Control District (SJVAPCD) – Approve an Indirect Source Review (ISR) permit in Compliance with Rule 9510; approve a Dust Control Plan in compliance with Regulation VIII; issue an authority to construct and permit to operate required for equipment such as an emergency backup generator; and issue any other relevant permits or approvals.

3. Preliminary Review

This preliminary review indicates that:

A. The proposed action constitutes a project.
B. The project is not a Ministerial Project.
C. The project is not an Emergency Project.
D. The project does not constitute a feasibility or planning study.
E. The project is not statutorily exempt under CEQA.
F. The project is not categorically exempt.
G. The project does not involve another public agency that is the lead agency.

4. Preliminary Findings

The City of Delano, having undertaken and completed a preliminary review of the Paramount Clementine Packing Plant Project, has determined that:

A. The project is discretionary and is not otherwise exempt.
B. The City of Delano is the agency with primary responsibility for approval of the project and is, therefore, the Lead Agency.
C. An initial study will be undertaken for the purpose of ascertaining whether the proposed project may have a significant effect on the environment.

5. Initial Study

A. Environmental Setting

The project is located at an elevation at about 310 above sea level. The project area is located east of Highway 99 within the southeastern area of the City of Delano in Kern County, California. The project area has been modified from its natural state as is typical of industrial areas along the Union Pacific Railroad track and Highway 99. It is also adjacent to the Delano Municipal Airport. The proposed project site is an existing infill lot. Outside of the immediate industrial area and airport are agricultural fields.

B. Zoning

The proposed project would be located on private property. The zoning for the project site is I – Industrial. The 2005 General Plan Land Use Map designation is Industrial and Community Facilities.

C. Environmental Evaluation

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Keith Woodcock, Community Development Director
City of Delano

AUGUST 3, 2010
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).
5) 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.

Section 15063(c)(3)(D). In this case, a brief discussion should identify the following: a) Earlier Analysis Used. Identify and state where they are available for review. b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis. c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9) The explanation of each issue should identify: a) the significance criteria or threshold, if any, used to evaluate each question; and b) the mitigation measure identified, if any, to reduce the impact to less than significant.

ISSUES

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
I. AESTHETICS *Would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Setting:

In general, the topography of the Delano and surrounding area is generally level to gently rolling. However, on clear days Delano has views of the mountains and hills to the east. In the immediate project vicinity, the area is characterized by poor visual quality, lack of landscaping and a

deficiency of trees, due to the presence of the airport, the railroad, Highway 99, and surrounding industrial activities. Outside of the industrial area, there are surrounding orchards and croplands, providing a backdrop of mature fruit trees and crops. The project and surrounding area are not part of any scenic viewshed.

Furthermore, the City of Delano, as part of implementing its General Plan Community Design Element, implements a design review checklist after completion of the environmental process and before issuing a building permit (Woodcock, personal communications).

Ia-b) The existing project site is in an industrialized setting along a developed portion of Highway 99, which is not designated as a Scenic Highway, a scenic vista or resource (Delano, 2005). The proposed project is similar in size and scale to existing development that includes Paramount's existing citrus processing center and the Sears Logistics Center. Because the proposed project is not in an area characterized as a scenic vista or a scenic resource, and is similar in size and scale to existing development, the proposed project would not affect the visual character of the site. No mitigation measures would be required.

Ic) The proposed project would be required to comply with design review after completion of this environmental process and before obtaining a building permit. Because the City of Delano during design review will ensure compliance with City design guidelines pertaining to landscaping, building façade and parking, the proposed project would not adversely affect the visual character of the site. No mitigation measures would be required.

Id) The proposed project would be a new source of lighting and glare in the area. The City requires the use of lighting that has a high cutoff rate so as not to illuminate adjoining properties and to minimize impacts on airport activities. Because the project is in an industrial zone and the City of Delano during design review will ensure compliance with City design guidelines pertaining to lighting, the proposed project would have a less than significant effect on the night time views in the area from this new source of light and glare. Because the proposed project is in the vicinity of the Delano Municipal Airport, the project design will include non-reflective roofing materials so as not to distract air traffic; the proposed project would therefore have a less than significant effect on the daytime glare to airport traffic. No mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES: *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environment effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐

c) Conflict with zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

IIa) According to the Soil Survey of Kern County, California, Northwestern Part, USDA Soil Conservation Service, 1988; and California Dept of Conservation Important Farmland Maps, 1986 the project area consists of Garces Silt Loam soil. The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance soils, as shown on the Kern County Important Farmland Map, Rural Edition, (California Department of Conservation, 2006). Because the project soil type is not Prime Farmland, Unique Farmland, or Farmland of Statewide Importance soils, and the surrounding area is zoned industrial and developed as industrial, the proposed packing plant project would have no agricultural impact. No mitigation measures would be required.

IIb) According to the City of Delano General Plan Land Use Element Map (2005), the project site is zoned industrial and will not affect any parcels zoned for agricultural use or under a Williamson Act contract. Because the project soil type is zoned industrial and developed as industrial, the proposed packing plant project would have no agricultural impact. No mitigation measures would be required.

IIc) According to the City of Delano Zoning Map, the project site is zoned Industrial, and the proposed project would not affect any land zoned as forest land, timberland, or timberland production and would thus have no agricultural impact. No mitigation measures would be required.

IId and e) The proposed project is located in an urban setting and will not convert any forest or agricultural land to non-forest or non-agricultural land uses, and would thus have no agricultural impact. No mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Environmental Setting

The project area is located in the San Joaquin Valley portion of Kern County and the San Joaquin Valley Air Basin (Basin) which is included among the eight counties that comprise the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD acts as the regulatory agency for air pollution control in the Basin and is the local agency empowered to regulate air pollutant emissions for the plan area.

Under the provisions of the Federal Clean Air Act, the Kern County portion of the Basin has been classified as non-attainment, attainment, unclassified/attainment or unclassified under the established Federal and State standards. Table 1 provides the San Joaquin Valley Air Basin's designation and classification based on the various criteria pollutants under both state and federal standards. Table 2 provides the Federal and California Air Quality Standards.

The project location has been designated as unclassified/attainment for the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2). The project location has been designated as non-attainment/serious for the ozone(O_3) eight-hour average standard, attainment for the particulate matter of 10 micrometers or less (PM_{10}) standard and non-attainment for the particulate matter of less than 2.5 micrometers($PM_{2.5}$) standard. A Federal designation for lead has not been made and NAAQS do not exist for O_3 (1-hour average), hydrogen sulfide (H_2S), vinyl chloride, sulfates or visibility reducing particles.

The project location has been designated as non-attainment/extreme with the state one hour standard for O_3, non-attainment for the O_3 eight-hour average standard, PM_{10} standard and $PM_{2.5}$, unclassified for H_2S and visibility reducing particles, attainment/unclassified for CO, and attainment for all other compounds for which a state standard exists.

Table 1 - SJVAB Attainment Status

Pollutant	Federal Standards[a]	State Standards[b]
Ozone, 1 hour	No Federal Standard[f]	Nonattainment/Extreme
Ozone, 8 hour	Nonattainment/Serious[e]	Nonattainment
PM_{10}	Attainment[c]	Nonattainment
$PM_{2.5}$	Nonattainment[d]	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing particulates	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

[a] See 40 CFR Part 81
[b] See CCR Title 17 Sections 60200-60210
[c] On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM10 National Ambient Air Quality Standard (NAAQS) and approved the PM10 Maintenance Plan.
[d] The Valley is designated nonattainment for the 1997 PM 2.5 federal standards. EPA designations for the 2006 PM

2.5 standards will be finalized in December 2009. The District has determined, as of the 2004-06 PM 2.5 data, that the Valley has attained the 1997 24-Hour PM 2.5 standard.
[e] On April 30, 2007 the Governing Board of the San Joaquin Valley Air Pollution Control District voted to request EPA to reclassify the San Joaquin Valley Air Basin as extreme nonattainment for the federal 8-hour ozone standards. The California Air Resources Board, on June 14, 2007, approved this request. This request must be forwarded to EPA by the California Air Resources Board and would become effective upon EPA final rulemaking after a notice and comment process; it is not yet in effect.
[f] Effective June 15, 2005, the U.S. Environmental Protection Agency (EPA) revoked in the federal 1-hour ozone standard, including associated designations and classifications. However, EPA had previously classified the SJVAB as extreme nonattainment for this standard. Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.
Source: SJVAPCD 2010

Table 2 - Federal & California Air Quality Standards

		Federal Standards	California Standards
Pollutant	**Averaging Time**	**Concentration**	
Ozone (O_3)	8 Hour	0.075 ppm (147 µg/m^3)[d]	0.070 ppm (137 µg/m^3)
	1 Hour	[a]	0.09 ppm (180 µg/m^3)
Carbon Monoxide (CO)	8 Hour	9 ppm (10 mg/m^3)	9.0 ppm (10 mg/m^3)
	1 Hour	35 ppm (40 mg/m^3)	20 ppm (23 mg/m^3)
Nitrogen Dioxide (NO_2)	Annual Average	0.053 ppm (100 µg/m^3)	0.030 ppm (57 µg/m3)
	1 Hour	100 ppb (188.68 µg/m^3)	0.18 ppm (338 µg/m^3)
Sulfur Dioxide (SO_2)	Annual Average	0.03 ppm (80 µg/m3)	
	24 Hour	0.14 ppm (365 µg/m^3)	0.04 ppm (105 µg/m^3)
	1 Hour		0.25 ppm (655 µg/m^3)
Particulate Matter (PM_{10})	Annual Arithmetic Mean	[c]	20 µg/m^3
	24 Hour	150 µg/m^3	50 µg/m^3
Fine Particulate Matter ($PM2_{.5}$)[b]	Annual Arithmetic Mean	15 µg/m^3	12µg/m^3
	24 Hour	35 µg/m^3	
Sulfates	24 Hour		25 µg/m^3
Lead[e]	Calendar Quarter	1.5 µg/m^3	
	30 Day Average		1.5 µg/m^3
Hydrogen Sulfide	1 Hour		0.03 ppm (42 µg/m^3)
Vinyl Chloride (chloroethene)	24 Hour		0.010 ppm (26 µg/m^3)
Visibility Reducing particles	8 Hour (1000 to 1800 PST)		(See Note 1)

ppm = parts per million mg/m3 = milligrams per cubic meter µg/m ^{3}= micrograms per cubic meter

Source: CARB 2010

[a] 1-Hour ozone standard revoked effective June 15, 2005.
[b] The 1997 PM 2.5 standards were replaced by the 2006 PM 2.5 standards, effective December 18, 2006. The 2008 PM 2.5 Plan due to EPA in April 2008 addresses attainment of the 1997 PM 2.5 standards. For this reason, the District continues to list the 1997 24-hour PM 2.5 standard.
[c] Annual PM 10 standard revoked effective December 17, 2006.
[d] EPA finalized the revised (2008) 8-hour ozone standard of 0.075 ppm on March 27, 2008. The 1997 8-hour ozone standard of 0.08 ppm has not been revoked.
[e] On October 15, 2008, EPA strengthened the lead standard.
Notes
(1) Extinction coefficient of 0.23 per kilometer —visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.

Significance Criteria

Evaluation of the significance of air quality impacts from a proposed project is difficult as there is no single measure that definitively determines that the impacts will be significant. A number of methods have been used to demonstrate significance ranging from determining impacts based on geographical area, basin-wide impacts or impacts to the ambient air quality. The preponderance of air quality regulation is based on mass emissions rather than ambient concentrations because of the uncertainties in the accuracy of the most widely used and approved emissions models.

In order to ascertain what would likely pose a significant impact from a particular project, local, state and federal agencies have developed various means by which a project's impacts may be measured and evaluated. Such measures of significance can generally be categorized as follows:

- Measures adopted by air quality agencies to guide lead agencies in their evaluation of air quality impacts under the California Environmental Quality Act (CEQA);
- Measures utilized in the evaluation of industrial or stationary sources in conjunction with applications for and issuance of Authorities to Construct or Permits to Operate or to determine the applicability of other permit program requirements, i.e. New Source Review.
- Measures utilized to determine if a project will cause or contribute significantly to violations of the ambient air quality standards or other concentration-based limits; and
- Measures utilized in areas where severe air quality problems exist.

In order to maintain consistency with CEQA, the SJVAPCD adopted Guidelines for Assessing and Mitigating Air Quality Impacts (GAMAQI) to assist applicants in complying with the various requirements (SJVAPCD 2002). According to the SJVAPCD's GAMAQI, potentially significant air quality impacts are identified as effects if the proposed project:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Cause a violation of any air quality standard or substantial contribution to an existing or projected air quality standard;
- Cause a cumulatively considerable net increase of any criteria pollutant for which the project region is designated non-attainment under an applicable Federal or State ambient air quality standard (including emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or

- Cause the creation of objectionable odors that affect a substantial number of people.

The GAMAQI thresholds are designed to implement the general criteria for air quality emissions as required in the State CEQA Guidelines, Appendix G[1] and as encouraged by CEQA[2]. As such, SJVAPCD thresholds provide a means by which the general standards set forth by Appendix G of the State CEQA Guidelines may be used to quantitatively measure the air quality impacts of a specific project.

Table 3SJVAPCD Measures of Significance

Criteria Pollutant	Level	Description
Nitrogen Oxides (NOx)	10 tons/yr	SJVAPCD Guide for Assessing and Mitigating Air Quality Impacts, August 20, 1998 (Revised January 10, 2002)
Reactive Organic Gases (ROG)	10 tons/yr	
Particulate Matter	----	If Construction Emissions do not exceed CEQA Guide for Ozone Precursors During Operation, then Construction Impacts are Assumed to be Less Than Significant when compliance with Regulation VIII is achieved and the control measures of GAMAQI Tables 6-3 and 6-4 are implemented as appropriate.

Source: SJVAPCD 2002

Methodology

The emissions estimates for the proposed packing plant project were established as part of the Indirect Source Review Rule (ISR) application (in compliance with SJVAPCD Rule 9510, Appendix B) for the SJVAPCD for both short-term construction-related emissions and long-term operations-related emissions. For long-term operations emissions, baseline emission estimates were calculated for trucks currently travelling to the Maricopa Packing Plant that would be diverted to the proposed Paramount Clementine Packing Plant – Delano. These existing emissions were then subtracted for project emissions estimates as presented in Table 4.

Short-term emissions for grading and construction phases of a project are recognized to be short in duration and without lasting impacts on air quality. The precise construction details about the proposed project were known for grading and the utilities phases. As they were unknown for the construction phase, the default equipment values provided in URBan EMISsions software (URBEMIS)version 9.2.4 emissions air quality model were used to estimate the (short-term) construction emissions. While emissions from the project are expected to vary substantially from day to day, they are expected to be approximately equal over the course of the 14-month construction period. Many variables are factored into the calculation of construction emissions such as length of the construction period, number of each type of equipment, site characteristics, area climate, and construction personnel activities. In order to present the most conservative approach to estimating construction emissions from the project, all equipment was assumed to be in use 6 to 8 cumulative hours per day at full power, which is the URBEMIS default. In reality,

[1] State of California CEQA Guidelines, Appendix G, Paragraph III.
[2] State of California CEQA Guidelines, §15064.7.

much of this equipment will be used significantly less than this due to idling time, operator breaks, equipment breakdowns, etc.

The modeling assumptions for construction-related emissions are as follows:

- 565,000 Square Foot Warehouse and Office on 44 acres
- Development Timeline
    - 14 Month Duration
        - Grading/Utilities 8/2/2010 – 12/31/2010
        - Paving 1/3/2011 – 1/18/2011
        - Building 1/18/2011 – 9/24/2011
        - Architectural Coating 9/19/2011 – 9/30/2011
- Equipment lists:
    - Grading/Utilities
        - 3 water trucks
        - 2 scrappers
        - 1 grader
        - 3 rollers
        - 1 excavator
        - 1 backhoe
        - 1 loader
    - Paving/Building
        - URBEMIS' default equipment lists were used
- Acreage used for Grading phase
    - 44.4 acres
- Acreage used for Building phase
    - 27 acres
- URBEMIS' default acreage was used for Paving (11.1 acres)
- Mitigation Used (All standard Air District approved Mitigation Measures)
    - Grading Phase
        - Apply soil stabilizers to inactive areas
        - Replace ground cover in disturbed areas quickly
        - Water exposed surfaces 3 times daily
        - Reduce Speeds on unpaved roads to less than 15 mile per hour
        - Manage haul road dust 3 times daily
    - Paving and Building Phases
        - No Mitigation
    - Architectural Coating Phase
        - Low Volatile Organic Compounds (VOC) coatings

The modeling assumptions for area-related emissions are as follows:

- Air District Recommended Modeling Program URBEMIS was used.
- Occupation begins in the year 2011
- All URBEMIS defaults were used
- Mitigation Used (All standard Air District approved Mitigation Measures)
    - 3% of landscape equipment is electrically powered
    - Low VOC coatings

Long-term emissions are related to the activities that will occur indefinitely because of project operations and are the primary focus of the SJVAPCD and of this analysis. Long-term emissions are caused by operational (mobile) sources and area (heating, cooling and structural) sources. The greatest of these emissions impacts emanate from mobile sources (trucks) traveling to and

from the project area. These emissions were estimated by using an on-road mobile EMission FACtors model -- EMFAC2007 emissions estimate model -- assuming 180 operational days per year. A baseline operations run was estimated to account for the existing air emissions from the Maricopa Packing Plant; much of the traffic currently bound for the Maricopa Packing Plant will be diverted to the proposed packing plant in Delano. The inbound fleet to the Maricopa Packing Plant is currently driving an average of 163.52 roundtrip miles; the outbound fleet is currently travelling an average of 85.75 roundtrip miles. For the proposed project, the employees were assumed to live in the project vicinity and travel only 30 miles per day to access the packing plant project. The inbound truck fleet for the proposed project was assumed to travel a roundtrip average of 76.6 miles (based on actual data of the location of the various Clementine fields). The outbound proposed project trucks delivering the packed Clementine oranges to their destination were assumed to travel an average roundtrip of 85.75 miles in the air basin, based on knowledge of distribution warehouses (Swanson personal communications). For on-site truck travel, both the existing and proposed packing plant uses 0.25 miles for inbound trucks and 0.6 miles for outbound trucks as well as 15 minutes of truck idling on-site.

The proposed project dryer emissions estimates used AP-42 emission factors, 24 million metric British thermal units (MMBtu) per hour and 24 hours per day for 180 days per year.

Results

The proposed packing plant emissions of criteria air pollutants are presented in Table 4, based on emissions estimate methodologies presented above. Neither the construction phase nor the operations phase exceed emissions threshold (Table 3).

Table 4 - Project –Related Criteria Air Pollutant Emissions

	ROG tons/yr	NOx tons/yr	CO tons/yr	SOx tons/yr	PM10 tons/yr	PM2.5 tons/yr
Construction-related emissions (as mitigated by URBEMIS)						
Construction Sources	6.22	5.60	8.18	0.01	89.01	89.01
Area Emissions	0.56	0.15	0.25	0.00	0.00	0.00
Construction Total	**6.78**	**5.75**	**8.43**	**0.01**	**89.01**	**89.01**
Operations-related emissions (as Mitigated by EMFAC)						
Operational Sources *	0.72	15.07	9.03	0.17	0.96	0.84
Area Emission	0.56	0.15	0.25	0.00	0.00	0.00
Baseline Emission	-0.59	-14.12	-3.16	-0.02	-0.72	-0.60
Operations Total	**0.69**	**1.10**	**6.12**	**0.15**	**0.25**	**0.24**
Threshold	10	10	n/a	n/a	n/a	n/a
Exceeds Threshold?	NO	NO	---	---	---	---

Source: Insight Environmental, 2010, ISR Application (Appendix B)
Notes: * Includes emissions from employees, dryers, inbound trucks, outbound trucks, idling, and on-site truck travel.

IIIa) As indicated in Table 4 and as supported by the project's ISR Application (Appendix B), because implementation of the proposed project would not exceed emissions thresholds, implementation of the proposed project would result in the generation of less than significant air quality impacts, the proposed packing plant project would not conflict with or obstruct

implementation of the applicable air quality plan. No mitigation measures would be required over and above what is included as part of the ISR Application in compliance with SJVAPCD Rule 9510.

IIIb) As indicated in Table 4 and as supported by the project's ISR Application (Appendix B), because implementation of the proposed project would not exceed emissions thresholds, implementation of the proposed project would result in the generation of less than significant air quality impacts, implementation of the proposed project would not violate any standards or contribute substantially to an existing or projected air quality violation. No mitigation measures would be required over and above what is included as part of the ISR Application in compliance with SJVAPCD Rule 9510.

IIIc) The proposed project is the construction of a Clementine Packing Plant. Any potentially cumulative impacts were assessed as part of the City of Delano General Plan. The packing plant is in a zone already established for industrial activities and would generate no new cumulatively significant air quality effects. This would be a less than significant impact and no additional mitigation measures beyond that which is included in the ISR would be required.

IIId) As indicated in Table 4 and as supported by the project's ISR Application (Appendix B), because implementation of the proposed project would result in the generation of less than significant air quality impacts, implementation of the proposed project would result in less than significant air quality impacts and therefore would not expose any sensitive receptors to substantial pollutant concentrations. This would be a less than significant impact and no additional mitigation measures beyond that which is included in the ISR would be required.

IIIe) The proposed project is the construction of a Clementine orange packing plant. All of the citrus material would be shipped out off-site either to distributers or to recyclers. There would be no on-site composting and therefore no objectionable odors as a result of the proposed project. This would be a less than significant impact and no mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

A biological survey was prepared by Paul Pruett and Associates (Pruett 2010) to assess whether or not the proposed project would have a substantial adverse effect on any biological resources that are listed by state or federal agencies as endangered, threatened, rare, or depleted and of special concern. The term “sensitive” is being used hereafter to mean any species considered by state or federal agencies to be endangered, threatened, rare, or depleted and of special concern. The survey also evaluated whether or not any sensitive species not known to the California Natural Diversity Database (CNDDB) is presently using the property.

A field survey and complete photographic record was completed on July 2, 2010. No active, inactive or potential San Joaquin kit fox dens were observed. No potential fox track or scat was noted. No burrowing owls were observed during field reconnaissance. No active or potential owl burrows or other evidence suggesting current owl usage were noted during the survey. No wildlife corridors were identified on the proposed project (Pruett 2010).

IVa) Because sensitive animal species listed by state and/or federal regulatory agencies are known to occur in the vicinity of the project, direct impacts in the form of “incidental take” of an endangered, threatened, sensitive, or otherwise protected animal species or associated habitat, could occur as a result of the development of this project. Because no undisturbed native habitat exists on the site, development of this project will not result in the loss of any undisturbed native habitat. With implementation of Mitigation Measures 1, 2, 3 and 4, these potential impacts would be reduced to a less than significant level and no additional mitigation measures would be required.

> **Mitigation Measure 1.** The project sponsor shall implement “tailgate” training sessions for all construction personnel conducted by a qualified biologist, prior to initial ground disturbance, relative to all environmental federal, state, and local law. All construction personnel shall be trained in sensitive species identification and avoidance techniques and that any evidence, such as sensitive species activity, dens, or burrows, observed at anytime during construction be promptly reported to the reviewing agencies for resolution.
>
> **Mitigation Measure 2.** The project sponsor or his agents shall cap all pipes, culverts, or similar structures with a diameter off our inches or greater to prevent entry of kit fox. All structures not capped or otherwise covered, shall be inspected prior to burial or closure to ensure no kit fox, or other protected species, become entrapped.
>
> **Mitigation Measure 3.** During construction, the construction contractor shall provide escape ramps for any trenches or ditches left open during construction and deeper than two and a half feet.
>
> **Mitigation Measure 4.** During construction, the construction contractor shall provide closed trash containers on site and that all trash or other food waste be placed in the designated containers.

IVb) Because no riparian habitat exists within the proposed project boundaries, development of this project will not result in the loss of any riparian habitat. As there would be no project impact, no mitigation measures would be required.

IVc) Because no federally protected wetlands were identified on the project site, no direct or indirect impacts to federally protected wetlands are expected to occur as a result of the development of this project. As there would be no project impact, no mitigation measures would be required.

IVd) Although no active wildlife corridors or nursery sites were found during the site field survey, or nursery sites, implementation of Mitigation Measures 1 through 4 would ensure project construction would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No further mitigation measures would be required.

IVe) As there are no local policies or ordinances protecting biological resources, the proposed project would not conflict with any local policies or ordinances protecting biological resources. No further mitigation measures would be required.

IVf) As there are no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, the proposed project would not conflict with any local, regional or state habitat conservation plans. No further mitigation measures would be required.

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
V. CULTURAL RESOURCES *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Regulatory Setting

State and Federal legislation requires the protection of historical and cultural resources. In 1971, the President's Executive Order No. 11593 required that all Federal agencies initiate procedures to preserve and maintain cultural resources by nomination and inclusion on the National Register of Historic Places. In 1980, the Governor's Executive Order No. B-64-80 required that State agencies inventory all "significant historic and cultural sites, structures, and objects under their jurisdiction which are over 50 years of age and which may qualify for listing on the National Register of Historic Places." Likewise, Section 15064.5(b) of the CEQA Guidelines specifies that "projects that cause the physical demolition, destruction, relocation, or alteration of a historical resource or its immediate surroundings such that the significance of the historic resource would be materially impaired" shall be found to have a significant impact on the environment.

According to agency definitions, implementation of the packing plant project would constitute an "undertaking." CEQA requires the evaluation of the potential effects to cultural resources (i.e., historic and archaeological) that may be caused by a particular "undertaking." The State of California Office of Historic Preservation was searched to determine if this property was of historic or cultural importance. Based on a records search in the Cultural and Historical Resource Inventory Database (2010), it was found that no historic properties were listed within the proposed project area. The Cultural and Historical Resource Inventory Database network documents and shares information on historical resources. The Cultural and Historical Resource Inventory Database was developed through the California State Office of Historic Preservation's Certified Local Government Grant Program and partially funded through the Federal Historic Preservation Fund Program.

Further, based on the project location between the Union Pacific Railroad and the Delano Municipal Airport, there is a low possibility of identifying unknown and undisturbed prehistoric or historic-period cultural resources in the project area.

However, the proposed project will be formally submitted to the Southern San Joaquin Valley Archaeological Information Center at California State University at Bakersfield concurrent to public circulation of this Initial Study/proposed Mitigated Negative Declaration, for a determination of whether any culturally significant sites will be affected.

Va) Based on records search in the Cultural and Historical Resource Inventory Database (2010), and a field survey that shows the proposed project is a vacant lot, there are no historical resources as defined in §15064.5 in the project area.Implementation of the proposed project

would not cause an adverse change in the significance of historical resources as defined in §15064.5. No mitigation measures would be required.

Vb) Although records search in the Cultural and Historical Resource Inventory Database (2010), indicated there are no known archaeological resources as defined in §15064.5 in the project area, the proposed project will be submitted to the South San Joaquin Valley Archaeological Information Center at California State University at Bakersfield for review. If any recommendations are to be required by the South San Joaquin Valley Archaeological Information Center, over and above those already included as part of the proposed BMPs and Mitigation Measures, these shall be included by the City as a project condition. Because: (a) implementation of the proposed project is not expected to cause an adverse change in the significance of a known archaeological resource as defined in §15064.5; and (b) any recommendations to be required by the South San Joaquin Valley Archaeological Information Center, over and above those already included as part of the proposed BMPs and Mitigation Measures, shall be included by the City as a project condition; implementation of the proposed project is anticipated to have a less than significant impact. No further mitigation measures would be required.

Vc) Based on records search in the Cultural and Historical Resource Inventory Database (2010), because there are no known paleontological resource or site or unique geologic features in the project area, implementation of the proposed project would not impact any known paleontological resource or site or unique geologic feature. No mitigation measures would be required.

Vd) Implementation of the proposed project includes the incorporation of BMP 8 as part of the project description and presented below. Because the proposed project includes incorporation of BMP 8, implementation of the proposed project would not adversely impact any human remains, including those interred outside of formal cemeteries, and would therefore have a less than significant impact on cultural resources. No additional mitigation measures would be required.

> **BMP 8.**Should cultural resources be discovered, during grading or construction, activities will be halted until a qualified archaeologist can assess their significance. Prior to continuing grading or construction activity, any mitigation and preservation measures recommended by the archaeologist shall be complied with. Should human bones be included in the find, the Kern County coroner will be informed. Should the remains be of Native American origin, descendants of the deceased, or if descendents cannot be located, the Native American Heritage Commission will be contacted for a recommendation for means of treating or disposing of the remains and any associated grave goods, all as provided in Public Resource Code Section 5097.98.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS *Would the project:*				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

VIai) Kern County is recognized as a high seismic activity area in California. Most of the earthquake epicenters and fault lines are located in eastern and southwestern Kern County, while Delano is located in the northwestern part of the county and not in close proximity to the major

earthquake fault lines. Three minor earthquake epicenters have been designated ten miles southwest of the City. The Pond-Poso Fault Line has been identified six miles southwest of the City (City of Delano General Plan, Safety Element, 2005). This fault line traverses the area in a northwesterly-southeasterly direction. Although the Pond-Poso Fault has been associated with seismic activity, all of the recorded activity has been to the southwest of the fault line and, therefore, not in the Delano area. The magnitude of these tremors has been in the relatively mild range of 3 to 4 on the Richter Scale. It is thought that this fault represents no serious threat to the activities in the area. There is no evidence that any of these faults would have any adverse effects on urban development in the City of Delano in general or specifically the proposed project. As a result, ground shaking potential and fault displacement potential would be considered a less than significant geology and soils impact. No mitigation measures would be required.

VIaii & VIaiii) Strong seismic ground shaking and liquefaction is possible in Kern County, The Kern County General Plan Safety Element (2007) was reviewed for potential seismic ground shaking in the City of Delano vicinity. According to Figure 12 (Kern County General Plan Safety Element 2007), the probability for seismic ground shaking and liquefaction in the proposed project vicinity would be low. Because: (a) construction of the proposed project structures would be required to comply with California Building Code standards; and (b) there is a low probability for seismic ground shaking and liquefaction; implementation of the proposed packing plant project would be considered a less than significant geology and soils impact. No mitigation measures would be required.

VIaiv) The City of Delano and the proposed packing plant project area are in the southern San Joaquin Valley in the valley floor. There are no mapped landslides in the area, and no evidence of landslides was observed, thus this is not considered a risk and would be considered a less than significant geology and soils impact. No mitigation measures would be required.

VIb) The proposed packing plant project site is already disturbed and industrial-zoned property. While there is the possibility during construction of disturbance of topsoil, because a dust control plan would be implemented as part of the proposed project (BMP 7, Appendix A), this would be considered a less than significant geology and soils impact to affecting soil erosion or the loss of topsoil during construction. Because upon completion of the project construction the project area would be substantially paved or landscaped, this would be considered a less than significant geology and soils impact to affecting soil erosion or the loss of topsoil during project operations. No mitigation measures would be required.

VIc) According to Kern County General Plan Safety Element (2007) Figure 12, the proposed project area is stable and would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse and would be considered a less than significant geology and soils impact. No mitigation measures would be required.

VId) Because the proposed project would be subject to California Building Code rules and regulations and should there be areas of expansion soils, project building foundations would be

designed to avoid potential adverse effects of expansive soils and this would be considered a less than significant geology and soils impact. No mitigation measures would be required.

VIe) The proposed project does include on-site drainage ponds for addressing stormwater run-off. The proposed project would include connection to City of Delano water and sewer services and would not include an on-site septic system. The proposed drainage ponds are part of the City's comprehensive stormwater management and flood control system would be a beneficial effect of the proposed packing plant project. No mitigation measures would be required.

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

Environmental Setting

The Earth's atmosphere naturally includes a number of gases, including water vapor, carbon dioxide(CO_2), methane, and nitrous oxide (N_2O), that are referred to as "greenhouse gases." These gases trap some amount of solar radiation and the Earth's own radiation, preventing it from passing through Earth's atmosphere and into space. Greenhouse gases (GHG) are vital to life on Earth; without them Earth would be an icy planet. CO_2 is also a trace element that is essential to the cycle of life. It is essential to plant growth and studies have shown that vegetation growth has increased in North America commensurate with the increase in CO_2 over the past decades. However, increasing greenhouse gas concentrations tend to warm the planet. A warming trend of about 0.7°F to 1.5°F occurred during the 20th century, and a number of scientific analyses indicate that rising levels of greenhouse gases in the atmosphere may be contributing to climate change.

As the average temperature of the Earth increases, weather may be affected, including changes in precipitation patterns, accumulation of snow pack, and intensity and duration of spring snowmelt. There may be rises in sea level, resulting in coastal erosion and inundation of coastal areas. Emissions of air pollutants and ambient levels of pollutants also may be affected in areas.

Climate zones may change, affecting the ecology and biological resources of a region. There may be changes in fire hazards due to the changes in precipitation and climate zones.

GHGs are produced from: electricity generation, road transportation, and other energy sources; industrial processes; agriculture, forestry, and other land uses; solid waste disposal; and wastewater treatment and discharge.

The United States has the highest emissions of greenhouse gases of any nation on Earth, though CO_2 emissions in California are less than the national average, both in per capita emissions and in emissions per gross state product. Transportation is the largest source of CO_2 emissions in California, accounting for approximately 41 percent of total emissions. Electricity generation accounts for approximately 22 percent of CO_2 emissions in California, and the industrial sector accounts for approximately 20.5 percent.

Regulatory Setting

In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United Nations Framework Convention on Climate Change established an agreement with the goal of controlling greenhouse gas emissions, including methane. As a result, the Climate Change Action Plan was developed to address the reduction of greenhouse gases in the United States. The plan consists of more than 50 voluntary programs. Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete ozone in the stratosphere (chlorofluorocarbons [CFCs], halons, carbon tetrachloride, and methyl chloroform) were to be phased out by 2000 (methyl chloroform was to be phased out by 2005).

On September 27, 2006, Assembly Bill 32 (AB32), the California Global Warming Solutions Act of 2006 (the Act) was enacted by the State of California. The legislature stated, “global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California”. The Act caps California’s greenhouse gas (GHG) emissions at 1990 levels by 2020. The Act defines greenhouse gas emissions as all of the following gases: carbon dioxide(CO_2), methane, nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons and sulfur hexaflouride. This agreement represents the first enforceable statewide program in the U.S. to cap all GHG emissions from major industries that includes penalties for non-compliance. While acknowledging that national and international actions will be necessary to fully address the issue of global warming, AB32 lays out a program to inventory and reduce greenhouse gas emissions in California and from power generation facilities located outside the state that serve California residents and businesses.

AB32 charges California Air Resources Board (CARB) with responsibility to monitor and regulate sources of greenhouse gas emissions in order to reduce those emissions. By July 1, 2007, CARB adopted a list of discrete early action measures to be adopted and implemented before January

1, 2010 to reduce greenhouse gas emissions. CARB staff recommended an amount of 427 million metric tons of carbon dioxide equivalent (MMTCO2e) as the total statewide greenhouse gas 1990 emissions level and 2020 emissions limit (CARB 2007). The Board approved the 2020 limit on December 6, 2007. This limit is an aggregated statewide limit, rather than sector- or facility-specific. CARB is then to conduct rulemaking, culminating in rule adoption by January 1, 2011, for reducing greenhouse gas emissions to achieve the emissions cap by 2020. The rules must take effect no later than 2012. In designing emission reduction measures, CARB must aim to minimize costs, maximize benefits, improve and modernize California's energy infrastructure, maintain electric system reliability, maximize additional environmental and economic co-benefits for California, and complement the state's efforts to improve air quality.

The U.S Supreme Court April 2, 2007 ruling that carbon dioxide (CO2) is an air pollutant as defined under the Clean Air Act (CAA) and that Environmental Protection Agency (EPA) has the authority to regulate emissions of GHGs (Massachusetts v. U.S. Environmental Protection Agency [2007] 549 U.S. 05-1120) propels the development of new rules and regulations to further control greenhouse gas emissions from vehicles as well as other sources.

Global warming and climate change have received substantial public attention for more than 15 years. For example, the United States Global Change Research Program was established by the Global Change Research Act of 1990 to enhance the understanding of natural and human-induced changes in the Earth's global environmental system, to monitor, understand and predict global change, and to provide a sound scientific basis for national and international decision-making. Even so, the analytical tools have not been developed to determine the effect on worldwide global warming from a particular increase in greenhouse gas emissions, or the resulting effects on climate change in a particular locale. The scientific tools needed to evaluate the impacts that a specific project may have on the environment are even farther in the future.

Accordingly, there is currently no specific local or statewide significance threshold developed to evaluate the impacts of the proposed Project, or any project, on global climate change in California.

Significance Criteria

In accordance with CEQA, §15064.4(a), Determining the Significance of Impacts from Greenhouse Gas Emissions, a lead agency should consider the following, where applicable, in assessing the significance of impacts from GHG emissions, if any, on the environment:

(1) The extent to which the project could help or hinder attainment of the State's goals of reducing greenhouse gas emissions to 1990 levels by the year 2020, as stated in the Global Warming Solutions Act of 2006. A project may be considered to help attainment of the State's goals by being consistent with an adopted statewide 2020 greenhouse gas emissions limit or the plans, programs, and regulations adopted to implement the Global Warming Solutions Act of 2006;

(2) The extent to which the project may increase the consumption of fuels or other energy resources, especially fossil fuels that contribute to greenhouse gas emissions

when consumed;

(3) The extent to which the project may result in increased energy efficiency of and a reduction in overall greenhouse gas emissions from an existing facility;

(4) The extent to which the project impacts or emissions exceed any threshold of significance that applies to the project.

For the purposes of this Initial Study, the project's contribution to GHG emissions would be considered significant if:

- The project would impede the emissions reduction targets developed by the state pursuant to AB 32, and therefore make a cumulatively considerable GHG emission net increase and fail to fully apply all feasible GHG reduction strategies. "Cumulatively considerable" means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of current projects, and the effects of probable future projects" (CEQA Guidelines §15065(a)(3)).
- The project would be inconsistent with applicable AB 32 Proposed Scoping Plan measures as evaluated using the Cal-EPA's Climate Action Team list of all early action strategies to comply with AB 32.
- The project makes a cumulatively considerable contribution towards the consumption of fuels or other energy resources by not complying with CEC's 2005 Energy Efficiency Standards.

Project GHG Emission Estimates

The primary source of emissions from the proposed project is from mobile sources. The project would also generate GHGs from consuming water and electricity. There are a number of factors available for estimating the GHG from mobile sources. Not all GHG exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified in carbon dioxide equivalencies (CO_2e). The CO_2 portion of GHG from the proposed project was estimated using the URBEMIS v.9.2.4 and EMFAC2007 programs and the CH_4 and N_2O emissions were based on California Climate Action Registry - IPCC emissions factors. GHG emissions from electricity consumption were calculated using the California Climate Action Registry General Reporting Protocol Version 3.0.

The Project will not result in an increase in emissions of hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), or sulfur hexafluoride (SF_6), the other gases identified as GHG in AB32. However, the impacts on global warming and climate change are indirect, not direct, and the emissions cannot be correlated with specific impacts based on currently available science. While climate change may be presumed to have global impacts, local government lacks the expertise, and/or regulatory authority to develop the scientific tools and policies needed to select a CEQA significance threshold for climate change or greenhouse gas emissions. The proposed project will be subject to any regulations developed under AB32 as determined by CARB.

Table 5 presents GHG emission estimates as reported from URBEMIS construction-related model runs and EMFAC operations-related model runs (see Section III, Air Quality above, ISR Application, Appendix B). Project–related construction emissions are estimated at 1,305 tons per

year of CO_2e during the construction phase. Project-related operational emissions from both mobile and on-site sources are estimated at 6,303 tons per year of CO_2e.

Table 5 - Estimated Annual Greenhouse Gas Emissions (Tons/Year)

Source	Source Type	CO_2e
Construction GHG Emissions	Fuel Combustion	1,305
Incremental Long Term Mobile GHG Emissions Increase (existing minus baseline)	Fuel Combustion	204
On-Site Dryer Emissions	Electricity	6,099

Source: Insight Environmental 2010

The Cal-EPA's Climate Action Team has prepared a list of all early action strategies to comply with AB 32. Table 6 provides a description of all currently known GHG emission reduction strategies and an assessment of the proposed project's compliance with these strategies. The proposed project is found to be compliant with almost all applicable GHG emission reduction strategies (Table 6).

Table 6 - Compliance with Climate Action Team's GHG Emission Reduction Strategies

Strategy and Description	Project Applicability
California Air Resources Board	
Vehicle Climate Change Standards AB 1493 (Pavley) requires the State to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions by passenger vehicles and light duty trucks. Regulations were adopted by the CARB in September 2004.	Not applicable. This measure applies to passenger vehicles and light duty trucks. The project does not manufacture, sell, or purchase these vehicles. Vehicles that access the site would be required to be compliant with applicable state and federal regulations.
Other Light Duty Vehicle Technology New standards have been adopted to phase in beginning in the 2017 model year.	Not applicable. The project does not manufacture, sell, or purchase light duty vehicles. Light duty trucks that access the site would be required to be in compliance with applicable state and federal regulations.
Diesel Anti-Idling As a follow up to the in-use idling airborne toxic control measure (ATCM) adopted on July 22, 2004, the CARB, on October 20, 2005, approved a regulatory measure to further reduce emissions of toxics and criteria pollutants by limiting idling of new and in-use sleeper berth equipped diesel trucks. The regulation consists of new engine and in-use truck requirements and emission performance requirements for technologies used as alternatives to idling the truck's main engine(Adopted a new §2485 within Chapter 10 - Mobile Source Operational Controls, Article 1 - Motor Vehicles, Division 3. Air Resources Board, Title 13, California Code of Regulations).	Applicable. The proposed project directly includes the use of diesel-fueled commercial motor vehicles.

Table 6 - Compliance with Climate Action Team's GHG Emission Reduction Strategies	
Strategy and Description	**Project Applicability**
Hydrofluorocarbon (HFC) Reduction (1) Bans retail sale of HFCs in small cans. (2) Requires that only low GWP refrigerants be used in new vehicular systems. (3) Adopts specifications for new commercial refrigeration. (4) Adds refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. (5) Enforces federal ban on releasing HFCs.	Applicable. The proposed project does not include the retail sale of HFCs in small cans. Further, the majority of these strategies would not be applicable to the proposed project. However, the proposed packing project could include: • Use of R-134A for refrigeration equipment and R410a refrigerant for air conditioning units.
Transportation Refrigeration Units (TRUs), Off-Road Electrification, Port Electrification Strategies to reduce emissions from TRUs, increase off-road electrification, and increase use of shore-/port-side electrification.	Applicable. The proposed project could include the use of TRUs.
Manure Management Strategies to reduce volatile organic compounds from confined animal facilities.	Not applicable. The proposed project does not include any confined animal facilities.
Alternative Fuels: Biodiesel Blends CARB would develop regulations to require the use of 1- to 4-percent biodiesel displacement of California diesel fuel.	Not applicable. The proposed project does not include any fuel-dispensing facilities.
Alternative Fuels: Ethanol Increased use of ethanol fuel.	Not applicable. The proposed project does not include any fuel-dispensing facilities.
Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy-duty vehicles and an education program for the heavy-duty vehicle sector.	Not applicable. The proposed project would not include any activities associated with the design of vehicles and would not include heavy-duty vehicle education programs.
Reduced Venting and Leaks in Oil and Gas Systems Rule considered for adoption by the Air Pollution Control Districts for improved management practices.	Not applicable. The proposed project would not include any oil and gas distribution systems.
Hydrogen Highway The California Hydrogen Highway Network (CA H2 Net) is a State initiative to promote the use of hydrogen as a means of diversifying the sources of transportation energy.	Not applicable. The proposed project would not include any hydrogen activities.
Achieve 50 Percent Statewide Recycling Goal Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy-intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48 percent has been achieved on a statewide basis. Therefore, a 2-percent additional reduction is	Applicable and Compliant. The proposed packing plant project would be required to participate in City of Delano recycling mandates and currently complies at its others facilities.

Table 6 - Compliance with Climate Action Team's GHG Emission Reduction Strategies	
Strategy and Description	**Project Applicability**
needed.	
Landfill Methane Capture Install direct gas use or electricity projects at landfills to capture and use emitted methane.	Not applicable. The proposed project does not include landfill methane capture.
Department of Forestry	
Urban Forestry A new statewide goal of planting five million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	Applicable and Compliant. The project would include landscaping. BMP 10 includes use of low water landscaping.
Reforestation Projects Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.	Not Applicable. The project is an industrial packing plant and does impact any native tree cover.
Department of Water Resources	
Water Use Efficiency Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	Applicable and Compliant. The proposed packing plant project would include California Green Builder Home Certification, which would save water through BMP 10, including: • Drought tolerant landscaping requirements • Limits on turf grass plantings • Low water use appliances
Energy Commission (CEC)	
2005 Building Energy Efficiency Standards in Place and in Progress Public Resources Code §25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).	Applicable and Compliant. The proposed packing plant project would include California Green Builder Building Standards Certification, which would save water through BMP 10, including low-energy cooling systems and energy efficient appliances.
Appliance Energy Efficiency Standards in Place and in Progress Public Resources Code §25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	Applicable and Compliant. The proposed packing plant project would include California Green Builder Home Certification, which would save water through BMP 10, including low-energy cooling systems and energy efficient appliances.
Cement Manufacturing Cost-effective reductions to reduce energy consumption and to lower carbon dioxide emissions in the cement industry.	Not Applicable. The proposed packing plant project would not be manufacturing cement.
Municipal Utility Strategies Includes energy efficiency programs, renewable portfolio standards, combined heat and power, and transitioning away from carbon-intensive generation.	Not applicable. The proposed project is not a municipal utility.
Alternative Fuels: Non-Petroleum Fuels Increasing the use of non-petroleum fuels in California's transportation sector, as recommended	Applicable and Compliant. The proposed project does encourage the use of any alternatively alternative transportation, such

Table 6 - Compliance with Climate Action Team's GHG Emission Reduction Strategies	
Strategy and Description	**Project Applicability**
in the CEC's 2003 and 2005 Integrated Energy Policy Reports.	as ridesharing, public transportation and biking as applicable for individuals.
Business Transportation and Housing	
Smart Land Use and Intelligent Transportation Systems (ITS) Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods, and services. Governor Schwarzenegger is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through State investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity, and a quality environment. Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include promoting jobs/housing proximity and transit-oriented development; encouraging high-density residential/commercial development along transit/rail corridors; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control and incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.	Not applicable. The proposed packing plant project is an infill industrial project surrounded by other industrial uses, the airport, the railroad and the freeway. It is not an appropriate location for smart land use strategies.
Measures to Improve Transportation Energy Efficiency Builds on current efforts to provide a framework for expanded and new initiatives, including incentives, tools, and information that advance cleaner transportation and reduce climate change emissions.	Applicable and Compliant. The proposed project does encourage the use of any alternatively alternative transportation, such as ridesharing, public transportation and biking as applicable for individuals.
Department of Food and Agriculture	
Enteric Fermentation Cattle emit methane from digestion processes. Changes in diet could result in a reduction in emissions.	Not applicable. The proposed project does not include any cattle facilities.
State and Consumer Services Agency	
Green Buildings Initiative Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public	Applicable and Compliant. The project through BMP 10 would initiate energy efficient building design measures that

Table 6 - Compliance with Climate Action Team's GHG Emission Reduction Strategies	
Strategy and Description	**Project Applicability**
and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions State agencies are to take with State-owned and -leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.	are intended to minimize building energy demands.
Public Utilities Commission (PUC)	
Accelerated Renewable Portfolio Standard The Governor has set a goal of achieving 33 percent renewables in the State's resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II adopted the 33 percent goal.	Not applicable. The proposed packing plant project does not include any electricity generation from renewable sources.
Investor-Owned Utilities This strategy includes energy efficiency programs, combined heat and power initiatives, and electricity sector carbon policy for investor owned utilities.	Not applicable. The proposed packing plant project does not include the generation of any energy.

VIIa) The proposed packing plant project's GHG emissions were estimated, as presented above in Table 5. For the purposes of this Initial Study, the City of Delano has evaluated whether the project's incremental contribution to a significant worldwide cumulative impact is itself "cumulatively considerable." CEQA Guidelines §15065(a)(3), states that "'[c]umulatively considerable' means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." A precise, quantified definition of "cumulatively considerable" is elusive. As with other kinds of impacts, the determination of whether an impact is "significant" "calls for careful judgment on the part of the agency involved, based to the extent possible on scientific and factual data. An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting" (CEQA Guidelines, §15064(b)).

The proposed project would generate very low volumes of GHG emissions, specifically CO2 emissions (approximately 6,303 tons of CO2e emissions). Because these emission levels would be a very low percentage (less than 0.00001 percent) of California's 2004 GHG emission inventory, and would create no discernable climate change effects of the kind occurring cumulatively (rising temperatures, changed weather, etc.), the proposed packing plant project would not be considered to have a cumulatively considerable contribution to the significant cumulative impact of climate change. Therefore, the project's climate change impact would be less than significant.

VIIb) As shown in Table 6, with implementation of BMP 10 the proposed packing plant project is compliant with most of applicable GHG emission reduction strategies, except diesel anti-idling,

Hydrofluorocarbon (HFC) reduction, and Transportation Refrigeration Unit (TRU) port electrification. Although the project is expected to comply with most of the known GHG reduction strategies, because there are no programs addressing diesel anti-idling, HFC reduction, and TRU port electrification, this would be a potentially significant impact to applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs. To reduce this impact to a less than significant level, the applicant shall implement Mitigation Measure 5, 6, and 7 addressing diesel anti-idling, HFC reduction, and TRU port electrification. With implementation of Mitigation Measures 5, 6 and 7, the proposed packing plant project's potential impact to plans, policies or regulations for reducing GHGs would be reduced to a less than significant level and no further mitigation measures would be required.

Mitigation Measure 5. The project applicant shall require all diesel trucks to turn off their engines if stopping for more than 5 minutes.

Mitigation Measure 6. The project applicant shall ensure that all new air conditioning and refrigerant systems shall not use Hydrofluorocarbons (HFC).

Mitigation Measure 7. The project applicant shall provide port-side plugs to run Transportation Refrigeration Units (TRUs) if necessary or require TRU-vehicles turn-off and idle for no more than 5 minutes.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) 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?	☐	☐	☐	☒

The project area is located in an industrial area in southeastern area of the City of Delano in Kern County, California. The project area has been highly modified from its natural state and is typical of industrial areas along the Union Pacific Railroad track and Highway 99. It is also adjacent to the southern portion of Delano Municipal Airport.

VIIIa, b and c) Standard construction techniques would be used to construct the proposed packing plant. During construction, oil, diesel fuel, and other hazardous materials would be used at the site. If spilled, these substances could pose a risk to the environment and to human health. Both federal and State laws include special provisions for the safe handling of hazardous substances. Because the routine transport, use, and disposal are subject to local, state, and federal regulations, this impact would be considered less than significant, and no mitigation would be required.

VIIId) The project site is between the Union Pacific Railroad and the Delano Municipal Airport. The site has been a vacant field, but because of its proximity to the railroad and the airport there is the potential for the site to have been exposed to hazardous materials. However, the proposed project area is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (State Water Resources Control Boards, 2010).

VIIIe) Delano Municipal Airport is located approximately 0.2 miles to the east of the proposed packing plant. The project is located Zone C of the Comprehensive Land Use Plan for Delano Municipal Airport of the Kern County Airport Compatibility Plan (Kern County, 2008). The Zone C areas are not in the direct path of the airport approach or take off and are outside of the 750-foot buffer for the runway. Normally acceptable uses in Zone C include warehouses and two story offices (Kern County, 2008). The proposed project would be no taller than two stories or 43 feet for the warehouse and 30 feet for the office (Swanson, personal communications). A crane may be required during construction of the proposed buildings, though it is unlikely to pose any hazard to aircraft because the proposed project is not in the direct path of the airport approach or take off. Likewise, the proximity of the airport to the project site would not result in a safety hazard to workers because the proposed project is not in the direct path of the airport approach or take off. Because: (a) proposed project construction and operations would not conflict with airport operations; (b) the proposed project is located Zone C and includes uses that are compatible with Zone C in the Kern County Airport Compatibility Plan (Kern County, 2008); and (c) Zone C would not be in the direct path of the airport approach or take off and therefore the project location is not anticipated to pose a hazard to the packing plant employees as they; this would be a less than significant hazards impact. No mitigation would be required.

VIIIf) The project is not near any private airports would have no impact on private airports. No mitigation would be required.

VIIIg) The project is on private property. It is anticipated that that all lanes of traffic will be kept open during construction. Because all work will be done under the review of the City of Delano, who would then notify all emergency service providers and affected property owners, there would be a less than significant impact on any emergency evacuation routes. No mitigation would be required.

VIIIh) The project is within private property on an infill parcel between Highway 99, the Union Pacific Railroad, S. Lexington Street and Delano Municipal Airport. There would be no risk of wildfires and this would be a less than significant hazards impact. No mitigation would be required.

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

IX. HYDROLOGY AND WATER QUALITY *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) 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)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) 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 which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) 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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐

i) 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?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

IXa) The proposed packing plant is including ponding basins to accommodate site drainage needs for stormwater on-site, based on historic stormwater flows and hydrology studies (Meyer 2010, Boyle Engineering 1983). Wastewater is being directed into the City of Delano's existing wastewater system. Because the project design will accommodate stormwater runoff and the project is connecting into existing wastewater system, the proposed project would have a less than significant effect on water quality standards and waste discharge requirements.

IXb) The City of Delano water supply comes from groundwater wells. Based on the city's water supply planning, there appears to be adequate water available in the groundwater and storage tanks for the proposed project (Wilson, personal communications). Because the proposed project would not directly draw water from the ground, the proposed packing plant project would not have a direct effect on the depletion of groundwater supplies and would not interfere with groundwater recharge.

IXc and d) The proposed packing plant project is on a relatively level area in the southern portion of the City of Delano. However, the stormwater flows in the area tend to accumulate to the north and western sides of the project area. Construction of the proposed packing plant will include ponding basins to direct drainage in the project area. Erosion and siltation would be less likely because the project area is not steep and there are no natural water features on the project site. Because the proposed project is committed to implementing BMPs 5 and 6, as included in the project description and presented below, the proposed project would have a less than significant impact on drainage in the project area.

> **BMP 5.** To minimize any effects on water quality, the project shall comply with all Federal, State, County, and local permits, rules, regulations, ordinances, and statutes that apply to erosion, sediment, and water pollution control including complying with Kern County's Erosion Control Ordinance, Chapter 15.40.
>
> **BMP 6.** The project will disturb greater than one acre of land and thus coverage under the General Construction Activity Storm Water permit will be obtained from the State Water Resources Control Board. The project's Contractors shall develop and implement a Storm Water Pollution Prevention Plan (SWPPP) through the construction. The SWPPP shall include an Erosion and Sediment Control Plan (ESCP). Both the SWPPP and ESCP shall include BMPs to minimize the potential for sediment discharge into the waterways.

IXe and f) The proposed packing plant could generate new sources of runoff, as it would lead to the creation of any impervious surfaces, with paving for new roads, parking and building pad. Construction of the proposed packing plant will include ponding basins to direct drainage in the project area. Because the proposed project is including the ponding basins and is committed to implementing BMPs 5 and 6, as included in the project description and presented above, the proposed project would have a less than significant impact on water runoff in the project area.

IXg and h) The project site is within Zone "A" described as Special Flood Hazard Area subject to inundation by the one percent annual chance flood, as shown on the applicable Flood Insurance Rate Map (FIRM Map No. 06029C0750E, effective date: September 26, 2008). The proposed packing plant buildings are being designed to be one foot above the 100-year floodplain elevation (Meyer 2010). The proposed project is industrial in nature and does not include any residential components. In addition, ponding basins are included to the north and west of the project to accommodate heavy storm water flows. Because the base flood elevation of the proposed project is designed to be above the 100-year flood plan, ponding basins are included as part of the project design and there would not be any houses as part of the proposed project, there would be no significant floodplain hazards impacts and no mitigation would be necessary.

IXi and j) The proposed packing plant is not at risk to be impacted by a seiche, tsunami or mudflow because it is located in the middle of the lower San Joaquin Valley where seiche, tsunami or mudflow have not been known to occur. Further, the nearest water feature is Lake Woollomes, approximately 3 miles to the east, which feeds a north-south canal. Levee or dam failure of Lake Woollomes would have nominal impact to the project area due to the lake elevation being similar to that of Delano and any water loss would spill into the agricultural lands between the project area. Based on the location of the project and lack of exposure to seiche, tsunami or mudflow, and low risk from levee or dam failure at Lake Woollomes, the proposed packing plant project would thus not expose people or structures to significant impacts from loss involving failure of a levee or dam or inundation by seiche, tsunami or mudflow. Thus, no mitigation would be necessary.

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
X. LAND USE AND PLANNING *Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

The project is located at an elevation at about 310 feet above sea level. The project area is located to the east of Highway 99 at the southeastern area of the City of Delano in Kern County, California. The project area has been highly modified from its natural state and is typical of industrial areas along the Union Pacific Railroad track and Highway 99. It is also adjacent to the southern portion of Delano Municipal Airport. The area is zoned Industrial.

The proposed project includes a General Plan Amendment application to address the reconfiguration of the project drainage basins along the western side of the development site along Highway 99. The drainage basin is designated as “Community Facilities” on the Land Use Element of the City of Delano General Plan. Figure 3, above, shows the City of Delano General Plan with respect to the drainage basin. The reconfiguration of the drainage basin will require approval by the City to trade land with Paramount Farms. The reconfigured drainage basin will be narrower than currently portrayed in the Land Use Element of the City of Delano General Plan. The proposed packing plant project would extend the drainage basin further north, however the capacity of the reconfigured drainage basin would not change from that depicted with the existing boundaries shown on the Land Use Element map of the City of Delano General Plan.

Xa) The proposed packing plant would not divide an established community. Because the project serves to expand the packing plant capacity for Paramount’s citrus operations and would be located on the southeast edge of that existing industrial area, it would have less than significant community impacts.

Xb) Zoning for the project area is (I) Industrial. The General Plan Designation is “Industrial” and ”Community Facilities” for the drainage basin areas. Because: (a) the proposed packing plant is an appropriate use for the existing industrial land use designation and zoning; (b) the proposed General Plan Amendment would result in no change to the capacity of the drainage basin as currently depicted in the Land Use Element of the City of Delano General Plan; and (c) the Delano City Council will review the proposed General Plan Amendment application and then act on it as required by City procedures; the proposed Paramount Clementine Packing Plant project would have a less than significant zoning and land use impact and no mitigation measures would be necessary.

Xc) There are no adopted applicable habitat conservation plans or natural community conservation plans for the project area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☒	☐	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☒	☐	☐

XIa and b) The Paramount Clementine Packing Project area is in a region historically known for agriculture. There are no significant mineral resources or mining operations in Delano or its sphere of influence (City of Delano 2005).The proposed project site, along Highway 99 and Delano Municipal Airport, is not currently mined and already contains a number of industrial activities. There is, however, a hydrocarbon resource in the area (McCabe, personal communications); this would create a potentially significant mineral resources impact. The Initial Study will be circulated to Division of Oil Gas and Geothermal Resources (DOGGR) field office to determine if it lies within any oil or gas field boundaries. Implementation of Mitigation Measure 8 requires compliance with any measures identified by DOGGR to deal with any abandoned oil or natural gas wells potentially present on the site. Compliance with these measures would reduce this potentially significant impact to a less than significant level and no further mitigation measures would be necessary.

> **Mitigation Measure 8.** The project applicant shall comply with measures as directed by the Division of Oil Gas and Geothermal Resources to address any potential abandoned oil or natural gas wells.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE *Would the project result in:*				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Background and Criteria

Environmental noise usually is measured in A-weighted decibels (dBA). An A-weighted decibel is a decibel corrected for the variation in frequency response of the typical human ear at commonly encountered noise levels.

Environmental noise typically fluctuates over time, and different types of noise descriptors are used to account for this variability. Typical noise descriptors include the energy-equivalent noise

level (L_{eq}) and the day-night average noise level (L_{dn}).[3]The L_{dn} is commonly used in establishing noise exposure guidelines for specific land uses. In areas where noise is dominated by traffic, the L_{eq} during the peak-hour is generally equivalent to the L_{dn}at that location.

Generally, a three-dBA increase in ambient noise levels represents the threshold at which most people can detect a change in the noise environment; an increase of 10 dBA is perceived as a doubling of loudness. In areas where existing noise levels are dominated by traffic, a doubling in the volume of vehicular traffic would cause ambient noise levels to increase by three dBA.
The noise level experienced at a receptor depends on the distance between the source and the receptor, presence or absence of noise barriers and other shielding devices, and the amount of noise attenuation (lessening) provided by the intervening terrain. For line sources, such as motor or vehicular traffic, noise decreases by about 3.0 to 4.5 dBA for every doubling of the distance from the roadway. For point or stationary noise sources, such as electric motors, a noise reduction of 6.0 to 9.0 dBA is experienced for each doubling of the distance from the source.

The *City of Delano General Plan* Noise Element (2005) sets forth criteria for evaluating noise impacts of residential and non-residential land use proposals on adjacent residential and other noise sensitive land uses. These criteria represent thresholds of acceptable noise levels for several types of sensitive land uses, with land uses categorized based on their sensitivity to noise. The maximum acceptable noise levels are set forth in Table 7, below.

Table 7 - City of Delano Land Use Compatibility Matrix for Community Noise Exposure (excerpts)

Land Use	Normally Acceptable1 Noise Level*	Conditionally Acceptable2 Noise Level*
Single Family Residential	50 - 60 dB L_{dn}	55 – 70 dB L_{dn}
Multifamily Residential	50 - 65 dB L_{dn}	60 - 70 dB L_{dn}
Schools, Hospitals	50 – 70 dB L_{dn}	60 – 70 dB L_{dn}
Playgrounds, Neighborhood Parks	50 – 70 dB L_{dn}	67 – 75 dB L_{dn}
Industrial, manufacturing, Utilities, Agriculture	50 – 75 dB L_{dn}	70 to 80 dB L_{dn}

* As measured at the property line of the noise sensitive land use

1 Between 5pm and 8am, weekends and holidays

2 Between 8am and 5pm and normal working days

Source: City of Delano General Plan, 2005.

As set forth in Table 7, an exterior noise level criterion of up to 75 dB L_{dn} for the outdoor activity areas of industrial developments is normally acceptable.

3 L_{eq}, the energy equivalent noise level (or "average" noise level), is the equivalent steady-state continuous noise level which, in a stated period of time, contains the same acoustic energy as the time-varying sound level actually measured during the same period. L_{dn}, the day-night average noise level, is a weighted 24-hour average noise level. With the L_{dn} descriptor, noise levels between 10:00 p.m. and 7:00 a.m. are adjusted upward by ten dBA to take into account the greater annoyance of nighttime noise as compared to daytime noise.

Typical composite noise levels for construction activities, and distances of various noise contours from construction sites, are presented in Table 8.

Table 8 - Typical Noise Levels During Construction

		Approximate Distance (ft.) to Reduce Noise to Given Level (dBA, Leq) b		
Construction Activity	**Noise Level at 50 feet (dBA, Leq) [a]**	**60**	**65**	**70**
Ground Clearing	84	790	450	250
Excavation	89	1,400	800	450
Foundations	78	400	220	130
Erection	85	890	500	280
Finishing (exterior)	89	1,400	800	450

a U.S. Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, December 1971.

b Calculations assume a 6 dBA reduction for each doubling of distance from the noise source.

Source: U.S. Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, 1971.

The construction of the proposed packing plant would include all of the above construction activities as set forth in Table 8. Construction activities would be considered an intermittent noise impact throughout the construction of the project and would vary in their effects on noise sensitive receptors, depending on the presence of intervening barriers or other insulating materials.

Although construction activities would likely occur only during daytime hours, construction noise could still be considered disruptive to local residents. No residents are located within the affected area. The proposed project vicinity is comprised entirely of industrial, transportation or drainage activities. Construction noise levels may be higher than the General Plan Noise Element would allow at the property line (60 dBA). Because construction activities would be temporary and limited to a period of time where noise sensitivity is at its lowest, construction noise would be considered to be a less-than-significant.

XIIa, b, c, and d) The proposed Paramount Clementine Packing Plant is located next to Highway 99, the Union Pacific Railroad, the Delano Municipal Airport and industrial uses. The predominant existing noise sources in the project area are from vehicles on adjacent Highway 99 and background noises from the adjacent railroad operations (20 trains per day), industrial operations and the airport activities. The operation of the proposed packing plant would not generate any new noise sources above those in the existing area. The construction of the proposed project would be temporary, over 12 to 14 months, and would generally occur during normal construction hours of 7 a.m. and 6 p.m., Monday through Friday. Because the there would be no new operation-related noise impacts, and because construction-relation noise would be temporary, the proposed Paramount Clementine Packing Plant would have a less than significant noise impact and no mitigation measures would be required.

XIIe and f) The Delano Municipal airport is located near the proposed packing plant. The activity levels are intermittent and unscheduled. Therefore the noise levels from the airport are not more prevalent than the adjacent Highway 99 and the Union Pacific Railroad. Because airport activity levels are unscheduled and intermittent, exposure to the proposed Clementine Packing Plant employees to excessive noise levels would be less than significant and no mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. POPULATION AND HOUSING *Would the project:*				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

XIIIa) The proposed project would be an industrial operation that would expand the packing capacity of Clementine citrus in preparation for distribution to the market. The project would provide up to 550 new jobs in the Delano area. The project would not directly create expansion of housing or population growth. Population growth and its distribution and density is controlled by local policies and ordinances regarding zoning and development, as well as applicable state and federal laws regarding resource management and preservation. Zoning, subdivision, and General Plan decisions are subject to CEQA. The proposed project would provide for new jobs; this job growth comes at a time of high unemployment and would be a benefit to the areas employment needs and therefore would not be growth inducing.

The project does not call for substantial expansion of infrastructure, beyond the minor upgrades in water and sewer infrastructure identified in Section XVII to directly address the needs of the industrial area. The project would therefore not be indirectly growth inducing.

XIIIb-c) The proposed project will not displace any existing houses or people. As such, it will have no effect on population or housing.

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

XIVa) The proposed packing plant project is an infill project in an existing industrial area at the southern portion of the City of Delano. It is not anticipated to generate additional population growth for the City of Delano, but will provide employment opportunities to existing residents. The potential impacts for each public service are as follows.

Law Enforcement

The Delano Police Department provides law enforcement services for the City. The City of Delano Police Department is located at 1022 - 12th Avenue. Law enforcement units continuously patrol the entire community over a 24-hour period. In addition, the City maintains "mutual aid" agreements with the California Highway Patrol and the Kern County Sheriff's Department for assistance.

This project is a proposal to build an infill industrial activity in the south part of Delano. Because the proposed project is an infill development, it is not anticipated to have an adverse impact upon the useability, adequacy and responsiveness of existing law enforcement services within the City of Delano.

Fire Protection

The Kern County Fire Department provides fire protection to the City of Delano. The Kern County Fire Department has two stations located within the city limits of Delano, both approximately 3 miles north of the proposed project. The Delano Main Station is located at 1001 12th Avenue. The Delano Westside Station is located at 132 West 11th Avenue.

"Mutual Aid" agreements with other jurisdictional entities allow for increased fire fighting capacity. The nearest jurisdictional fire station outside the City is the Kern County Fire Station-McFarland Branch, located five miles south of the proposed project site.

Because: (a) the proposed project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants, to be reviewed for compliance by the County of Kern and the City of Delano, as applicable; (b) all development plans associated with the proposed project shall be reviewed by the Kern County Fire Department as part of the normal review process; (c) the proposed project is an infill development in an area already served by fire hydrants; (d) fire flow requirements within the project area are determined by the Kern County Fire Department; and (e) the proposed project site plan accommodates large trucks and thus should adequately accommodate fire protection vehicles, the proposed project is not anticipated to have an adverse impact on fire services.

Elementary and High School Districts

The City of Delano is served by the Delano Union School District (K-8) and the Delano Union High School District (9-12). Since the project proposal will be an industrial activity and a public use, and the employees are anticipated to come from existing population, there will be no direct impacts on local school facilities in terms of increased enrollments. This document is being transmitted to the affected school districts, and their responses will be considered prior to a final action being taken on the project. No significant impacts would result from the project, and no mitigation measures are required.

Parks

Please see discussion of impact and mitigation under Recreation, Section XV below.

Other Public Facilities

Please see discussion of impacts and mitigations under Utilities and Service Systems, Section XVII below.

Since the proposed project would not result in the development of new housing or an increase in residents, and it is an infill development proposal, it is not anticipated to have any adverse effects to fire protection, police protection, school, parks or any other public services and thus would not require any mitigation measures.

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

XVa) The proposed project is located within an industrial setting along Highway 99. The project does not include neighborhood or regional recreational facilities. Therefore, the proposed project would have no recreation impact. No mitigation measures would be required.

XVb) The proposed project involves the construction of a packing plant, an infill industrial activity, and does not trigger the construction of new recreation facilities. No mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC *Would the project:*				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the importance of the circulatory system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulatory system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	☐	☒	☐	☐

b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities?	☐	☒	☐	☐

Introduction

The proposed Clementine Packing Plant – Delano project is located in the southern industrial area of Delano on S. Lexington Street and Schuster Road. A recent development proposal, the RAILEX project, prepared a traffic study for the project area (TJKM 2008). TJKM's 2008 RAILEX traffic study was used for baseline and background information to assess the potential traffic impacts for the proposed packing plant project (Appendix C).

Further, as described in the Project Description, above, and depicted in Figure 5, the incoming truck traffic for the proposed project would be directed to access the project from the south using the Pond Road interchange.

Setting

Important roadways in the project area include:

S. Lexington Street is a two to four lane divided north-south street providing access to the proposed packing plant. S. Lexington Street is classified as a four lane divided collector.

Schuster Road is an existing east-west four lane divided arterial.

Browning Road is an existing north-south two-lane undivided roadway facility. The City of Delano designates Browning Road as a four lane divided arterial.

Pond Road is an existing east-west two-lane undivided roadway connecting to Highway 99. The City of Delano designates Pond Road as a four lane divided arterial.

Woollomes Avenue is an existing east-west two-lane divided facility north of the proposed packing plant. The City of Delano designates Woollomes Avenue as a four to six lane undivided arterial.

Highway 99 is an existing six-lane divided north-south freeway, running through the City of Delano. Highway 99 can be accessed from the Pond Road interchange to the south of the proposed packing plant as well as the Woollomes Avenue interchange to the north. (TJKM 2008)

Methodology - The RAILEX traffic study evaluated the potential traffic impacts of the project on the adjacent street system at six existing intersections (TJKM 2008):

(1) Woollomes Avenue and Highway 99 southbound ramps
(2) Woollomes Avenue and Highway 99 northbound ramps
(3) Pond Road and Highway 99 southbound ramps
(4) Pond Road and Highway 99 northbound ramps
(5) Schuster Road and Browning Road
(6) Pond Road and Browning Road

Intersection capacity analyses were performed for the study intersection for following scenarios (TJKM 2008):

- Existing 2008
- Existing 2008 plus Project
- Near Term 2015
- Near Term 2015 Plus Project
- Cumulative Year 2030
- Cumulative Year 2030 plus Project

TJKM(2008) applied Highway Capacity Manual 2000 (HCM) (Transportation Research Board 2000) intersection capacity analysis software to determine Levels of Service (LOS) at all of the study intersections for the project scenarios analyzed. The HCM LOS methodology is based on calculating the amount of delay that is expected to take place, on the average, for each motorist at an intersection during the peak hour time period. The definition for LOS is limited to average delay, and is sensitive to traffic volume, number of lanes, grade, and lane width.

Regulatory Setting

The City of Delano General Plan (2005) has set its LOS standard at LOC “C” or better for city streets; at freeway interchanges and other high volume locations, the acceptable LOS is “D” or better. Caltrans uses an LOS standard of LOS C or better. Based on consultation with City of Delano staff, the Browning Road intersections were evaluated using the LOS standard of LOS “D” or better (TJKM 2008).

Based on field data collected by TJKM in 2008 for the RAILEX traffic study, the existing traffic condition all operate at LOS C or better (TJKM 2008).

Based on the assessment of Near Term and Cumulative Year 2030, the City of Delano will have to revamp the Highway 99 and Woollomes Avenue Interchange and signalize and lane improvement to the unsignalized project area intersections (TJKM 2008). All of these improvements would be required under cumulative scenarios without the proposed packing plant project.

Project Trip Generation

While the overall packing plant activities would generate substantial traffic volumes on a daily basis, based on the nature of the operations almost all of the new trip generation would be outside of the peak hours of operation for the adjacent critical intersections and roadways. Table 9 presents the proposed packing plant project trip generation.

Table 9 Project-Related Trip Generation

Trip Source	Daily	Peak Hour Total
Employees	900	10
Delivery Vehicles	10	2
Trucks	60	6
Total	**970**	**18**

Source: Swanson Engineering (Swanson, personal communications) and Insight Environmental 2010.

Because the employees would be working shifts that would change outside of the peak hour, and very few employees, if any, would be on the road during the morning or evening peak hours, the proposed packing plant project would generate no more than 18 peak hour trips.

Further, it was assumed that the employees would engage in ridesharing and other forms of alternative transportation. While there would be up to 550 employees at the proposed packing plant, it was assumed that approximately 20 percent would engage in ridesharing so that only 450 vehicles would make round trips each workday.

The proposed packing plant project trip generation presented above in Table 9 would not be expected to adversely affect area intersections during peak hour operations.

The following responses are based on the RAILEX traffic study and the setting, methodology and trip generation information presented above.

XVIa and b) Because: (1) all project–related truck traffic would be required to access the project site from the south using the Pond Road interchange; (2) the proposed project's peak hour trip generation would be less than 20 vehicles/hour; and (3) existing intersection LOS in 2008 were at LOS C or better (TJKM 2008), it is anticipated that the proposed project would not result in

deterioration of the adjacent existing intersection LOS or conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the importance of the circulatory system. This would result in a less than significant traffic impact for existing conditions and no mitigation measures would be required for existing traffic operations.

However, the near term and cumulative traffic conditions are anticipated to exceed LOS thresholds without the proposed project (TJKM 2008). As a result, any additional traffic, including from the proposed project, could contribute to a cumulatively significant traffic impact. TJKM evaluated near term and cumulative traffic conditions with mitigation measures, established appropriate mitigation measures including new signals and lane improvements. To avoid a cumulatively significant traffic impact, the proposed packing plant project shall contribute its fair share towards future traffic improvements as outlined in Mitigation Measure 9 below. Implementation of Mitigation Measure 9 would reduce potential cumulatively significant traffic impacts to a less than significant level and no further mitigation measures would be required.

> **Mitigation Measure 9.** When traffic signal warrants are met and intersection operations meet thresholds, the City of Delano shall install traffic signals and lane improvements at the intersections of: Highway 99 and Pond Road northbound ramps; Highway 99 and Pond Road southbound ramps; Pond Road and Browning Road; Schuster Road and Browning Road; and the Highway 99 and Woollomes Avenue interchange as established in the City of Delano General Plan (2005) and directed by the Public Works Traffic Engineering Department. The applicant shall contribute a fair share cost of cumulative roadway and intersection improvements based on a fair share assessment prepared by the City of Delano. This assessment shall be completed before the issuance of an occupancy permit to the project applicant by the City of Delano.

XVIc) While the proposed project is close to the Delano Municipal Airport, implementation of the proposed packing plant would have no impact on air traffic patterns or levels of service and would have no effect on safety risk levels. Since there is neither an air traffic nor air safety impact, no mitigation would be required.

XVId) The proposed project would include two truck and four vehicular driveway access points from S. Lexington Street into the proposed packing plant. Figure 4 shows the proposed improvements on the project site and along S. Lexington Street to access the proposed project site. The proposed northbound left turn lane into the project site is designed to be 600 feet long and capable of queuing several trucks at one time (Swanson, personal communications). Because the left turn queue length is more than adequate and there is sufficient on-site capacity to handle internal queues for employee vehicles during shift change, potential vehicular hazards would be less than significant and no mitigation measures would be required.

XVIe) Implementation of the proposed project would not directly contribute to features that would directly impede emergency access to the project area. Indirectly the proposed project would contribute to cumulative traffic deterioration; implementation of Mitigation Measure 9 would reduce that potential impact to a less than significant level and thereby avoid indirect impacts to emergency access. Therefore, the proposed packing plant's potential emergency access impacts would be less than significant and no mitigation measures would be required.

XVIf) The proposed project is an industrial activity in the southern area of the City of Delano. As such, there is no regular bus service operating as early as 4am, the time of the start of the first shift, or as late as 12 Midnight, the time of the end of the last shift. Even so, Paramount is committed to supporting alternative transportation and will provide ridesharing services to encourage a reduction in single occupant vehicles. SJVAPCD has adopted Rule 9410 (December 17, 2009) to reduce vehicle miles travelled from private vehicles used by employees to commute to and from their worksites to reduce emissions of oxides of nitrogen, volatile organic compounds and particulate matter. As the proposed packing plant would have more than 100 employees and operate a worksite for more than 16 consecutive weeks a year, this rule would be applicable to the proposed project.

Because the proposed project applicant has not yet prepared an Employer Trip Reduction Implementation Plan, this would be a potentially significant transportation impact. To reduce this impact to a less than significant level, the project applicant shall implement a proactive ridesharing program as described in Mitigation Measure 10. Implementation of Mitigation Measure 10 would reduce potential transportation impact to a less than significant level and no further mitigation measures would be required

> **Mitigation Measure 10.** The project applicant shall appoint a part-time Rideshare Coordinator to ensure compliance with SJVAPCD Rule 9410 through preparation of an Employer Trip Reduction Implementation Plan to reduce single occupant vehicles and assist project employees in establishing trip reduction behaviors.

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
XVII. UTILITIES AND SERVICE SYSTEMS *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

XVIIa and b) Project implementation will have a limited but cumulative impact on domestic water, wastewater and storm drainage services. Local infrastructure improvements would be required in accordance with existing engineering standards. Citywide facility needs include both well and pumping facilities for domestic water, a new trunk system for sewage collection, and area-wide drainage facilities. The existing sewage treatment plant has exceeded Regional Water Quality Control Board discharge standards and a significant increase in treatment capacity is required. The City is presently pursuing completion of the necessary expansion of the wastewater treatment plant, and is exploring the application of water service revenues and capital facilities funds to implement needed water system enhancements. These Citywide facilities impacts are, and will continue to result from, ongoing development activity throughout the City.

Wastewater generated by project area development would be treated and disposed of by the City of Delano wastewater treatment plant. Based on construction of a planned expansion of facilities, the treatment and disposal capacity of the City's wastewater treatment is expected to be sufficient to serve the proposed project. Local sewer mains exist adjacent to the project site, and the adjacent uses are connected to the sewer system. Sewer system improvements may be needed to provide adequate service to the converted use. Any necessary improvements would be constructed as part of the project.

Domestic water required to serve the proposed project would be supplied by the City of Delano municipal water system. Local water mains exist adjacent to the project site, and the previous

use was connected to the water system. Water system improvements may be needed to provide adequate service to the converted use. Any necessary improvements would be constructed as part of the project.

The City of Delano's wastewater lift station, located in the median of S. Lexington Street immediately adjacent to the proposed packing plant, is near its operating capacity. If required by the City, a new surge tank will be installed for the plant process water to reduce the instantaneous flow into the City sewer system. The project would also include the relocation of an existing water line currently in an easement in the property directly north of the proposed project to the cul-de-sac to the north boundary of the proposed project. Because the proposed project includes these off-site utility improvements as part of the proposed project, there would be no adverse effects on water and wastewater capacity and operations. Because the water line relocation is on private property and would not result in major construction effects, this utility improvement would not result in adverse environmental effects and no mitigation measures would be required.

XVIIc) Based on the Meyer drainage study, the proposed project would be constructed at an elevation that exceeds the potential high water level in the area and the proposed project includes the construction of area drainage ponds. Because of these project improvements, the proposed project would not have adverse drainage effects and no mitigation measures would be required.

XVIId) The City of Delano currently obtains its water supplies from ground water and has sufficient water supplies (Wilson, personal communications). The proposed project demands are not anticipated to exceed the City's available water capacity (Wilson personal communications). Because the City of Delano currently has and anticipates to have adequate water capacity and the water demands from the proposed project are not anticipated to exceed available capacity, the proposed project would have a less than significant effect on water supplies and no mitigation measures would be required (Wilson, personal communications).

XVIIe) Because the City of Delano has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments, the proposed project would have a less than significant effect on public services and no mitigation would be required.

XVIIf) The proposed project is for the cleaning, sorting and packing of Clementine oranges for wholesale sales. The waste stream generated at the packing plant is anticipated to be normal office waste, lunchroom waste and ancillary packing materials (Swanson, personal communications). Almost all of the Clementine oranges and almost all of the packing material would leave the packing plant to distribution warehouses and retail stores and thus the packing operation would generate a nominal waste stream for an operation of its size. This waste stream is expected to be accommodated by dumpsters and recycling bins with weekly waste collection (Ince, personal communications). The City of Delano uses the Shafter-Wasco Sanitary Landfill, operated by Kern County Waste Management Department, located approximately 26 miles southwest of the city. The project would result in increased levels of solid waste to be disposed of

at the Shafter-Wasco Sanitary Landfill. According to the City of Delano Solid Waste Supervisor, the proposed packing plant waste stream can easily be accommodated by the city's existing landfill capacity (Ince, personal communications). According to the Kern County Waste Management Department's current projection, which is based upon current regional growth rate, the affected landfill site would reach capacity in 2055 (Kern County 2010; and Kidwell personal communications). When the Shafter –Wasco facility reaches capacity, the County intends to direct waste haulers to another regional landfill. At the time of a change in the future landfill location, Kern County Waste Management Department would be required to evaluate the potential environmental effects in accordance with CEQA and other applicable state and federal rules and regulations.

Because the proposed packing plant project would recycle a portion of the materials used and is not anticipated to generate a substantial waste stream, the proposed project would have a less than significant effect on the existing solid waste facility capacity and no mitigation measures would be required.

VIIg) The City of Delano complies with state and federal solid waste regulations. The City of Delano has a local recycling ordinance. All consumers are provided recycling receptacles and are required to comply with the recycling ordinance (Ince, personal communications). Because the project applicant, Paramount, already has an existing packing plant operation in the City of Delano and is in compliance with the recycling ordinance at its existing packing operation, it is anticipated that Paramount would be able to comply with Delano's recycling ordinance at its proposed Packing plant project. Thus the proposed project would have a less than significant effect on compliance with solid waste regulations and no mitigation measures would be required.

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

XVIIIa) Based on the Biological Survey (Pruett 2010), as presented in Section IV, Biological Resources, the proposed project does not directly or cumulatively 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. With incorporation of Mitigation Measures 1 through 4, the proposed packing plant project would avoid potential indirect effects to protected biological resources, and this potential effect would be reduced to a less than significant level. No additional mitigation measures would be required.

XVIIIb) All of the project's effects were evaluated in Sections 1 through XVII above. The only issue area where there is the potential for a cumulatively considerable effect, that has not already been addressed by the City of Delano's General Plan (2005), is potential future traffic impacts.

With implementation of Mitigation Measure 9, this potentially significant cumulatively considerable traffic effect has been reduced to a less than significant level. No further mitigation measures would be required to address potential cumulative effects.

XVIIIc) The Proposed Paramount Clementine Packing Plant project has been evaluated in its entirety in Sections I through XVIII of this Initial Study. Based on the record established above, the proposed packing plant project would have no direct or indirect environmental effects which will cause substantial adverse effects on human beings that have not been addressed through project design, best management practices or proposed mitigation measures. No addition mitigation measures would be required.

SUMMARY OF MITIGATION MEASURES

Mitigation Measure 1. The project sponsor shall implement "tailgate" training sessions for all construction personnel conducted by a qualified biologist, prior to initial ground disturbance, relative to all environmental federal, state, and local law. All construction personnel shall be trained in sensitive species identification and avoidance techniques and that any evidence, such as sensitive species activity, dens, or burrows, observed at anytime during construction be promptly reported to the reviewing agencies for resolution.

Mitigation Measure 2. The project sponsor or his agents shall cap all pipes, culverts, or similar structures with a diameter off our inches or greater to prevent entry of kit fox. All structures not capped or otherwise covered, shall be inspected prior to burial or closure to ensure no kit fox, or other protected species, become entrapped.

Mitigation Measure 3. During construction, the construction contractor shall provide escape ramps for any trenches or ditches left open during construction and deeper than two and a half feet.

Mitigation Measure 4. During construction, the construction contractor shall provide closed trash containers on site and that all trash or other food waste be placed in the designated containers.

Mitigation Measure 5. The project applicant shall require all diesel trucks to turn off their engines if stopping for more than 5 minutes.

Mitigation Measure 6. The project applicant shall ensure that all new air conditioning and refrigerant systems shall not use Hydrofluorocarbons (HFC).

Mitigation Measure 7. The project applicant shall provide port-side plugs to run Transportation Refrigeration Units (TRUs) if necessary or require TRU-vehicles turn-off and idle for no more than 5 minutes.

Mitigation Measure 8. The project applicant shall comply with measures as directed by the Division of Oil Gas and Geothermal Resources to address any potential abandoned oil or natural gas wells.

Mitigation Measure 9. When traffic signal warrants are met and intersection operations meet thresholds, the City of Delano shall install traffic signals and lane improvements at the intersections of: Highway 99 and Pond Road northbound ramps; Highway 99 and Pond Road southbound ramps; Pond Road and Browning Road; Schuster Road and Browning Road; and the Highway 99 and Woollomes Avenue interchange as established

in the City of Delano General Plan (2005) and directed by the Public Works Traffic Engineering Department. The applicant shall contribute a fair share cost of cumulative roadway and intersection improvements based on a fair share assessment prepared by the City of Delano. This assessment shall be completed before the issuance of an occupancy permit to the project applicant by the City of Delano.

Mitigation Measure 10. The project applicant shall appoint a part-time Rideshare Coordinator to ensure achievement of a 20 percent reduction in single occupant vehicles and assist project employees in establishing ridesharing partners. The Rideshare Coordinator shall also implement the annual transportation survey and implement all programs as required by the City of Delano and Kern County in achieving a reduction in single occupant vehicles.

6. Preparers

City of Delano
Keith Woodcock, Planning Director
Mike McCabe, Senior Planner

Swanson Engineering
Bob Swanson, Principal

Insight Environmental Services
Ron Hunter, Vice President/Principal
Valerie Rosenkrantz, Project Manager
Melissa McCormick, Technical Aide – URBEMIS runs, ISR Application
Matt Daniel, Associate Air Quality Engineer – EMFAC runs

7. References

Boyle Engineering Corporation. 1983. Kern County Flood Insurance Rate Maps. January 10, 1983.

California, State of, Air Resources Board (CARB). 2010. Ambient Air Quality Standards. February 16, 2010. Accessed at: http://www.arb.ca.gov/ by Valerie Rosenkrantz on July 20, 2010.

----------, 2007. CARB Staff Report, California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit, Nov. 16, 2007

California, State of, Department of Conservation. 1986. Important Farmland Maps for Kern County.

----------. 2006. Kern County Important Farmland Map, Rural Edition.

California, State of, Governor's Office of Planning and Research. CEQA Guidelines, 2010. http://ceres.ca.gov/ceqa/guidelines/ Site accessed July-July 2010 by Valerie Rosenkrantz.

Cultural & Historical Resource Inventory Data Base, (http://www.chridnet.com/registeredSites.cfm), site searched by Valerie Rosenkrantz on July 13, 2010.

Delano, City of, General Plan Update. December 2005.

Delano, City of. Police Department. Facility and service information provided by Mike McCabe, Senior Planner, City of Delano, by email to Valerie Rosenkrantz on July 29, 2010.

Kern, County of. 2008. Airport Land Use Compatibility Plan. September 23, 2008.

Kern, County of. 2007. General Plan.

Kern County Fire Department. 2010. http://www.kerncountyfire.org/ Site accessed on July 31, 2010 by Valerie Rosenkrantz.

Kern County Waste Management Department. 2010. Kern County Waste Management Department Annual Capacity Study for the Shafter-Wasco Recycling and Sanitary Landfill. January 1, 2010.

Kidwell, Gabriele. Site Engineer/Facility Manager. Shafter-Wasco Recycling and Sanitary Landfill. Telephone conversation with Valerie Rosenkrantz on August 2, 2010.

Ince, Joel. Solid Waste Supervisor. City of Delano Public Works. Telephone conversation with Valerie Rosenkrantz on July 15, 2010.

McCabe, Mike. Senior Planner. City of Delano. Various telephone conversations and emails with Valerie Rosenkrantz, July and August 2010.

Meyer, M, Civil Engineer. 2010. Letter Report to City of Delano Engineering Department; In regards to: Base Flood Elevations for Parcel 2 Notice of Compliance, Book 6627, Page 2118 O.R. – Paramount Citrus Project in the City of Delano. Dated June 16, 2010.

Paul Pruett and Associates, 2010. Letter Report Dated July 7, 2010. Pre-Activity Clearance Survey 44+/- Acres, Lexington Street, Delano, California.

San Joaquin Valley Air Pollution Control District (SJVAPCD). Environmental Review Guidelines Procedures for Implementing the California Environmental Quality Act. August 2000.

----------. Guidelines for Assessing and Mitigating Air Quality Impacts (GAMAQI), August 20, 1998 (Revised January 10, 2002).

----------.Current Rules and Regulations, August 2010, including Regulation VIII, Fugitive PM10 Prohibition, Rule 9410, Employer Based Trip Reduction, and 9510, Indirect Source Review. http://www.valleyair.org/rules/1ruleslist.htm, Site accessed July 31, 2010 by Valerie Rosenkrantz.

----------. Ambient Air Quality Standards and Valley Attainment Status. http://valleyair.org/aquinfo/attainment.htm, Site accessed June 2010 by Matt Daniels.

State Water Resources Control Board, 2010. Geo Tracker Data base. http://geotracker.swrcb.ca.gov/ Site accessed July 31, 2010 by Valerie Rosenkrantz.

Swanson, Bob. Owner. Swanson Engineering. Various telephone conversations and email with Valerie Rosenkrantz, June through August 2010.

TJKM Transportation Consultants. 2008. A Traffic Impact Analysis for RAILEX Development at the Southwest Corner of Schuster Road and Browning Road; Draft. January 4, 2008.

Transportation Research Board. 2000. Highway Capacity Manual 2000.

U. S. Department of Agriculture, Soil Conservation Service. 1988. Important Farmland Maps

U.S. Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, 1971.

U.S. Federal Emergency Management Department (FEMA), National Flood Insurance Program Maps, effective September 26, 2008.

Wilson, Craig. City of Delano Public Utilities. Telephone conversation with Bob Swanson on July 12, 2010

Woodcock, Keith, Community Development Director, City of Delano Community Development Department. Telephone Conversation with Valerie Rosenkrantz, June 26, 2010, July 2, 2010 and July 30, 2010.

8. Acronyms

Acronym/Abbreviation	***Definition***
ATCM	*Air Toxic Control Measure*
BMP	*Best Management Plan*
CARB	*California Air Resources Board*
CEQA	*California Environmental Quality Act*
CH_4	*Methane*
CNDDB	*California Natural Diversity Database*
CNEL	*Community noise equivalent level*
CO	*Carbon Monoxide*
CO_2	*Carbon Dioxide*
CO_2e	*Carbon Dioxide Equivalencies*
dB	*Decibel*
dBA	*A-weighted decibel*
EIR	*Environmental Impact Report*
ESCD	*Erosion Sediment Control Plan*
GAMAQI	*Guide to Assessing and Mitigating Air Quality Impacts*
GHG	*Greenhouse gases*
HFC	*Hydrofluorocarbon*
H_2S	*Hydrogen Sulfide*
ISR	*Indirect Source*
Ldn	*Day/night average sound level*
Leq	*Equivalent sound level*
LOS	*Level of Service*
Lmax	*Maximum sound level*
$MMTCO_2e$	*Million Metric Tons of Carbon Dioxide equivalent*
MMBtu	*Million Metric British Thermal Unit*

Acronym/Abbreviation	Definition
NAAQS	National Ambient Air Quality Standards
N_2O	Nitrous Oxide
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
OPR	Office of Planning and Research
PM_{10}	Suspended Particulate Matter; Ten micron Particulates
$PM_{2.5}$	Fine Particulate Matter
Ppm	Parts per million
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SJVAPCD	San Joaquin Valley Air Pollution Control District
SF_6	Sulfur Hexafluoride
SAAQS	State Ambient Air Quality Standards
SO_2	Sulfur Dioxide
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TRU	Transportation Refrigeration Unit
URBEMIS	URBan EMmisions software
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds