COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY

5961 South Mooney Boulevard
Visalia, CA 93277

Initial Study and Mitigated Negative Declaration

RIVERS INDUSTRIAL PARK

(PZC 21-009)

July 2022

Prepared by
County of Tulare Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division

INITIAL STUDY CHECKLIST

1. **Project Title:** Rivers Industrial Park (PZC 21-009)

2. **Lead Agency:** County of Tulare
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277

3. **Contact Persons:** Hector Guerra, Chief, Environmental Planning Division – 559-624-7121

4. **Project Location:** Southeast Corner of State Route 65 and Avenue 124 (APN 302-124-003), approximately four (4) miles south of the City of Porterville and four (4) miles north of the unincorporated community of Terra Bella in Tulare County, California. See **Figure 1**.

5. **Applicant:** Rivers Investment Group
624 N. Maurer Street
Porterville, CA 93257

6. **Owner(s)** Rainbow Insurance Services Inc.
PO Box 11089
Terra Bella, CA 93270

7. **Latitude, Longitude:** 36º 0' 54" N / 119 º 2' 20" W (at intersection of SR 65 and Avenue 124)

8. **General Plan Designation:** Valley Agricultural

9. **Zoning:** AE-10 (Exclusive Agricultural – 10 Acre Minimum)

10. **Description of Project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)** The proposed Project is to develop 3.8-acres of a 29.29-acre site into a 50,000 square-feet (s.f.) light industrial park (see **Figure 2**). The industrial building will be built to suit and will accommodate eight tenants at 6,250 s.f. per tenant. To support the industrial park, 10 ADA parking stalls, 42 standard parking stalls and 12 loading docks will also be constructed. It is anticipated that the industrial park will employ up to 24 people and operate Monday – Saturday from 8:00am to 5:00 pm. The site is currently vacant but has historically been utilized for agricultural purposes. There are two static billboards on site that will be removed as part of the project.

    The proposed industrial park is consistent with the General Plan Designation of Valley Agricultural, but will require the approval of a zone change from AE-10 (Exclusive Agriculture–10 Acre Minimum) to M-1 (Light Manufacturing) by Tulare County. The Light Manufacturing zone allows the manufacturing, assembling, packaging, treatment and processing of products other than those which may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise, or other similar causes.

11. **Surrounding land uses and setting (Brief description):**
    North: Agriculture (Commercial agricultural trucking and orchard)
    South: Agriculture (Commercial agriculture and row crops)
    East: Agriculture (Orchard)
    West: Highway/Agriculture (State Route 65 and orchard)

12. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** Caltrans, Regional Water Quality Control Board, California Water Service Company, San Joaquin Valley Unified Air Pollution Control District, other TBD.

13. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that include, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc?** Pursuant to AB 52, a Sacred Land File (SLF) request was submitted to the Native American Heritage Commission (NAHC) on May 27, 2022. The NAHC responded that it could take 6-8 week for the results of the SLF to be made available. As of July 5, 2022, no response has been received. On May 31, 2022, tribal consultation notices were sent via email to thirteen (13) tribal contacts representing seven (7) Native American tribes. Tribal consultation notices were sent via certified mail on June 1, 2022, to eleven (11) tribal contacts. As of the date of this IS/MND, the County has received responses from two (2) tribes, the Tubatulabals of Kern Valley and Dunlap Band of Mono Indians, indicating that they had no comments on the Project. Mitigation measures have been included in the project to reduce potential impacts on tribal cultural resources in the unlikely event that any are unearthed during construction-related activities.

Figure 1. Aerial Vicinity Map

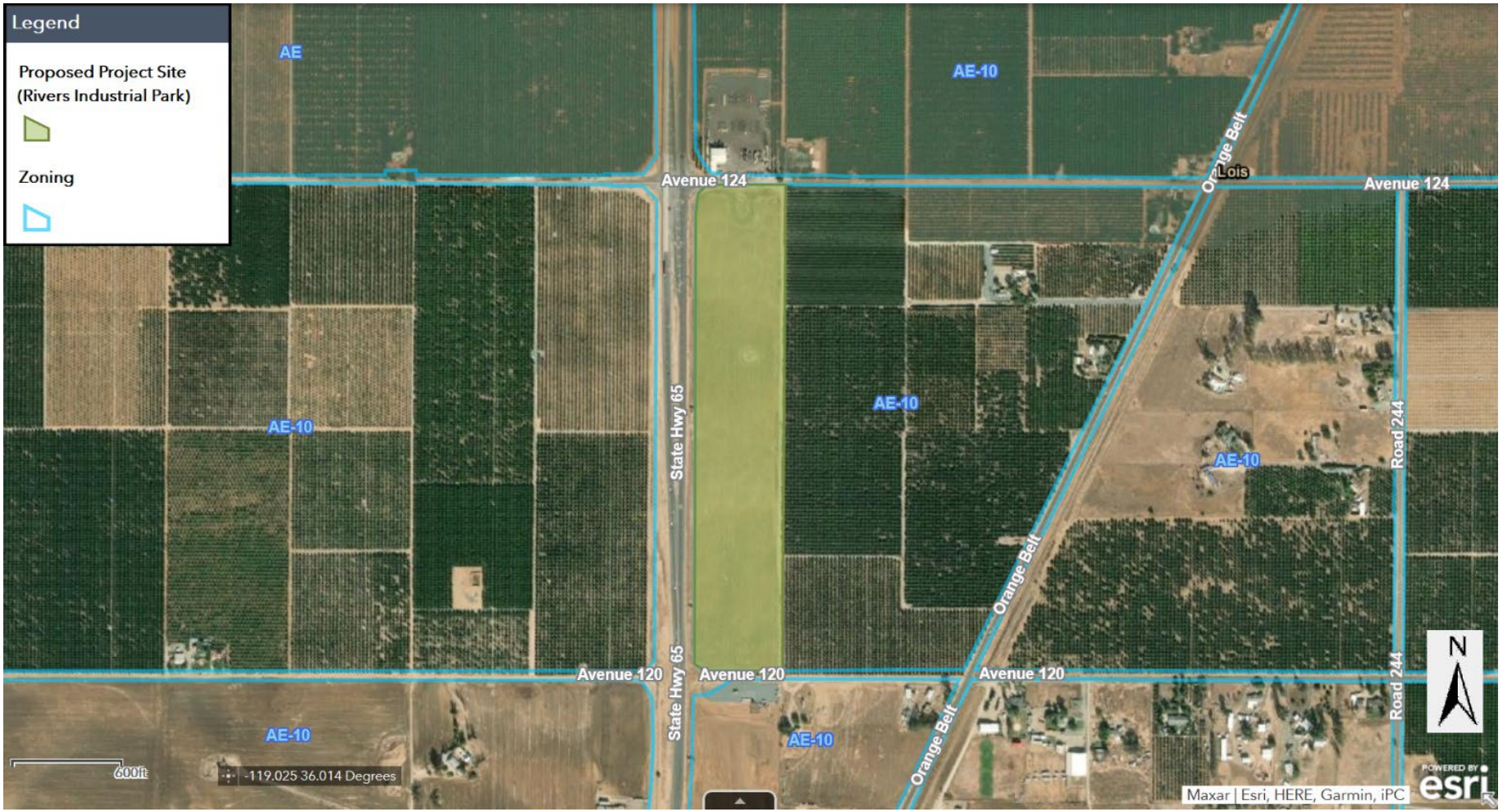


Figure 2. Site Plan

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

B. DETERMINATION

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because revisions in the project have been made 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.

Signature: _____ Date: 7/06/22

Hector Guerra
Printed Name

Chief Environmental Planner
Title

Signature: _____ Date: 7/6/22

Reed Schenke, P.E.
Printed Name

Environmental Assessment Officer
Title

C. EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" 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 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," as described in (5) below, 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 the following:

   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 significance.

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

Environmental Setting

Tulare County is located in a predominately agricultural region of central California. The terrain in the County varies. The western portion of the County includes a portion of the San Joaquin Valley (Valley), and is generally flat, with large agricultural areas with generally compact towns interspersed. In the eastern portion of the County are foothills and the Sierra Nevada mountain range. The project site is located on the Valley floor in the Rural Valley Lands Plan, which is very fertile and has been intensively cultivated for many decades. Agriculture and related industries such as agricultural packing and shipping operations and small and medium sized manufacturing plants make up the economic base of the Valley region. Many communities are small and rural, surrounded by agricultural uses such as row crops, orchards, and dairies. From several locations on major roads and highways throughout the County, electric towers and telephone poles are noticeable. Mature trees, residential, commercial, and industrial development, utility structures, and other vertical forms are highly visible in the region because of the flat terrain. Where such vertical elements are absent, views are expansive. Most structures are small; usually one story in height, though occasionally two-story structures can be seen commercial or industrial agricultural complexes. The County provides a wide range of views from both mobile and stationary locations.[1]

The proposed Project site is located approximately four (4) miles south of the City of Porterville, Tulare County, California. The aesthetic features of the existing visual environment in the proposed Project area are predominantly rural in nature, that is, agricultural uses are located north, west, south, and east of the Project site. Topographically, the Project site is generally flat (less than 5 percent slope across the site) with an average elevation of approximately 282 feet above mean sea level and has historically been used for irrigated row crop cultivation. Other than nearby scattered rural residences and predominantly agriculturally productive lands, there are no scenic resources such as rivers, lakes, rock outcroppings, historical structures, etc., within or near the Project area.

Regulatory Setting

Federal

Aesthetic resources are protected by several federal regulations, none of which are relevant to this Project because it will not be located on lands administered by a federal agency nor is the Project applicant requesting federal funding or any federal permits.

State

Nighttime Sky – Title 24 Outdoor Lighting Standards

The California Energy Commission (CEC) adopted changes to Title 24, Parts 1 and 6, Building Energy Efficiency Standards (Standards), on November 5, 2003. These new Standards became effective on October 1, 2005. The most recent edition of the

[1] Tulare County 2030 General Plan: Recirculated Draft EIR (RDEIR). Page 3.1-11.

Standards (as of the preparation date of this IS/MND) are contained in the 2019 Building Energy Efficiency Standards. Included in the changes to the Standards are new requirements for outdoor lighting. The requirements vary according to which "Lighting Zone" the lighting equipment is located. The Standards contain lighting power allowances for newly installed equipment and specific alterations that are dependent on which Lighting Zone the project is located. Existing outdoor lighting systems are not required to meet these lighting power allowances. However, alterations that increase the connected load, or replace more than 50% of the existing luminaires (for each outdoor lighting application that is regulated by the Standards) must comply with the lighting power allowances for newly installed equipment.

The Standards base the allowable lighting power on the brightness of the surrounding conditions. The eyes adapt to darker surrounding conditions, and less light is needed to properly see; conversely, when the surrounding conditions are brighter, more light is needed to see. The least lighting power is allowed in Lighting Zone 1 and increasingly more lighting power is allowed in Lighting Zones 2, 3, and 4.

The CEC defines the boundaries of Lighting Zones based on U.S. Census Bureau boundaries for urban and rural areas as well as the legal boundaries of wilderness and park areas (see Standards Table 10-114-A). By default, government designated parks, recreation areas and wildlife preserves are Lighting Zone 1; rural areas are Lighting Zone 2; and urban areas are Lighting Zone 3. Lighting Zone 4 is a special use district that may be adopted by a local government[2]

California Scenic Highway Program

The Scenic Highway Program allows county and city governments to apply to the California Department of Transportation (Caltrans) to establish a scenic corridor protection program which was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. Two Eligible State Scenic Highways occur in Tulare County, SRs 198 and 190; however, they are not Designated State Scenic Highways.

Local

Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update: Chapter 7 – Scenic Landscapes, contains the following goals and policies that relate to aesthetics, preservation of scenic vistas and daytime lighting/nighttime glare and which have potential relevance to the Project's CEQA review:

SL-1.1 Natural Landscapes which requires new development to not significantly impact or block views of Tulare County's natural landscapes*;*

SL-1.2 Working Landscapes which requires that new non-agricultural structures and infrastructure located in or adjacent to croplands, orchards, vineyards, and open rangelands be sited so as to not obstruct important viewsheds and to be designed to reflect unique relationships with the landscape; and

SL-2.1 Designated Scenic Routes and Highways which is intended to protect views of natural and working landscapes along the County's highways and roads by maintaining a designated system of County scenic routes and State scenic highways.

Project Impact Analysis

a) Less Than Significant Impact: For the purposes of this Project, a scenic vista is defined as an area that is designated, signed, and accessible to the public for the purpose of viewing and sightseeing. The Project site is located on the floor of the San Joaquin Valley in south-east Tulare County. The site is adjacent to agricultural (production and/or commercial) uses to the north, west, south, and east. The Project would be low-profile (that is, no building/structure will be greater than 35' feet in height) as zoning height limitations would restrict structures to no greater than a two-story equivalent (i.e., 2-½ stories and not to exceed 35 feet maximum). No parts of the Project would obstruct local scenic views or be visually intrusive or incompatible with the surrounding area. There are no designated scenic vistas within visible distance of the Project site (County of Tulare, 2010). Therefore, the Project would have less than significant on a scenic vista.

[2] California Department of Energy. Title 24 2019 Building Energy Efficiency Standards. 10-114-Determination of Outdoor Lighting Zone and Administrative Rule for Use. Pages 42 and 43. Accessed 2021 May 2022 at: 2019 Building Energy Efficiency Standards (ca.gov)

b) No Impact: There are no rock outcroppings, historic buildings, or other designated scenic resources within or near the Project site. The California Scenic Highway Program allows counties to nominate an eligible scenic highway to be approved by the California Department of Transportation and placed under the scenic corridor protection program. In Tulare County, there is currently one officially designated scenic highway, and two highways that are eligible for designation. Approximately two miles of the officially designated Scenic Highway (State Route) 180 passes through Tulare County, but this segment of SR 180 is greater than 50 miles north of the Project site. Additionally, there are two Candidate State Scenic Highways, SR 198, (beginning east of SR 99) greater than 30 miles north of the Project site, and SR 190, approximately three miles north of the Project site. As such, the Project is not located within the viewshed of any of the listed designated or eligible highway segments.

Additionally, the County of Tulare identified a number of County Scenic Roads in its 2012 General Plan Update; however, none of the roads are near or within the vicinity of the Project site. As a result, the Project would have no impact on existing scenic resources or highways. As noted earlier, the Project is located in a relatively flat area and does not contain scenic resources such as significant trees, rock outcroppings, or historic buildings. Therefore, there would be no impact to an eligible or designated state scenic highway or other scenic resources as a result of the proposed Project.

c) Less Than Significant Impact: As noted earlier, the Project site is located in a predominantly agricultural area with existing agricultural uses to the north, west, south, and east. On clear days, the Sierra Nevada Mountains' highest peaks are visible despite being located greater than 50 miles east of the Project site. The Project would result in the planned transition of vacant land to light manufacturing uses and will be consistent with the regional viewshed. As such, the sites transition to a light manufacturing would not substantially degrade the existing visual character or quality of the site and its surroundings. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality resulting in a less than significant impact to this resource.

d) Less Than Significant Impact: Per the requirements of the Rural Valley Lands Plan, lighting should be shielded and point downward, exterior architectural lighting should fully compliment a building's design, and street lighting features should fully compliment a building design and character. As such, any impacts will be less than significant.

Cumulative Analysis

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan Background Report, Tulare County 2030 General Plan EIR, and/or Rural Valley Lands Plan Update and EIR.

As the proposed Project will not create significant Project-specific visual impacts, as the proposed Project will result in less than significant Project-specific or Cumulative Impacts related to this Checklist Item.

2. AGRICULTURAL AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the Rural Valley Lands Plan point evaluation system prepared by the County of Tulare as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental 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:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b)	Conflict with existing zoning for agriculture use, or a Williamson Act contract?	☐	☐	☒	☐
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources code	☐	☐	☐	☒

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

Environmental Setting

The *2020 Tulare County Annual Crop and Livestock Report* stated "Tulare County's total gross production value for 2020 is $7,140,076,500 This represents a decrease of $365,275,600 or 4.9% below the 2019's value of $7,505,352,100. Milk continues to be the leading agricultural commodity in Tulare County; with a gross value of $1,866,696,000, an increase of $254,626,000 or 15.8%. Milk represents 26.1% of the total crop and livestock value for 2020. Total milk production increased by 1.5%. Livestock and Poultry's gross value of $671,896,000 represents an increase of 1% above that of 2019, mostly due to the higher per unit value for both cattle and poultry. The total value of all Field Crop production was $504,947,000, an increase of 1.8% from the previous year. Fruit and Nut commodities were valued at $3,832,212,000 a decrease of 15.9%. This decrease can be partially attributed to the decrease in Almond, Grape, Peach, and Tangerine values. Nursery Products increased by 49.3% compared to 2019, with an overall value of $108,697,000. Vegetable Crops were valued at $26,289,000, representing a 31.9% increase. Tulare County's agricultural strength is based on the diversity of crops produced. The 2020 Crop and Livestock Report covers more than 120 different commodities, 43 of which have a gross value in excess of $1,000,000. Although individual commodities may experience difficulties from year to year, Tulare County continues to produce high-quality crops that provide food and fiber to more than 96 countries throughout the world."[3]

The most recent statewide California Farmland Conversion Report (CFCR) from the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) assesses statewide farmlands from the period 2014-2016. However, Tulare County specific data from the period 2014-2016 indicates that agricultural lands in Tulare County in 2014 included 859,171 acres of important farmland (designated as FMMP Prime, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance) and 439,961 acres of grazing land, for a total of 1,299,132 acres of agricultural land.[4]

Farmlands of Statewide Importance are defined as "lands similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date."[5]

As noted earlier, the proposed Project site is located approximately four (4) miles south of the City of Porterville, Tulare County, California. The proposed Project area is predominantly rural in nature, that is, agricultural uses are located north, west, south, and east of the Project site. SR 65 is immediately west of and adjacent to the site. Topographically, the Project site is generally flat (less than 5 percent slope across the site) with an average elevation of approximately 282 feet above mean sea level and has historically been used for irrigated row crop cultivation. Other than predominantly agriculturally productive lands, there are also scattered rural residences within the vicinity of the proposed Project location.

Important Farmland Trends

Using data collected by the FMMP, farmland acreage has been consistently decreasing for each two-year period since 1998[6]. In the 2010 FMMP analysis, Tulare County lost 17,502 acres of important farmland, and 17,748 acres of total farmland between 2008 and 2010; 13,815 acres of important farmland, and 14,216 acres of total farmland between 2010 and 2012; and 17,441 acres of important farmland, and 17,678 acres of total farmland between 2012 and 2014.[7] However, as recent as 2014-2016, Tulare County gained 1,469

[3] 2020 Tulare County Crop and Livestock Report, September 2021. Cover letter from Tom Tucker, II, Agricultural Commissioner. Accessed May 2022 at https://agcomm.co.tulare.ca.us/standards-and-exclusion/crop-reports1/crop-reports-2011-2020/2020-crop-and-livestock-report/

[4] California Department of Conservation, Division of Land Resource Protection. Department of Conservation, Farmland Mapping and Monitoring Program, *Table 2014-2016. Table A-44, Part I.* Accessed May 2022 at: http://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx. *The California Farmland Conversion Report 2014-2016* Accessed May 2022 at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/2014-2016_Farmland_Conversion_Report.aspx.

[5] Ibid.

[6] California Department of Conservation, Division of Land Resource Protection, "Williamson Act Status Report (2010)". Page 14. Accessed May 2022 at: https://www.conservation.ca.gov/dlrp/wa/Pages/stats_reports.aspx.

[7] Tulare County Land Use Conversion Tables 2008-2010, 2010-2012, 2012-2014, and 2014-2016. Table A-44, Part III. Accessed May 2022 at:

acres of important farmland, but also lost 2,513 acres of total farmland.[8] Between 2016 and 2018, the county lost 109 acres of important farmland while overall gaining 171 acres across all agricultural land.[9]

"For Tulare County and the surrounding region, the reported major cause of this conversion is the downgrading of important farmlands to other agricultural uses (e.g., such as expanded or new livestock facilities, replacing irrigated farmland with non-irrigated crops, or land that has been fallow for six years or longer)."[10]

Forest Lands

"Timberlands that are available for harvesting are located in the eastern portion of Tulare County in the Sequoia National Forest. Hardwoods found in the Sequoia National Forest are occasionally harvested for fuel wood, in addition to use for timber production. Since most of the timberlands are located in Sequoia National Forest, the U.S. Forest Service has principal jurisdiction, which encompasses over 3 million acres. The U.S. Forest Service leases these federal lands for timber harvests."[11]

As the proposed Project is located on the Valley floor, there is no timberland or forest in the Project vicinity.

Regulatory Setting

Federal

Federal regulations for agriculture and forest resources are not relevant to this project because it is not a federal undertaking (the Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or any federal permits).

State

California Environmental Quality Act (CEQA) Definition of Agricultural Lands

Public Resources Code Section 21060.1 defines "agricultural land" for the purposes of assessing environmental impacts using the FMMP. The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and the conversion of these lands. The FMMP serves as a tool to analyze agricultural land use and land use changes throughout California. As such, this Project is being evaluated using the FMMP pursuant to CEQA.

California Department of Conservation, Division of Land Resource Protection Farmland Mapping and Monitoring Program

The California Department of Conservation (DOC) applies the Natural Resources Conservation Service (NRCS) soil classifications to identify agricultural lands. These agricultural designations are used in planning for the present and future of California's agricultural land resources. Pursuant to the DOC's FMMP, these designated agricultural lands are included in the Important Farmland Maps (IFM). As noted earlier the FMMP was established in 1982 to assess the location, quality and quantity of agricultural lands, and the conversion of these lands. The FMMP serves as tool to analyze agricultural land use and land use changes throughout California. The DOC has a minimum mapping unit of 10 acres, with parcels that are smaller than 10 acres being absorbed into the surrounding classifications.

The following list provides a comprehensive description of all the categories mapped by the DOC. Collectively, lands classified as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland are referred to as Farmland.[12]

- Prime Farmland. Farmland that has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

http://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx.

[8] Tulare County Land Use Conversion Tables 2014-2016. Table A-44, Part I. Accessed May 2022 at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx..

[9] Tulare County Land Use Conversion Tables 2016-2018. Accessed May 2022 at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx.

[10] Tulare County General Plan 2030 Update Recirculated Draft EIR (SCH # 2006041162). Page 3.10-6. Accessed May 2022 at: http://generalplan.co.tulare.ca.us/documents.html then locate "Recirculated Draft Environmental Impact Report February 2010 Draft", select "Recirculated DEIR". And, Tulare County General Plan 2030 Update Background Report. Page 4-25. Tulare County. General Plan 2030 Update Background Report. Accessed May 2022 21 at: http://generalplan.co.tulare.ca.us/documents.html then locate "Background Report February 2010", select "February 2010 Background Report".

[11] Ibid. 4-20.

[12] California Department of Conservation. FMMP – Important Farmland Map Categories. Accessed May 2022 at: Important Farmland Categories

- Farmland of Statewide Importance. Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- Unique Farmland. Farmland of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but may include non-irrigated groves or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- Farmland of Local Importance. Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- Grazing Land. Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- Urban and Builtup Land. Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- Other Land. Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

California Land Conservation Act (Williamson Act)

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The Department of Conservation assists all levels of government, and landowners in the interpretation of the Williamson Act related government code. The Department also researches, publishes and disseminates information regarding the policies, purposes, procedures, and administration of the Williamson Act according to government code. Participating counties and cities are required to establish their own rules and regulations regarding implementation of the Act within their jurisdiction. These rules include but are not limited to: enrollment guidelines, acreage minimums, enforcement procedures, allowable uses, and compatible uses.[13]

Williamson Act Contracts are formed between a county or city and a landowner for the purpose of restricting specific parcels of land to agricultural or related open space use. Private land within locally-designated agricultural preserve areas are eligible for enrollment under a contract. The minimum term for contracts is ten years. However, since the contract term automatically renews on each anniversary date of the contract, the actual term is essentially indefinite. Landowners receive substantially reduced property tax assessments in return for enrollment under a Williamson Act contract. Property tax assessments of Williamson Act contracted land are based upon generated income as opposed to potential market value of the property.[14]

Forestry Resources

State regulations regarding forestry resources are not relevant to the proposed project because no forestry resources exist at the Project site.

Local

County of Tulare

The Tulare County General Plan has a number of policies that apply to projects within the County of Tulare.[15] The following General Plan policies apply to the proposed Project: Policies designed to promote future development patterns that focus growth within established community areas and to mitigate loss of agricultural lands include the following:

AG-1.4 Primary Land Use wherein the County shall support non-renewal or cancellation processes that meet State law for lands within UDBs and HDBs;

[13] California Department of Conservation. Williamson Act Program. Accessed May 2022 at: https://www.conservation.ca.gov/dlrp/wa.

[14] California Department of Conservation. Williamson Act Contracts. Accessed May 2022 at: https://www.conservation.ca.gov/dlrp/wa/Pages/contracts.aspx.

[15] Tulare County General Plan 2030 Update, Part 1 – Goals and Policies Report.

AG-1.6 Conservation Easements wherein the County shall consider developing an Agricultural Conservation Easement Program (ACEP) to help protect and preserve agricultural lands (including "Important Farmlands"), as defined in this Element;

LU-1.8 Encourage Infill Development wherein the County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development;

LU-2. Agricultural Lands the County shall maintain agriculturally-designated areas for agriculture use and by directing urban development away from valuable agricultural lands to cities, unincorporated communities, hamlets, and planned community areas where public facilities and infrastructure are available;

LU-2.2 Agricultural Parcel Splits wherein the County shall deny requests to create parcels less than the minimum allowed size in agricultural designated areas, unless specifically provided by Division of Land Exceptions in the Tulare County Zoning Ordinance, as may be adopted by the Board of Supervisors, based on concerns that these parcels are less viable economic farming units and that the resultant increase in residential density increases the potential for conflict with normal agricultural practices on adjacent parcels. Evidence that the affected parcel may be an uneconomic farming unit due to its current size, soil conditions, or other factors shall not alone be considered a sufficient basis to grant an exception. The RVLP shall be the tool to determine the viability of a given agricultural parcel in the valley and its ability to be subdivided, unless specifically provided by Division of Land Exceptions in the Tulare County Zoning Ordinance;

LU-2.5 Agricultural Support Facilities wherein the County shall encourage beneficial reuse of existing or vacant agricultural support facilities for new businesses (including non-agricultural uses);

PF-1.1 Maintain Urban Edges wherein the County shall strive to maintain distinct urban edges for all unincorporated communities within the valley region or foothill region, while creating a transition between urban uses and agriculture and open space;

PF-1.2 Location of Urban Development wherein the County shall ensure that urban development only takes place in the following areas:

1. Within incorporated cities and CACUDBs;
2. Within the UDBs of adjacent cities in other counties, unincorporated communities, planned community areas, and HDBs of hamlets;
3. Within foothill development corridors as determined by procedures set forth in Foothill Growth Management Plan;
4. Within areas set aside for urban use in the Mountain Framework Plan and the mountain sub-area plans; and
5. Within other areas suited for non-agricultural development, as determined by the procedures set forth in the Rural Valley Lands Plan;

PF-1.3 Land Uses in UDBs/HDBs wherein the County shall encourage those types of urban land uses that benefit from urban services to develop within UDBs and HDBs. Permanent uses which do not benefit from urban services shall be discouraged within these areas. This shall not apply to agricultural or agricultural support uses, including the cultivation of land or other uses accessory to the cultivation of land provided that such accessory uses are time-limited through Special Use Permit procedures;

PF-1.4 Available Infrastructure wherein the County shall encourage urban development to locate in existing UDBs and HDBs where infrastructure is available or may be established in conjunction with development. The County shall ensure that development does not occur unless adequate infrastructure is available, that sufficient water supplies are available or can be made available, and that there are adequate provisions for long term management and maintenance of infrastructure and identified water supplies;

PF-1.5 Planning Areas wherein County policies reflect the unique attributes of the various locations and geographic areas in the County. As such, there are policies applicable to one area of the County that are not applicable to others based on natural setting, topography, habitat, existing development, or other attributes which are unique within the planning context of the County;

PF-1.6 Appropriate Land Uses by Location wherein the County shall utilize the Land Use Element and adopted CAC General Plans, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, or Area Plans to designate land uses and intensities that reflect and maintain the appropriate level of urbanized development in each CAC General Plan, Community Plan, Hamlet Plan, Planned Community, Corridor Area, or Area Plan;

PF-2.3 UDB and Other Boundaries wherein the County shall provide notice and opportunity for special districts, school districts, and other service providers when evaluating the expansion of a Community's UDB; and

PF-2.4 Community Plans wherein the County shall ensure that community plans are prepared, updated, and maintained for each of the communities. These plans shall include the entire area within the community's UDB and shall address the community's short and long term ability to provide necessary urban services.

Rural Valley Land Plans

For the unincorporated valley portions of Tulare County, growth is guided by the land use policies in the Rural Valley Lands Plan (RVLP)[16] and Planning Framework Element[17] of the Tulare County General Plan 2030 Update.

"Tulare County has identified land for urbanization according to four categories: 1) lands in and around incorporated cities, 2) lands in and around unincorporated communities, 3) lands in foothill development corridors, and 4) lands that qualify under the RVLP. The county is legally responsible for the planning and regulation of all lands that fall outside incorporated city limits, even though cities adopt their own general plans for the incorporated area and a portion of surrounding unincorporated area."[18]

"The RVLP applies to about 773,500 acres of the valley portion of the County, outside the planned Urban Development Boundaries (UDB) and generally below the 600-foot elevation contour line along the foothills of the Sierra Nevada Mountain Range. … The purpose of the RVLP is to protect and maintain the agricultural viability of rural valley areas by establishing requirements for exclusive agricultural zoning (containing minimum parcel sizes) appropriate to sustain agriculture and implementing a policy that utilizes resource information to determine the suitability of rural lands for nonagricultural uses. The goal of the RVLP is to "sustain the viability of Tulare County agriculture by restraining division and use of land which is harmful to continued agricultural use." The RVLP utilizes five exclusive agriculture (AE) zones, each requiring a different minimum parcel size (ranging from five to eighty acres). These zones are as follows: AE, AE-10, AE-20, AE-40, and AE-80. The number designation on each zone generally reflects the minimum acres of land needed to productively farm a certain crop at a commercial level."[19]

"In order to grant an exception for the use of the AE zone on properties that have minimal or no agricultural value, a point system is used to evaluate property suitability. Points are awarded for various factors such as parcel size, available public services, and surrounding land uses. Parcels determined to be more suitable for nonagricultural uses may be zoned (discretionary review required) for urban/suburban uses. Parcels that do not meet the requirements for rezoning are not allowed to rezone and must remain agriculturally zoned. … The RVLP point system [is used] to determine whether a site is suitable to rezone from an agricultural zone on the Valley floor to an urban zone. The county shall not allow re-zoning of parcels that accumulate 17 or more points according to the RVLP Development Criteria. If the number of points accumulated is 11 or less, the parcel may be considered for nonagricultural zoning. A parcel receiving 12 to 16 points shall be determined to have fallen within a "gray" area in which no clear cut decision is readily apparent. In such instances, the Planning Commission and Board of Supervisors shall make a decision based on the unique circumstances pertaining to the particular parcel of land, including factors not covered by this system."[20]

Tulare County Agricultural Conservation Easement Program

The Tulare County Agricultural Conservation Easement Program (ACEP, see Appendix "A") was established to allow the use of agricultural easements to reduce or mitigate any significant impacts resulting from the conversion of certain agricultural land to non-agricultural uses. Resolution 2016-0323, adopted by the Tulare County Board of Supervisors on May 3, 2016, requires the use of farmland conservation easements or other farmland conservation mechanisms for projects requiring County discretionary land use entitlements and the conversion of five (5) or more acres of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses.

"CRITERIA FOR AN EASEMENT: A "Farmland conservation easement" means for the purposes of this ACEP, an easement over agricultural land for the purpose of restricting its use for the term set forth in this resolution for primarily agricultural and agricultural-compatible uses. Any easement offered or used under this program shall, at a minimum, meet these criteria:

A) Preferably the easement will be located in Tulare County but other suitable land may be encumbered subject to approval by the Board of Supervisors.
B) The easement will include Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.

[16] Tulare County General Plan 2030 Update, Part II – Area Plan Policies, Chapter 1 – Rural Valley Lands Plan.

[17] Tulare County General Plan 2030 Update, Part I – Goals and Policies Report, Chapter 2 – Planning Framework.

[18] Tulare County General Plan 2030 Update Background Report. Page 3-6.

[19] Ibid. 3-13.

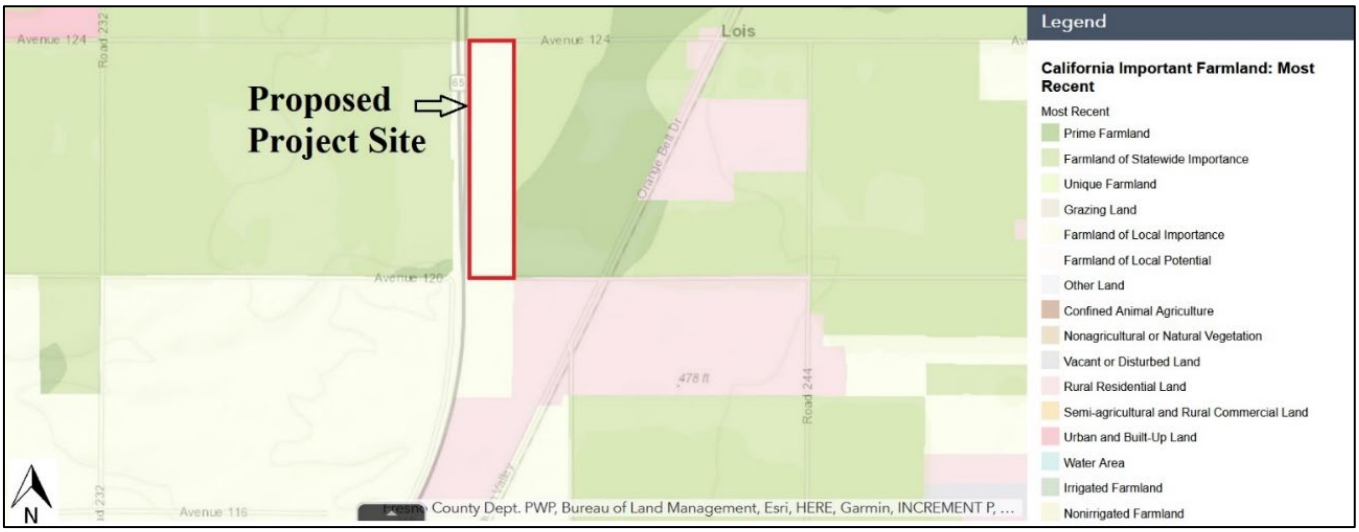
[20] Op. Cit. 3-14.

C) The land placed under the easement must be of substantially the same quality, have or could acquire access to water, and could otherwise be feasibly cultivated.
D) The land placed under the easement must be at a minimum of a one to one (1:1) ratio or its functional equivalent to the loss of defined agricultural lands mitigated." [21]

Project Impacts Analysis

a) Less Than Significant Impact: As noted earlier, the zone change from AE-10 to M-1 (Light Manufacturing) requested as part of the Project is consistent with the General Plan Designation of Valley Agricultural, and the Rural Valley Lands Plan. The Project is located on land currently zoned as Exclusive Agriculture – 10 acre minimum. The site is situationally suited for conversion as it provides a contiguous, practical expansion of manufacturing uses. As shown in the FMMP Map (**Figure 2-1**), the site is located on Farmland of Local Importance and as such, is not considered "Farmland" by the Department of Conservation. Accordingly, there would be a less than significant impact.

Figure 2-1: FMMP Map



b) Less Than Significant Impact: The Project site is zoned AE-10 and is not under a Williamson Act Contract. As it is the desire of the applicant to permanently discontinue previous agricultural-related activity on the site (due to its location and proximity to SR 65), the change of zone from AE-10 to M-1 would allow a more structured transition from an agriculture zone to a light industrial zone. As such, the proposed Project would not conflict with existing zoning or a Williamson Act Contract and a less than significant impact would occur.

c) and d) No Impact: The Project will not occur on land zoned as forest land or timberland, or result in a loss of forest land. As such, the Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources code 12220(g), timberland (as defined in Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).

e) No Impact: The Project site is not located near land zoned as forest land or timberland and therefore would not result in any changes in the environment that might convert forest land to non-forest land. Therefore, no other changes to the environment are anticipated that could result in the conversion of farmland to non-farmland. There would be no impact on this item.

Cumulative Impacts Analysis

The geographic area of this cumulative analysis is Tulare County and the State of California. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan Background Report, and the Tulare County 2020 Annual Crop Report.

[21] Tulare County Agricultural Conservation Easement Program. Pages 6 to 7.

As the proposed Project will not result in the conversion of agricultural land or incompatibility with agricultural zoning, the proposed Project will result in less than significant Project-specific or Cumulative Impacts related to this Checklist Item.

3.	AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result is other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

The proposed Project is located in the San Joaquin Valley Air Basin (SJVAB), a continuous inter-mountain air basin. The Sierra Nevada Range forms the eastern boundary; the Coast Range forms the western boundary; and the Tehachapi Mountains form the southern boundary. These topographic features restrict air movement through and beyond the SJVAB. The SJVAB is comprised of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare Counties and the valley portion of Kern County; it is approximately 25,000 square miles in area. Tulare County lies within the southern portion of the SJVAB. Topography and climate in the SJVAB are unusually favorable for the development of air pollution, especially in the southern portion of the air basin where pollutants build up against the Tehachapi Mountains. Due to the SJVAB's light wind patterns, long periods of warm and sunny days, and surrounding mountains, air quality problems can occur at any time of the year. Air resources in the SJVAB are managed by the San Joaquin Valley Unified Air Pollution Control District (Air District or SJVAPCD). The Air Quality Resource section is analyzed in detail in the Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum (Memo) prepared by Johnson Johnson and Miller Air Quality Consulting Services. The Memo is provided in its entirety in Attachment A.

As noted earlier, the proposed Project site is located approximately four (4) miles south of the City of Porterville, Tulare County, California and lies within the SJVAB. The proposed Project area is predominantly rural in nature, that is, agricultural uses are located north, west, south, and east of the Project site. Topographically, the Project site is generally flat (less than 5 percent slope across the site) with an average elevation of approximately 282 feet above mean sea level and has historically been used for irrigated row crop cultivation. Other than predominantly agriculturally productive lands, there are also scattered rural residences within the vicinity of the proposed Project location.

Ambient Air Quality Standards

Both the federal government (through the United State Environmental Protection Agency (EPA)) and the State of California (through the California Air Resources Board (CARB or ARB)) have established health-based ambient air quality standards (AAQS) for six air pollutants, commonly referred to as "criteria pollutants." The six criteria pollutants are: carbon monoxide (CO), ozone (O3), sulfur dioxide (SO2), nitrogen dioxide (NO2), particulate matter (PM10 and PM2.5), and lead (Pb).

Criteria Pollutants Assessed

The following criteria air pollutants were assessed in the Technical Memo (included in Attachment A of this document): reactive organic gases (ROG), oxides of nitrogen (NOX), carbon monoxide (CO), sulfur dioxide (SO2), particulate matter less than 10 microns in diameter (PM10), and particulate matter less than 2.5 microns in diameter (PM2.5). Note that the proposed Project would emit ozone precursors ROG and NOX. However, the proposed project would not directly emit ozone since it is formed in the atmosphere during the photochemical reaction of ozone precursors.

General descriptions and most relevant effects from pollutant exposure of the criteria pollutants of concern are listed in Table 1 (of the AQ Memo, **Table 3-1** herein).

Table 3-1
Descriptions of Criteria Pollutants of Concern[22]

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Ozone	Ozone is a photochemical pollutant as it is not emitted directly into the atmosphere, but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), nitrous oxides (NO_X), and sunlight. Ozone is a regional pollutant that is generated over a large area and is transported and spread by the wind.	Ozone is a secondary pollutant; thus, it is not emitted directly into the lower level of the atmosphere. The primary sources of ozone precursors (VOC and NO_X) are mobile sources (on-road and off-road vehicle exhaust).	Irritate respiratory system; reduce lung function; breathing pattern changes; reduction of breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; some immunological changes; increased mortality risk; vegetation and property damage.
Particulate matter (PM_{10}) Particulate matter ($PM_{2.5}$)	Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM_{10} refers to particulate matter that is between 2.5 and 10 microns in diameter, (one micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter, about one-thirtieth the size of the average human hair.	Stationary sources include fuel or wood combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal, and recycling. Mobile or transportation related sources are from vehicle exhaust and road dust. Secondary particles form from reactions in the atmosphere.	• Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. • Long-term exposure: reduced lung function; chronic bronchitis; changes in lung morphology; death.
Nitrogen dioxide (NO_2)	During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides—NO_X (NO, NO_2, NO_3, N_2O, N_2O_3, N_2O_4, and N_2O_5). NO_X is a precursor to ozone, PM_{10}, and $PM_{2.5}$ formation. NO_X can react with compounds to form nitric acid and related small particles and result in particulate matter (PM) related health effects.	NO_X is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. Nitrogen dioxide forms quickly from NO_X emissions. NO_2 concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations.	Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contributions to atmospheric discoloration; increased visits to hospital for respiratory illnesses.

[22] U.S. Environmental Protection Agency (EPA). Criteria Air Pollutants. Access December 2021 at: https://www.epa.gov/criteria-air-pollutants.

Carbon monoxide (CO)	CO is a colorless, odorless, toxic gas. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood.	CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources.	Ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death.
Sulfur dioxide (SO_2)	Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 parts per million (ppm), the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SO_X) include sulfur dioxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below state and federal standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and PM_{10}.	Human caused sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethyl sulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The sulfur dioxide levels in the State are well below the maximum standards.	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for each criteria pollutant to protect the public health and welfare. The federal and state standards were developed independently with differing purposes and methods, although both processes are intended to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. NAAQS and CAAQS are provided in **Table 3-2**.

Table 3-2
State and Federal Ambient Air Quality Standards[23]

Pollutant	Averaging Time	California Standards	National Standards	
			Primary	Secondary
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	---	Same as Primary
	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	150 µg/m^3	Same as Primary
	Annual Arithmetic Mean	20 µg/m^3	---	
Fine Particulate Matter ($PM_{2.5}$)	24-hour	---	35 µg/m^3	Same as Primary

[23] California Air Resources Board. Ambient Air Quality Standards. Accessed January 2022 at: https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf.

	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	15 µg/m^3
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	---
	8-hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	---
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	Same as Primary
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	---
	3-hour	---	---	0.5 ppm (1300 µg/m^3)
	24-hour	0.04 ppm (105 µg/m^3)	0.14 ppm (certain areas)	---
	Annual Arithmetic Mean	---	0.030 ppm (certain areas)	---
Lead (Pb)	30-day Average	1.5 µg/m^3	---	---
	Calendar Quarter	---	1.5 µg/m^3 (certain areas)	Same as Primary
	Rolling 3-month Average	---	0.15 µg/m^3	
Visibility Reducing Particles	8-hour	instrumental equivalents "extinction of 0.23 per kilometer"	No National Standards	
Sulfates	24-hour	25 µg/m^3		
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)		
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m^3)		

Toxic Air Contaminants

A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

The California Almanac of Emissions and Air Quality—2009 Edition presents the relevant concentration and cancer risk data for the ten TACs that pose the most substantial health risk in California based on available data. The ten TACs are acetaldehyde, benzene, 1.3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (DPM).

Some studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10-year research program demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

<u>DPM</u>

For purposes of this study, DPM exhaust emissions are represented as PM10.

The project would generate passenger vehicle and truck trips from employees, visitors, deliveries, and service vehicles traveling to and from the project site. The main source of DPM from the long-term operations of the proposed project would be from combustion of diesel fuel in diesel-powered engines in on-road trucks, while additional DPM would be emitted from on-site equipment. On-site motor vehicle emissions refer to DPM exhaust emissions from the motor vehicle traffic that would travel and idle within the project site each day.

Asbestos

Asbestos is the name given to a number of naturally occurring fibrous silicate minerals that have been mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. The three most common types of asbestos are chrysotile, amosite, and crocidolite. Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings.

Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the United States. Exposure to asbestos is a health threat; exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease that causes scarring of the lungs). Exposure to asbestos can occur during demolition or remodeling of buildings that were constructed prior to the 1977 ban on asbestos for use in buildings. Exposure to naturally occurring asbestos can occur during soil-disturbing activities in areas with deposits present.

Attainment Status

Air basins are designated as attainment or nonattainment for both federal and state AAQS. Attainment is achieved when monitored ambient air quality data is in compliance with the standards for a specified pollutant. Non-compliance with an established standard will result in a nonattainment designation and an unclassified designation indicates insufficient data is available to determine compliance for that pollutant.

The SJVAB is considered to be in attainment for federal and state air quality standards for carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2); attainment for federal and non-attainment for state air quality standards for respirable particulate matter (PM_{10}); and non-attainment of state and federal air quality standards for ozone (O_3) and fine particulate matter ($PM_{2.5}$). Attainment status for listed federal and state criteria pollutant standards in the SJVAB can be found in **Table 3-3**.

Table 3-3
SJVAB Attainment Status[24]

Pollutant	Designation/Classification	
	Federal Standards	**State Standards**
Ozone – one hour	No Federal Standard[1]	Nonattainment/Severe
Ozone – eight hour	Nonattainment/Extreme[2]	Nonattainment
PM_{10}	Attainment[3]	Nonattainment
$PM_{2.5}$	Nonattainment[4]	Nonattainment
CO	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Vinyl Chloride	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified

[24] San Joaquin Valley Unified Air Pollution Control District. Ambient Air Quality Standards & Valley Attainment Status. Accessed May 2022 at: http://www.valleyair.org/aqinfo/attainment.htm.

1 Effective June 15, 2005, the U.S. EPA revoked 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.

2 Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010)

3 On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM_{10} National Ambient Air Quality Standard (NAAQS) and approved the PM_{10} Maintenance Plan.

4 The Valley is designated nonattainment for the 1997 $PM_{2.5}$ NAAQS. EPA designated the Valley as nonattainment for the 2006 PM2.5 NAAQS on November 13, 2009 (effective December 14, 2009).

Regulatory Setting

As noted previously, both the federal government (through the United State Environmental Protection Agency (EPA)) and the State of California (through the California Air Resources Board (ARB)) have established health-based ambient air quality standards (AAQS) for six air pollutants, commonly referred to as "criteria pollutants." The six criteria pollutants are: carbon monoxide (CO), ozone (O3), sulfur dioxide (SO2), nitrogen dioxide (NO2), particulate matter (PM10 and PM2.5), and lead (Pb).

Federal

Federal Clean Air Act

"The Federal Clean Air Act (CAA), adopted in 1970 and amended twice thereafter (including the 1990 amendments), establishes the framework for modern air pollution control. The act directs the Environmental Protection Agency (EPA) to establish ambient air standards, the National Ambient Air Quality Standards (NAAQS)… for six pollutants: ozone, carbon monoxide, lead, nitrogen dioxide, particulate matter (less than 10 microns in diameter [PM_{10}] and less than 2.5 microns in diameter [$PM_{2.5}$]), and sulfur dioxide. The standards are divided into primary and secondary standards; the former are set to protect human health with an adequate margin of safety and the latter to protect environmental values, such as plant and animal life.

Areas that do not meet the ambient air quality standards are called "non-attainment areas". The Federal CAA requires each state to submit a State Implementation Plan (SIP) for non-attainment areas. The SIP, which is reviewed and approved by the EPA, must demonstrate how the federal standards will be achieved. Failing to submit a plan or secure approval could lead to the denial of federal funding and permits for such improvements as highway construction and sewage treatment plants. For cases in which the SIP is submitted by the State but fails to demonstrate achievement of the standards, the EPA is directed to prepare a federal implementation plan or EPA can "bump up" the air basin in question to a classification with a later attainment date that allows time for additional reductions needed to demonstrate attainment, as is the case for the San Joaquin Valley.

SIPs are not single documents. They are a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations and federal controls. The California SIP relies on the same core set of control strategies, including emission standards for cars and heavy trucks, fuel regulations and limits on emissions from consumer products. California State law makes the California Air Resources Board (CARB) the lead agency for all purposes related to the SIP. Local Air Districts and other agencies, such as the Bureau of Automotive Repair and the Department of Pesticide Regulation, prepare SIP elements and submit them to CARB for review and approval. The CARB forwards SIP revisions to the EPA for approval and publication in the Federal Register."[25]

The Federal CAA classifies nonattainment areas based on the severity of the nonattainment problem, with marginal, moderate, serious, severe, and extreme nonattainment classifications for ozone. Nonattainment classifications for PM range from marginal to serious. The Federal CAA requires areas with air quality violating the NAAQS to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures that states will use to attain the NAAQS. The Federal CAA amendments of 1990 require states containing areas that violate the NAAQS to revise their SIP to incorporate additional control measures to reduce air pollution. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of Air Basins as reported by the agencies with jurisdiction over them. The EPA reviews SIPs to determine if they conform to the mandates of the Federal CAA amendments and will achieve air quality goals when implemented. If the EPA determines a SIP to be inadequate, it may prepare a Federal Implementation Plan (FIP) for the nonattainment area and impose additional control measures.

State

[25] Tulare County General Plan 2030 Update REIR. Pages 3.3-1 to 3.3-2.

The California Clean Air Act

"The California CAA of 1988 establishes an air quality management process that generally parallels the federal process. The California CAA, however, focuses on attainment of the State ambient air quality standards (see Table 3.3-1 [of the General Plan RDEIR]), which, for certain pollutants and averaging periods, are more stringent than the comparable federal standards. Responsibility for meeting California's standards is addressed by the CARB and local air pollution control districts (such as the eight county SJVAPCD, which administers air quality regulations for Tulare County). Compliance strategies are presented in district-level air quality attainment plans.

The California CAA requires that Air Districts prepare an air quality attainment plan if the district violates State air quality standards for criteria pollutants including carbon monoxide, sulfur dioxide, nitrogen dioxide, PM2.5, or ozone. Locally prepared attainment plans are not required for areas that violate the State PM10 standards. The California CAA requires that the State air quality standards be met as expeditiously as practicable but does not set precise attainment deadlines. Instead, the act established increasingly stringent requirements for areas that will require more time to achieve the standards."[26]

"The air quality attainment plan requirements established by the California CAA are based on the severity of air pollution caused by locally generated emissions. Upwind air pollution control districts are required to establish and implement emission control programs commensurate with the extent of pollutant transport to downwind districts."[27]

The California Air Resources Board

The ARB is the state agency responsible for implementing the federal and state Clean Air Acts. ARB established CAAQS, which include all criteria pollutants established by the NAAQS, but with additional regulations for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride.

"The CARB is responsible for establishing and reviewing the State ambient air quality standards, compiling the California State Implementation Plan (SIP) and securing approval of that plan from the U.S. EPA. As noted previously, federal clean air laws require areas with unhealthy levels of ozone, inhalable particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop SIPs. SIPs are comprehensive plans that describe how an area will attain NAAQS. The 1990 amendments to the Federal CAA set deadlines for attainment based on the severity of an area's air pollution problem. State law makes CARB the lead agency for all purposes related to the SIP. The California SIP is periodically modified by the CARB to reflect the latest emission inventories, planning documents, and rules and regulations of various air basins. The CARB produces a major part of the SIP for pollution sources that are statewide in scope; however, it relies on the local Air Districts to provide emissions inventory data and additional strategies for sources under their jurisdiction. The SIP consists of the emission standards for vehicular sources and consumer products set by the CARB, and attainment plans adopted by the local air agencies as approved by CARB. The EPA reviews the air quality SIPs to verify conformity with CAA mandates and to ensure that they will achieve air quality goals when implemented. If EPA determines that a SIP is inadequate, it may prepare a Federal Implementation Plan for the nonattainment area, and may impose additional control measures.

In addition to preparation of the SIP, the CARB also regulates mobile emission sources in California, such as construction equipment, trucks, automobiles, and oversees the activities of air quality management districts and air pollution control districts, which are organized at the county or regional level. The local or regional Air Districts are primarily responsible for regulating stationary emission sources at industrial and commercial facilities within their jurisdiction and for preparing the air quality plans that are required under the Federal CAA and California CAA."[28]

Regional

San Joaquin Valley Unified Air Pollution Control District

The Project is located within the SJVAB, which includes San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare Counties, and the valley portion of Kern County. The Air District is the local agency charged with preparing, adopting, and implementing mobile, stationary, and area air emission control measures and standards. The Air District "The San Joaquin Valley Air District is a public health agency whose mission is to improve the health and quality of life for all Valley residents through

[26] Ibid. 3.3-2 to 3.3-3.

[27] Op. Cit. 3.3-5.

[28] Op. Cit. 3.3-6 to 3.3-7.

efficient, effective and entrepreneurial air quality management strategies. Our Core Values have been designed to ensure that our mission is accomplished through commonsense, feasible measures that are based on sound science."[29] The Air District's 11 core values include: protection of public health; active and effective air pollution control efforts while seeking to improve the Valley's economic prosperity and grow opportunities for all Valley residents; outstanding customer service; ingenuity and innovation; accountability to the public; open and transparent public processes; recognition of the uniqueness of the San Joaquin Valley; continuous improvement; effective and efficient use of public funds; respect for the opinions and interest of all Valley residents; and robust public outreach and education on Valley air quality progress and continuing air quality efforts.[30] To achieve these core values the Air District has adopted air quality plans pursuant to the California CAA and a comprehensive list of rules to limit air quality impacts.

The Air District has adopted the following attainment plans: the *2004 Extreme Ozone Attainment Demonstration Plan* (for the 1-hour standard of 0.12 ppm); the *2007 Ozone Plan* (for the 1997 8-hour standard of 84 ppb); the *2009 RACT SIP*; the *2013 Plan for the Revoked 1-Hour Ozone Standard*; the *2014 RACT SIP*; the *2016 Plan for the 2008 8-Hour Ozone Standard* (for the 2008 8-hour standard of 75 ppb); the *2007 PM10 Maintenance Plan* (for the 1997 annual standard of 50 $\mu g/m^3$ and 24-hour standard 150 $\mu g/m^3$); the *2008 PM2.5 Plan* (for the 1997 annual standard of 15 $\mu g/m^3$); the *2012 PM2.5 Plan* (for the 2006 24-hour standard of 35 $\mu g/m^3$); the *2015 Plan for the 1997 PM2.5 Standard* (for the 1997annual standard of 15 $\mu g/m^3$and 24-hour standard of 65 $\mu g/m^3$); the *2016 Moderate Area Plan for the 2012 PM2.5 Standard* (for the 2012 annual standard of 12 $\mu g/m^3$); the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* (for annual and 24-hour standards); and the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*.[31] The State does not have an attainment deadline for the ozone standards; however, it does require implementation of all feasible measures to achieve attainment at the earliest date possible. State PM_{10} and $PM_{2.5}$ standards have no attainment planning requirements, but must demonstrate that all measures feasible for the area have been adopted.

The Air District has several rules and regulations that may apply to the Project; following is a list of those rules/regulations which are likely to apply to this Project:[32]

- Regulation VIII (Fugitive PM10 Prohibitions) – This regulation is a series of eight rules designed to reduce PM_{10} emissions by reducing fugitive dust emissions. Regulation VIII requires implementation of control measures to ensure that visible dust emissions are substantially reduced.

- Rule 3135 (Dust Control Plan Fees) – This rule requires the project applicant to submit a fee in addition to a Dust Control Plan. The purpose of this rule is to recover the Air District's cost for reviewing these plans and conducting compliance inspections.

- Rule 4002 (National Emission Standards for Hazardous Air Pollutants) – Also known as NESHAPs, this rule applies to all sources of hazardous air pollution and requires developers to comply with federal requirements for handling and usage of hazardous air pollutants (HAPs) to protect the health and safety of the public from HAPs such as asbestos.

- Rules 4101 (Visible Emissions) and 4102 (Nuisance) – These rules apply to any source of air contaminants and prohibit the visible emissions of air contaminants or any activity which creates a public nuisance.

- Rule 4601 (Architectural Coatings) – This rule specifies requirements for the storage, cleanup, and labeling of architectural coatings. The rule applies to any person who supplies, sells, offers for sale, applies, or solicits the application of any architectural coating, or who manufactures, blends or repackages any architectural coating for use within the Air District.

- Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations) – This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.

- Rule 9510 (Indirect Source Review) – Also known as ISR, this rule requires developers to mitigate project emissions through 1) on-site design features that reduce trips and vehicle miles traveled, 2) controls on other emission sources, and 3) with reductions obtained through the payment of a mitigation fee used to fund off-site air quality mitigation projects. Rule 9510 requires construction-related NOx emission reductions of 20 percent and PM_{10} reductions of 45 percent and operation-related NOx reductions of 33 percent and PM_{10} reductions of 50 percent. These reductions are calculated by comparing the unmitigated baseline emissions and mitigated emissions from the first year of project operation. The Air District recommends using the California Emissions Estimator Model (CalEEMOD) to quantify project emissions and emission reductions. Rule 9510 was adopted to reduce the impacts of development on Air District's attainment plans.

[29] Air District. About the District – The Air District's Mission. Accessed May 2022 at: https://ww2.valleyair.org/about/.

[30] Ibid. About the District – Core Values. Accessed May 2022 at: https://ww2.valleyair.org/about/.

[31] More information on the Air District's Air Quality Plans. Accessed May 2022 at: http://valleyair.org/Air_Quality_Plans/air-quality-plans.htm.

[32] Air District. Current Rules and Regulations. Accessed May 2022 at http://valleyair.org/rules/1ruleslist.htm.

Local

Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update contains a number of policies that apply to projects within Tulare County that support air pollutant reduction efforts.[33] The following General Plan policies have potential relevance to the Project's CEQA review:

AQ-1.1 Cooperation with Other Agencies requiring the County to cooperate with other local, regional, Federal, and State agencies (e.g., Air District) in developing and implementing air quality plans to achieve State and federal Ambient Air Quality Standards to achieve better air quality conditions locally and regionally;

AQ-1.2 Cooperation with Local Jurisdictions requiring the County to coordinate with regional agencies, such as the Air District, to address cross-jurisdictional air quality issues;

AQ-1.3 Cumulative Air Quality Impacts requiring development to be located, designed, and construction in a manner that minimizes cumulative air quality impacts;

AQ-1.4 Air Quality Land Use Compatibility requiring the County to evaluate compatibility of proposed land uses;

AQ-1.5 California Environmental Quality Act (CEQA) Compliance where the County will ensure that air quality impacts identified during the CEQA review process are consistently and reasonable mitigated when feasible*;*

AQ-2.2 Indirect Source Review regarding mitigating major development projects, as defined by the SJVAPCD, to reasonably mitigate air quality impacts associated with the project. The County shall notify developers of SJVAPCD Rule 9510 – Indirect Source Review requirements and work with SJVAPCD to determine mitigations, as feasible, that may include, but are not limited to the following:

1. Providing bicycle access and parking facilities,
2. Increasing density,
3. Encouraging mixed use developments,
4. Providing walkable and pedestrian-oriented neighborhoods,
5. Providing increased access to public transportation,
6. Providing preferential parking for high-occupancy vehicles, carpools, or alternative fuels vehicles, and
7. Establishing telecommuting programs or satellite work centers.

AQ-3.2 Infill near Employment requiring the County of identify opportunities for infill development near employment areas;

AQ-3.4 Landscape regarding the use of ecologically based landscape design principles that can improve local air quality by absorbing CO_2, producing oxygen, providing shade that reduces energy required for cooling, and filtering particulates*;*

AQ-3.6 Mixed Land Uses where the County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation;

AQ-4.1 Air Pollution Control Technology where the County shall utilize the BACM and RACM as adopted by the County to support SJVAPCD air quality attainment plans to achieve and maintain healthful air quality and high visibility standards. These measures shall be applied to new development approvals and permit modifications as appropriate; and

AQ-4.2 Dust Suppression Measures regarding implementation of dust suppression measures during excavation, grading, and site preparation activities consistent with Air District Regulation VIII – Fugitive Dust Prohibitions. Techniques may include, but are not limited to, the following:

1. Site watering or application of dust suppressants,
2. Phasing or extension of grading operations,
3. Covering of stockpiles,
4. Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour), and
5. Re-vegetation of graded areas.

[33] Tulare County General Plan 2030 Update, Part 1 – Goals and Policies Report.

Assumptions

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from on-site and off-site activities. On-site emissions principally consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM10) from disturbed soil. Additionally, paving operations and application of architectural coatings would release VOC emissions. Off-site emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM10 and PM2.5). Operational emissions are those emissions that would occur during long-term operations of the proposed project. Construction and Operational Modeling assumptions are discussed and analyzed in detail in the Technical Memo prepared by Johnson Johnson and Miller Air Quality Consulting Services (see Attachment A).

An Health Risk Assessment (HRA) was completed to evaluate potential health risks associated with the generation of TACs during operational activities associated with the proposed project. Assumptions used in the HRA, including Thresholds of Significance, and complete calculation parameters are provided in Attachment B of the Memo, found in Attachment A of this document.

Project Impact Analysis:

a) Less Than Significant Impact: Air Quality Plans (AQPs) are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine if the Air Basin can reach attainment for the ambient air quality standards. The proposed project site is located within the jurisdictional boundaries of the SJVAPCD. To show attainment of the standards, the SJVAPCD analyzes the growth projections in the Valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The SJVAPCD then formulates a control strategy to reach attainment that includes both State and SJVAPCD regulations and other local programs and measures. For projects that include stationary sources of emissions, the SJVAPCD relies on project compliance with Rule 2201—New and Modified Stationary Source Review to ensure that growth in stationary source emissions would not interfere with the applicable AQP. Projects exceeding the offset thresholds included in the rule are required to purchase offsets in the form of Emission Reduction Credits (ERCs).

The CEQA Guidelines indicate that a significant impact would occur if the project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable AQP. An additional criterion regarding the project's implementation of control measures was assessed to provide further evidence of the project's consistency with current AQPs. This document proposes the following criteria for determining project consistency with the current AQPs:

1. Will the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQPs? This measure is determined by comparison to the regional and localized thresholds identified by the District for Regional and Local Air Pollutants.

2. Will the project comply with applicable control measures in the AQPs?

The use of the criteria listed above is a standard approach for CEQA analysis of projects in the SJVAPCD's jurisdiction, as well as within other air districts, for the following reasons:

- Significant contribution to existing or new exceedances of the air quality standards would be inconsistent with the goal of attaining the air quality standards.

- AQP emissions inventories and attainment modeling are based on growth assumptions for the area within the air district's jurisdiction.

- AQPs rely on a set of air district-initiated control measures as well as implementation of federal and state measures to reduce emissions within their jurisdictions, with the goal of attaining the air quality standards.

Contribution to Air Quality Violations

As discussed in Impact 3-b) below, emissions of ROG, NOX, CO, SOX, PM10, and PM2.5 associated with the proposed project would not exceed the SJVAPCD's significance thresholds (see **Table 3-4** and **Table 3-5**, Table 10 and Table 11 in the Memo; respectively). Therefore, the proposed project would not be considered to obstruct implementation of the applicable air quality plan or be in conflict with the applicable air quality plan.

Air Quality Plan Control Measures

The AQP contains a number of control measures that are enforceable requirements through the adoption of rules and regulations. The following rules and regulations are relevant to the project:

Rule 2201—New and Modified Stationary Source Review Rule. The review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards

Rule 4201—Particulate Matter Concentration. This rule shall apply to any source operation that emits or may emit dust, fumes, or total suspended particulate matter.

Rule 4309—Boilers, Steam Generators, and Process Heaters. The purpose of this rule is to limit emissions of oxides of nitrogen (NOX) and carbon monoxide (CO) from boilers, steam generators, and process heaters. This rule applies to any gaseous fuel or liquid fuel fired boiler, steam generator, or process heater with a total rated heat input greater than 5 million Btu per hour.

Rule 4601—Architectural Coatings. The purpose of this rule is to limit Volatile Organic Compounds (VOC) emissions from architectural coatings. Emissions are reduced by limits on VOC content and providing requirements on coatings storage, cleanup, and labeling. Only compliant components are available for purchase in the San Joaquin Valley.

Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. If asphalt paving will be used, then the paving operations will be subject to Rule 4641. This regulation is enforced on the asphalt provider.

Rule 4702—Internal Combustion Engines. The purpose of this rule is to limit the emissions of NOX, carbon monoxide (CO), VOC, and sulfur oxides (SOX) from internal combustion engines. If the project includes emergency generators, the equipment is required to comply with Rule 4702.

Regulation VIII—Fugitive PM10 Prohibitions. This regulation is a control measure that is one main strategies from the 2006 PM10 for reducing the PM10 emissions that are part of fugitive dust. Projects over 10 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. Rule 8021 regulates construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, etc. All development projects that involve soil disturbance are subject to at least one provision of the Regulation VIII series of rules.

The project would comply with all applicable CARB and SJVAPCD rules and regulations. Therefore, the project complies with this criterion and would not conflict with or obstruct implementation of the applicable air quality attainment plan.

Conclusion

The project's emissions would be less than significant for all criteria pollutants and would not result in inconsistency with the AQP for this criterion. The project would comply with all applicable rules and regulations from the applicable air quality plans. Considering the project's less-than-significant contribution to air quality violations and the project's adherence to applicable rules and regulations, the project would not be considered inconsistent with the AQP; the impact would be less than significant.

b) Less Than Significant Impact: To result in a less than significant impact, emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the SJVAPCD's in its GAMAQI. The SJVAB is in nonattainment for ozone, PM_{10} (State only), and $PM_{2.5}$. Ozone is a secondary pollutant that can be formed miles from the source of emissions, through reactions of ROG and NO_X emissions in the presence of sunlight. Therefore, ROG and NO_X are termed ozone precursors. As such, the primary pollutants of concern during project construction and operation are ROG, NO_X, PM_{10}, and $PM_{2.5}$. The air quality standards were set to protect public health, including the health of sensitive individuals (such as children, the elderly, and the infirm). Therefore, when the concentration of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would adverse experience health effects. However, the health effects are a factor of the dose-response curve. Concentration of the pollutant in the air (dose), the length of time exposed, and the response of the individual are factors involved in the severity and nature of health impacts. If a significant health impact results from project emissions, it does not mean that 100 percent of the population would experience health effects.

Since the SJVAB is nonattainment for ozone, PM_{10}, and $PM_{2.5}$, it is considered to have an existing significant cumulative health impact without the project. When this occurs, the analysis considers whether the project's contribution to the existing violation of air quality standards is cumulatively considerable. The SJVAPCD regional thresholds for NO_X, ROG/VOC, PM_{10}, or $PM_{2.5}$ are applied as cumulative contribution thresholds. Projects that exceed the regional thresholds would have a cumulatively considerable health impact.

The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_X, ROG, SO_X, PM_{10}, and $PM_{2.5}$. Air pollutant emissions have both regional and localized effects. The project's regional emissions are compared to the applicable SJVAPCD below.

Criteria Pollutant Emission Estimates

Construction Emissions (Regional)

Construction emissions associated with the project are provided in **Table 3-4** (Table 9 in the Memo). As shown in **Table 3-4**, the emissions are below the significance thresholds and, therefore, are less than significant on a project basis.

Table 3-4
Summary of Operational Emissions of Criteria Air Pollutants – Unmitigated[34]

Source	Emissions (tons/year)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area	0.22	<0.01	<0.01	<0.01	<0.01	<0.01
Energy	<0.01	0.04	0.04	<0.01	<0.01	<0.01
Mobile (Passenger Vehicles)	0.12	0.11	1.23	<0.01	0.36	0.10
Mobile (Trucks)	0.18	7.74	1.70	0.04	1.44	0.46
Yard Tractors	<0.01	0.10	<0.01	<0.01	0.01	0.01
Annual Total (2023)	**0.52**	**8.00**	**2.97**	**0.04**	**1.81**	**0.57**
Significance Thresholds	**10**	**10**	**100**	**27**	**15**	**15**
Exceed Significance Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Emissions were quantified using CalEEMod based on project details and estimated operating year for the proposed project. Totals may not sum exactly due to rounding.
Source: CalEEMod Output and Additional Supporting Information (Attachment A of the Memo, included in Attachment A of this document).

Operational Emissions (Regional)—Non-Permitted

Operational emissions occur over the lifetime of the project. The SJVAPCD considers permitted and non-permitted emission sources separately when making significance determinations. In addition, the annual operational emissions are also considered separately from construction emissions. Operational emissions are shown in **Table 3-5** (Table 10 in the Memo).

The emissions output for project operation at full buildout for 2023 are summarized in T**able 3-5**. As shown in **Table 3-5**, the operational emissions would be less than the thresholds of significance for all criteria air pollutants.

Table 3-5
Summary of Operational Emissions of Criteria Air Pollutants – Unmitigated[35]

Source	Emissions (tons/year)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area	0.22	<0.01	<0.01	<0.01	<0.01	<0.01
Energy	<0.01	0.04	0.04	<0.01	<0.01	<0.01
Mobile (Passenger Vehicles)	0.12	0.11	1.23	<0.01	0.36	0.10
Mobile (Trucks)	0.18	7.74	1.70	0.04	1.44	0.46
Yard Tractors	<0.01	0.10	<0.01	<0.01	0.01	0.01
Annual Total (2023)	**0.52**	**8.00**	**2.97**	**0.04**	**1.81**	**0.57**
Significance Thresholds	**10**	**10**	**100**	**27**	**15**	**15**

[34] Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum for the Setton Project. January 25, 2022. Attachment A.
[35] Ibid.

Exceed Significance Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Emissions were quantified using CalEEMod based on project details and estimated operating year for the proposed project. Totals may not sum exactly due to rounding.
Source: CalEEMod Output and Additional Supporting Information (Attachment A of the Memo, included in Attachment A of this document).

Operational Emissions (Regional)—Permitted

The SJVAPCD GAMAQI recommends assessing the emissions from permitted sources of emissions separate from non-permitted sources. The SJVAPCD's permitting process ensures that emissions of criteria pollutants from permitted equipment and activities at stationary sources are reduced or mitigated to below the SJVAPCD's thresholds of significance. SJVAPCD implementation of New Source Review (NSR) ensures that there is no net increase in emissions above specified thresholds from new and modified Stationary Sources subject to the rule for all nonattainment pollutants and their precursors. Permitted sources emitting more than the NSR Offset Thresholds for any criteria pollutant must, in general, offset all emission increases in excess of the thresholds.

The project will include stationary sources that require SJVAPCD permits, such as an emergency generator. The emissions were assessed using the CalEEMod stationary source component and are summarized in **Table 3-6** (Table 11 in the Memo). The SJVAPCD will prepare an engineering evaluation of all permitted equipment to determine the controls required to achieve best available control technology (BACT) requirements. The permitted emissions are dependent on the control technology selected and any process limits included in the permit conditions.

Permitted sources will be required to comply with SJVAPCD BACT requirements. Compliance with regulations would ensure that the project's stationary sources would not exceed SJVAPCD thresholds of significance; therefore, the project's estimated permitted emissions would be less than significant.

Table 3-6
Summary of Operational Emissions of Criteria Air Pollutants (Stationary Sources)[36]

Source	Emissions (tons/year)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Emergency Generator - CNG (543 HP)	0.239	0.018	0.622	<0.001	0.001	0.001
Two Fire Pumps - Diesel (11 HP each)	0.002	0.009	0.009	<0.001	0.001	0.001
Annual Total from Stationary Sources	0.241	0.028	0.631	<0.001	0.002	0.002
Significance Thresholds	**10**	**10**	**100**	**27**	**15**	**15**
Exceed Significance Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Emissions were quantified using CalEEMod based on project details and estimated operating year for the proposed project. Totals may not sum exactly due to rounding.
Source: CalEEMod Output and Additional Supporting Information (Attachment A of the Memo, included in Attachment A of this document).

Conclusion

As shown in Tables 4, 5 and 6, the project's regional emissions would not exceed the applicable regional criteria pollutant emissions quantitative thresholds. In addition, any permitted sources will be required to comply with SJVAPCD BACT requirements. Therefore, the project would not result in significant cumulative health impacts.

c) Less Than Significant Impact: Emissions occurring at or near the project have the potential to create a localized impact that could expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. The SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

The closest existing sensitive receptor (to the site area) is a rural residence located approximately 110 feet to the northeast of the project site.

[36] Op. Cit.

Localized Impacts

Emissions occurring at or near the project have the potential to create a localized impact also referred to as an air pollutant hotspot. Localized emissions are considered significant if when combined with background emissions, they would result in exceedance of any health-based air quality standard. In locations that already exceed standards for these pollutants, significance is based on a significant impact level (SIL) that represents the amount that is considered a cumulatively considerable contribution to an existing violation of an air quality standard. The pollutants of concern for localized impact in the SJVAB are NO_2, SO_X, and CO.

The SJVAPCD has provided guidance for screening localized impacts in the GAMAQI that establishes a screening threshold of 100 pounds per day of any criteria pollutant. If a project exceeds 100 pounds per day of any criteria pollutant, then ambient air quality modeling would be necessary. If the project does not exceed 100 pounds per day of any criteria pollutant, then it can be assumed that it would not cause a violation of an ambient air quality standard.

Construction: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X

Local construction impacts would be short-term in nature lasting only during the duration of construction. As shown in **Table 3-7** (Table 12 in the Memo), on-site construction emissions would be less than 100 pounds per day for each of the criteria pollutants. To present a conservative estimate, on-site emissions for on-road construction vehicles were included in the localized analysis. Based on the SJVAPCD's guidance, the construction emissions would not cause an ambient air quality standard violation.

Table 3-7
Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X for Construction[37]

Source	On-site Emissions (pounds per day)				
	ROG	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	3.22	33.16	19.88	10.46	6.03
Grading	2.00	21.12	15.57	4.14	2.41
Building Construction	4.68	41.42	43.78	2.15	2.00
Paving	1.41	9.62	12.40	0.49	0.45
Architectural Coating	16.33	1.42	1.94	0.09	0.08
Overlap Paving & Building Construction	6.09	51.03	56.18	2.64	2.45
Overlap Building Construction & Architectural Coating	21.01	42.84	45.72	2.23	2.08
Maximum Daily On-site Emissions	**21.01**	**51.03**	**56.18**	**10.46**	**6.03**
Significance Thresholds	—	100	100	100	100
Exceed Significance Thresholds?	—	No	No	No	No

Note: Overlap of construction activities is based on the construction schedule shown in Table 2 and Attachment A of the Memo included in Attachment A of this document.
Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A of the Memo included in Attachment A).
Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed December 30, 2021.

Operation: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X

Localized impacts could occur in areas with a single large source of emissions such as a power plant or with multiple sources concentrated in a small area such as a distribution center. The maximum daily operational emissions would occur at project buildout, which was assumed to occur in 2023. Operational emissions include those generated on-site by area sources such as consumer products, and landscape maintenance, energy use from natural gas combustion, and motor vehicles operation at the project site. Motor vehicle emissions are estimated for on-site operations using trip lengths for on-site travel. The trip lengths used to analyze on-site emissions was selected by measuring possible on-site paths using Google Earth; the length for the longest measured route was selected to present a conservative estimate of on-site emissions.

As shown in **Table 3-8** (Table 13 in the Memo), Operational modeling of on-site emissions for the project indicate that the project would not exceed 100 pounds per day for each of the criteria pollutants. Therefore, based on the SJVAPCD's guidance, the operational emissions would not cause an ambient air quality standard violation. As such, impacts would be less than significant.

[37] Op. Cit.

Table 3-8 Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X for Operations[38]				
Source	**On-site Emissions (pounds per day)**			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Area	<0.01	0.01	<0.01	<0.01
Energy	0.23	0.19	0.02	0.02
Mobile - Passenger Vehicles Trips	0.25	2.67	0.09	0.02
Mobile - Truck Trips	2.50	1.98	0.05	0.02
Yard Tractor	0.57	<0.01	0.04	0.04
Total	**3.55**	**4.85**	**0.20**	**0.10**
Significance Thresholds	100	100	100	100
Exceed Significance Thresholds?	No	No	No	No
Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A of the Memo, included in Attachment A of this document). Maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ were highest in the Winter scenario. Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed December 30, 2021.				

Toxic Air Contaminants

Construction

Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD's current threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million). The SJVAPCD's 2015 GAMAQI does not currently recommend analysis of TAC emissions from project construction activities, but instead focuses on projects with operational emissions that would expose sensitive receptors over a typical lifetime of 70 years. In addition, the most intense construction activities of the project's construction would occur during site preparation and grading phases over a short period. Building construction, especially for tilt-up buildings commonly used for new construction of warehouse-style buildings, typically requires limited amounts of diesel equipment relative to site clearing activities.

Operations

An analysis of TACs (including DPM) was performed using the EPA-approved AERMOD model, which is an air dispersion model accepted by the SJVAPCD for preparing HRAs. AERMOD version 21112 was used for this analysis. Consistent with SJVAPCD guidance, the health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 70-year exposure scenario. Results of the HRA are summarized in **Table 3-9** (Table 14 in the Memo). The complete HRA prepared for the proposed project, including calculations and AERMOD output data, are included in Attachment B of the Memo, included in Attachment A of this document.

As demonstrated in **Table 3-9**, the project would not exceed the cancer risk, chronic risk, and acute risk threshold levels. The primary source of the emissions responsible for chronic risk are from diesel trucks. DPM does not have an acute risk factor. Since the project does not exceed the applicable SJVAPCD thresholds for cancer risk, acute risk, or chronic risk, the impact related to the project's potential to expose sensitive receptors to substantial pollutant concentrations would be less than significant.

Valley Fever

Valley fever, or coccidioidomycosis, is an infection caused by inhalation of the spores of the fungus, *Coccidioides immitis* (*C. immitis*). The spores live in soil and can live for an extended time in harsh environmental conditions. Activities or conditions that increase the amount of fugitive dust contribute to greater exposure, and they include dust storms, grading, and recreational off-road activities.

[38] Op. Cit.

Table 3-9 Summary of the Health Impacts from Operations of the Proposed Project (70-year Scenario)[39]		
Exposure Scenario	**Maximum Cancer Risk (Risk per Million)**	**Chronic Non-Cancer Hazard Index**
70-Year Exposure at the DPM MER (from DPM Emissions)	7.41	0.002
Applicable Threshold of Significance	**20**	**1**
Threshold Exceeded?	**No**	**No**

Notes: MER = Maximally Exposed Receptor
Setton Project Operational Total DPM MER UTM: (316366.81, 3987559.00)
Source: Attachment B of Memo, included in Attachment A of this document.

The San Joaquin Valley is considered an endemic area for Valley fever. The San Joaquin Valley is considered an endemic area for Valley fever. During 2000–2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per 100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare, and Merced counties) and Central Coast (San Luis Obispo County) regions.[40] California experienced 7,392 new probable or confirmed cases of Valley fever in 2020. A total of 311 Valley fever cases were reported in Tulare County in 2020.[41]

The distribution of *C. immitis* within endemic areas is not uniform and growth sites are commonly small (a few tens of meters) and widely scattered. Known sites appear to have some ecological factors in common suggesting that certain physical, chemical, and biological conditions are more favorable for *C. immitis* growth. Avoidance, when possible, of sites favorable for the occurrence of *C. immitis* is a prudent risk management strategy. Listed below are ecologic factors and sites favorable for the occurrence of *C. immitis*:

1) Rodent burrows (often a favorable site for *C. immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface)
2) Old (prehistoric) Indian campsites near fire pits
3) Areas with sparse vegetation and alkaline soils
4) Areas with high salinity soils
5) Areas adjacent to arroyos (where residual moisture may be available)
6) Packrat middens
7) Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils
8) Sandy, well-aerated soil with relatively high water-holding capacities

Sites within endemic areas less favorable for the occurrence of *C. immitis* include:

1) Cultivated fields
2) Heavily vegetated areas (e.g., grassy lawns)
3) Higher elevations (above 7,000 feet)
4) Areas where commercial fertilizers (e.g., ammonium sulfate) have been applied
5) Areas that are continually wet
6) Paved (asphalt or concrete) or oiled areas
7) Soils containing abundant microorganisms
8) Heavily urbanized areas where there is little undisturbed virgin soil.[42]

The project is situated on a site previously disturbed that does not provide a suitable habitat for spores. Specifically, the project site has been previously disturbed and tilled from agricultural use with little to no shrubbery currently on-site. Therefore,

[39] Op. Cit.
[40] Op. Cit.
[41] Op. Cit.
[42] Op. Cit.

implementation of the proposed project would have a low probability of the site having *C. immitis* growth sites and exposure to the spores from disturbed soil.

Although conditions are not favorable, construction activities could generate fugitive dust that contain *C. immitis* spores. The project will minimize the generation of fugitive dust during construction activities by complying with SJVAPCD's Regulation VIII. Therefore, this regulation, combined with the relatively low probability of the presence of *C. immitis* spores would reduce Valley fever impacts to less than significant.

During operations, dust emissions are anticipated to be relatively small, because most of the project area where operational activities would occur would be occupied by the proposed industrial building and pavement. This condition would lessen the possibility of the project from providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Naturally Occurring Asbestos

Review of the map of areas where naturally occurring asbestos in California are likely to occur found no such areas in the project area. Therefore, development of the project is not anticipated to expose receptors to naturally occurring asbestos.[43] Impacts would be less than significant.

Conclusion

In summary, the project would not exceed SJVAPCD localized emission daily screening levels for any criteria pollutant. The project is not a significant source of TAC emissions during construction or operation. The project is not in an area with suitable habitat for Valley fever spores and is not in area known to have naturally occurring asbestos. Therefore, the project would not result in significant impacts to sensitive receptors.

d) Less Than Significant Impact: Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. The proposed project is of the first type only since it involves a potential new odor source and would not locate any new sensitive receptors.

Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

Although the project is less than one mile from the nearest sensitive receptor, the project is not expected to be a significant source of odors. The screening levels for these land use types are shown in **Table 3-10** (Table 15 in the Memo).

Table 3-10
Screening Levels for Potential Odor Sources[44]

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Wastewater Treatment Facilities	2 miles

[43] Op. Cit.
[44] Op. Cit.

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed December 30, 2021.

Construction

During construction, various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and intermittent, which would decrease the likelihood of the odors concentrating in a single area or lingering for any notable period of time. As such, these odors would likely not be noticeable for extended periods of time beyond the project's site boundaries. The potential for odor impacts from construction of the proposed project would, therefore, be less than significant.

Operations

The development of the proposed project would not substantially increase objectionable odors in the area and would not introduce any new sensitive receptors to the area that could be affected by any existing objectionable odor sources in the area. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, asphalt batch plants, rendering plants, and other land uses outlined in Table 3-9. The proposed project would not engage in any of these activities. Minor sources of odors that would be associated with light industrial uses, such as exhaust from mobile sources (including diesel-fueled heavy trucks), are known to have temporary and less concentrated odors. Considering the low intensity of potential odor emissions, the proposed project's operational activities would not expose receptors to objectionable odor emissions. Therefore, the proposed project would not be considered to be a generator of objectionable odors during operations. As such, impacts would be less than significant.

Cumulative Analysis:

The geographic area of this cumulative analysis is the San Joaquin Valley Air Basin. The project's emissions would be less than significant for all criteria pollutants and would not result in inconsistency with the AQP for this criterion. The project would comply with all applicable rules and regulations from the applicable air quality plans. Considering the project's less-than-significant contribution to air quality violations and the project's adherence to applicable rules and regulations, the project would not be considered inconsistent with the AQP; the cumulative impact would be less than significant. As shown in Tables 4, 5 and 6, the project's regional emissions would not exceed the applicable regional criteria pollutant emissions quantitative thresholds. In addition, any permitted sources will be required to comply with SJVAPCD BACT requirements. Therefore, the project would not result in significant cumulative health impacts. The project would not exceed SJVAPCD localized emission daily screening levels for any criteria pollutant and the project is not a significant source of TAC emissions during construction or operation. The project is not in an area with suitable habitat for Valley fever spores and is not in area known to have naturally occurring asbestos and is not considered to generate a significant source of odors. Therefore, cumulative impacts are less than significant.

4. BIOLOGICAL RESOURCES

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct	☐	☐	☐	☒

	removal, 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?	☐	☐	☒	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Biological Resources, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Environmental Setting

The Rural Valley Lands Plan (RVLP) applies "to the Central Valley generally below the 600-foot elevation contour line along the foothills of the Sierra Nevada (including Valley Agricultural Extensions as described in Part II-Chapter 3) outside the County's Urban Development Boundaries (UDBs), Hamlet Development Boundaries (HDBs), Urban Area Boundaries (UABs) for cities, and other adopted land use plans which may include urban corridors, planned communities, and the Kings River Plan. Scenic and regional corridor plans may retain the RVLP subject to the policies developed in those plans (Part II-Figure 1-1: Rural Valley Lands Plan). The RVLP was initiated in order to establish minimum parcel sizes for areas zoned for agriculture and to develop a policy that is fair, logical, legally supportable, and which consistently utilizes resource information to determine the suitability of rural lands for non-agricultural uses."[45]

The proposed Project site is located approximately four (4) miles south of the City of Porterville, Tulare County, California. The Project area is predominantly rural in nature, that is, agricultural uses are located north, west, south, and east of the Project site. Topographically, the Project site is generally flat (less than 5 percent slope across the site) with an average elevation of approximately 282 feet above mean sea level and has historically been used for irrigated row crop cultivation. The nearest body of water (Deer Creek) is approximately 1.25 miles south of the proposed Project site. There are no natural habit areas within or near the Project area.

Regulatory Setting

Federal

Federal Endangered Species Act

"The U.S. Fish and Wildlife Service (USFWS) administers the Federal Endangered Species Act (16 USC Section 153 et seq.) and thereby has jurisdiction over federally listed threatened, endangered, and proposed species. Projects that may result in a "take" of a listed species or critical habitat must consult with the USFWS. "Take" is broadly defined as harassment, harm, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collection; any attempt to engage in such conduct; or destruction of habitat that prevents an endangered species from recovering (16 USC 1532, 50 CFR 17.3). Federal agencies that propose, fund, or must issue a permit for a project that may affect a listed species or critical habitat are required to consult with the USFWS under Section 7 of the Federal Endangered Species Act. If it is determined that a federally listed species or critical habitat may be adversely affected by the federal action, the USFWS will issue a "Biological Opinion" to the federal agency that describes minimization and avoidance measures that must be implemented as part of the federal action. Projects that do not have a federal nexus must apply for a take permit under Section 10 of the Act. Section 10 of the Act requires that the project applicant prepare a habitat conservation plan as part of the permit application (16 USC 1539)."[46]

"Under Section 4 of the Federal Endangered Species Act, a species can be removed, or delisted, from the list of threatened and endangered species. Delisting is a formal action made by the USFWS and is the result of a determined successful recovery of a

[45] Tulare County General Plan 2030 Update, Part II – Area Plan Policies, Chapter 1 – Rural Valley Lands Plan.

[46] Tulare County 2030 General Plan RDEIR. Page 3.11-1.

species. This action requires posts in the federal registry and a public comment period before a final determination is made by the USFWS."[47]

Habitat Conservation Plans

"Habitat Conservation Plans (HCPs) are required for a non-federal entity that has requested a take permit of a federal listed species or critical habitat under Section 10 of the Endangered Species Act. HCPs are designed to offset harmful effects of a proposed project on federally listed species. These plans are utilized to achieve long-term biological and regulatory goals. Implementation of HCPs allows development and projects to occur while providing conservation measures that protect federally listed species or their critical habitat and offset the incidental take of a proposed project. HCPs substantially reduce the burden of the Endangered Species Act on small landowners by providing efficient mechanisms for compliance with the ESA, thereby distributing the economic and logistic effects of compliance. A broad range of landowner activities can be legally protected under these plans (County of Tulare, 2010 Background Report, pages 9-6 and 9-7, 2010a). There are generally two types of HCPs, project-specific HCPs which typically protect a few species and have a short duration and multi-species HCPs which typically cover the development of a larger area and have a longer duration."[48]

As noted earlier, there are two habitat conservation plans that apply in Tulare County: The Kern Water Habitat Conservation Plan, which applies to an area in Allensworth; and the U.S. Fish and Wildlife's "The Recovery Plan for Upland Species in the San Joaquin Valley," which includes sensitive species in the San Joaquin Valley, several of which may be found in Tulare County. Also as noted earlier, the proposed Project is approximately 34 miles north of Allensworth, thus the Kern Water Habitat Conservation Plan would not apply to this Project.

Migratory Bird Treaty Act

"The Migratory Bird Treaty Act (MBTA, 16 USC Section 703-711) and the Bald and Golden Eagle Protection Act (16 USC Section 668) protect certain species of birds from direct "take". The MBTA protects migrant bird species from take by setting hunting limits and seasons and protecting occupied nests and eggs. The Bald and Golden Eagle Protection Act (16 USC Sections 668-668d) prohibits the take or commerce of any part of Bald and Golden Eagles. The USFWS administers both acts, and reviews federal agency actions that may affect species protected by the acts."[49] The MBTA implements international treaties devised to protect migratory birds and any of their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. As authorized by the MBTA, the USFWS issues permits to qualified applicants for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (rehabilitation, education, migratory game bird propagation, and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal. The regulations governing migratory bird permits are in 50 CFR part 13 General Permit Procedures and 50 CFR part 21 Migratory Bird Permits. The State of California has incorporated the protection of birds of prey in Sections 3800, 3513, and 3503.5 of the CDFG Code.

Federal Clean Water Act (CWA)

"Wetlands and other waters of the U.S. are subject to the jurisdiction of the U.S. Army Corp of Engineers (USACE) and U.S. Environmental Protection Agency (U.S. EPA) under Section 404 of the Clean Water Act (33 U.S.C. 1251 et seq., 1972). Together, the EPA and the USACE determine whether they have jurisdiction over the non-navigable tributaries that are not relatively permanent based on a fact-specific analysis to determine if there is a significant nexus. These non-navigable tributaries include wetlands adjacent to non-navigable tributaries that are not relatively permanent and wetlands adjacent to but that does not directly abut a relatively permanent non-navigable tributary."[50] The definition of waters of the United States includes rivers, streams, estuaries, the territorial seas, ponds, lakes, and wetlands. Wetlands are defined as those areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR 328.3 7b)." The U.S. EPA also has authority over wetlands and may override an USACE permit. Substantial impacts to wetlands may require an individual permit. Projects that only minimally affect wetlands may meet the conditions of one of the existing Nationwide Permits. A Water Quality Certification or Waiver pursuant to Section 401 of the CWA is required for Section 404 permit actions; this certification or waiver is issued by the Regional Water Quality Control Board.

State of California

[47] Ibid.

[48] Op. Cit. 3.11-2.

[49] Tulare County 2030 General Plan RDEIR. Page 3.11-2.

[50] Ibid. 3.11-1 and -2.

California Department of Fish and Wildlife (formerly Dept. of Fish and Game)

The California Department of Fish and Wildlife (DFW) regulates the modification of the bed, bank, or channel of a waterway under Sections 1601-1607 of the California Fish and Game Code. Also included are modifications that divert, obstruct, or change the natural flow of a waterway. Any party who proposes an activity that may modify a feature regulated by the Fish and Game Code must notify DFW before project construction. DFW will then decide whether to enter into a Streambed Alteration Agreement with the project applicant either under Section 1601 (for public entities) or Section 1603 (for private entities) of the Fish and Game Code.

California Endangered Species Act

The California Department of Fish and Wildlife (CDFE or DFW) administers the California Endangered Species Act 9 (CESA OR ESA) of 1984 (Fish and Game Code Section 2080), which regulates the listing and "take" of endangered and threatened State-listed species. A "take" may be permitted by California Department of Fish and Game [Wildlife] through implementing a management agreement. "Take" is defined by the California Endangered Species Act as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" a State-listed species (Fish and Game Code Sec. 86). Under State laws, DFW is empowered to review projects for their potential impacts to State-listed species and their habitats.

The DFW maintains lists for Candidate-Endangered Species (SCE) and Candidate-Threatened Species (SCT). California candidate species are afforded the same level of protection as State-listed species. California also designates Species of Special Concern (CSC) that are species of limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. These species do not have the same legal protection as listed species, but may be added to official lists in the future. The CSC list is intended by DFW as a management tool for consideration in future land use decisions (Fish and Game Code Section 2080).[51]

All State lead agencies must consult with DFW under the California Endangered Species Act when a proposed project may affect State-listed species. DFW would determine if a project under review would jeopardize or result in taking of a State-listed species, or destroy or adversely modify its essential habitat, also known as a "jeopardy finding" (Fish and Game Code Sec. 2090). For projects where DFW has made a jeopardy finding, DFW must specify reasonable and prudent alternatives to the proposed project to the State lead agency (Fish and Game Code Sec. 2090 et seq.).[52]

Fully Protected Species

The State of California first began to designate species as fully protected prior to the creation of the CESA and FESA. Lists of fully protected species were initially developed to provide protection to those animals that were rare or faced possible extinction, and included fish, amphibians, reptiles, birds, and mammals. Most fully protected species have since been listed as threatened or endangered pursuant to the CESA and/or FESA. The regulations that implement the Fully Protected Species Statute (CDFG Code Section 4700) provide that fully protected species may not be taken or possessed at any time. Furthermore, the CDFG prohibits any state agency from issuing incidental take permits for fully protected species, except for necessary scientific research.

Native Plant Protection Act

Regarding listed rare and endangered plant species, the CESA defers to the California Native Plant Protection Act (NPPA) of 1977 (CDFG Code Sections 1900 to 1913), which prohibits importing of rare and endangered plants into California, and the taking and selling of rare and endangered plants. The CESA includes an additional listing category for threatened plants that are not protected pursuant to NPPA. In this case, plants listed as rare or endangered pursuant to the NPPA are not protected pursuant to CESA, but can be protected pursuant to the CEQA. In addition, plants that are not state listed, but that meet the standards for listing, are also protected pursuant to CEQA (Guidelines, Section 15380). In practice, this is generally interpreted to mean that all species on lists 1B and 2 of the CNPS Inventory potentially qualify for protection pursuant to CEQA, and some species on lists 3 and 4 of the CNPS Inventory may qualify for protection pursuant to CEQA. List 3 includes plants for which more information is needed on taxonomy or distribution. Some of these are rare and endangered enough to qualify for protection pursuant to CEQA. List 4 includes plants of limited distribution that may qualify for protection if their abundance and distribution characteristics are found to meet the standards for listing.

Natural Communities Conservation Planning Act

[51] General Plan Background Report. Pages 9-7 and 9-8.

[52] Ibid. 9-8.

The Natural Communities Conservation Planning Act allows a process for developing natural community conservation plans (NCCPs) under DFW direction. NCCPs allow for regional protection of wildlife diversity, while allowing compatible development. DFW may permit takings of State-listed species whose conservation and management are provided in a NCCP, once a NCCP is prepared (Fish and Game Code Secs. 2800 et seq.).[53]

Federally and State-Protected Lands

Ownership of California's wildlands is divided primarily between federal, state, and private entities. State-owned land is managed under the leadership of the Departments of Fish and Game (DFW), Parks and Recreation, and Forestry and Fire Protection (CDF). Tulare County has protected lands in the form of wildlife refuges, national parks, and other lands that have large limitations on appropriate land uses. Some areas are created to protect special status species and their ecosystems.[54]

California Wetlands Conservation Policy

The California Wetlands Conservation Policy's goal is to establish a policy framework and strategy that will ensure no overall net loss and achieve a long-term net gain in the quantity, quality, and permanence of wetlands acreage and values in California. Additionally, the policy aims to reduce procedural complexity in the administration of State and federal wetlands conservation programs and to encourage partnerships with a primary focus on landowner incentive programs and cooperative planning efforts. These objectives are achieved through three policy means: statewide policy initiatives, three geographically based regional strategies in which wetland programs can be implemented, and creation of interagency wetlands task force to direct and coordinate administration and implementation of the policy. Leading agencies include the Resources Agency and the California Environmental Protection Agency (Cal/EPA) in cooperation with Business, Transportation and Housing Agency, Department of Flood and Agriculture, Trade and Commerce Agency, Governor's Office of Planning and Research, Department of Fish and Game, Department of Water Resources, and the State Water Resources Control Board.[55]

Birds of Prey

Birds of Prey are protected under the California Fish and Game Code Section 3503.5, which states:

"It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto."

This includes any construction disturbance which could lead to nest abandonment, which is considered a "taking" by the DFW.

CEQA and Oak Woodland Protection

CEQA Statute Section 21083.4, "Counties; Conversion of Oak Woodlands; Mitigation Alternatives," requires that counties determine whether a development will have potential impacts on oak woodlands:

21083.4(a): "For purposes of this section, "oak" means a native tree species in the genus Quercus, not designated as Group A or Group B commercial species pursuant to regulations adopted by the State Board of Forestry and Fire Protection pursuant to Section 4526, and that is 5 inches or more in diameter at breast height."

21083.4(b): " …a county shall determine whether a project within its jurisdiction may result in a conversion of oak woodlands that will have a significant effect on the environment. If a county determines that there may be a significant effect to oak woodlands, the county shall require one or more of the…[listed] oak woodlands mitigation alternatives…"

Local

Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project such as:

[53] Op. Cit.
[54] Op. Cit. 9-9.
[55] Op. Cit.

ERM-1.1 Protection of Rare and Endangered Species which protects environmentally sensitive wildlife and plant life, including those species designated as rare, threatened, and/or endangered by State and/or Federal government, through compatible land use development;

ERM-1.2 Development in Environmentally Sensitive Areas where the County shall limit or modify proposed development within areas that contain sensitive habitat for special status species and direct development into less significant habitat areas. Development in natural habitats shall be controlled so as to minimize erosion and maximize beneficial vegetative growth;

ERM-1.4 Protect Riparian Areas where the County shall protect riparian areas through habitat preservation, designation as open space or recreational land uses, bank stabilization, and development controls;

ERM-1.6 Management of Wetlands where the County shall support the preservation and management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats;

ERM-1.7 Planting of Native Vegetation where the County shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation and wildlife, and ensure that a maximum number and variety of well-adapted plants are maintained;

ERM-1.16 Cooperate with Wildlife Agencies which states that the County shall cooperate with State and federal wildlife agencies to address linkages between habitat areas; and

ERM-2.7 Minimize Adverse Impacts where the County will minimize the adverse effects on environmental features such as water quality and quantity, air quality, flood plains, geophysical characteristics, biotic, archaeological, and aesthetic factors

Project Impact Analysis

a) Less Than Significant Impact With Mitigation: As noted earlier, the proposed Project is to change the zoning from AE-10 to M-1 and construct a 50,000 square foot industrial park with 10 ADA parking stalls, 42 parking stalls, 12 loading docks, and a dry creek bed xeriscaping around the perimeter on a portion of a 29.00-acre parcel. A 9-quad query of the California Natural Diversity Database (CNDDB)was conducted and found 20 sensitive animal species, 20 sensitive plant species and 2 protected habitats to be documented in the area (see Attachment B). The site is regularly disked for weed control and as such, precludes the suitability of habitat for plant species. Two protected habitats, the Northern Claypan Vernal Pool and Sycamore Alluvial Woodland, are absent from the site, as evidenced by searching/viewing aerial imagery and a search of the National Wetlands Inventory.[56]

Of the 20 recorded species, 14 lack appropriate habitat or site disking precludes their potential occurrence. Potential habitat or foraging ground can be found on site for the Tricolored blackbird, Pallid bat, Swainson's hawk, hoary bat, San Joaquin kit fox and the American badger.

The Project will not require removal of any native valley oaks or other trees. However, there is a possibility that migratory birds and raptors may be present within the vicinity of the Project site, or due to the transient nature of some species, the Project site could provide habitat or foraging areas for special status species such as kit fox and Swainson's hawk. Project development could potentially impact one of these sensitive species; however, with incorporation of mitigation measures, impacts to this Checklist Item will remain less than significant.

Summary of Mitigation Measures: See Mitigation Monitoring and Reporting Program (Attachment F) for full description of mitigation measures

Swainson's hawk:	**4-1** Nesting Surveys; **4-2** Avoidance; **4-3** Establish Buffers; and **4-4** Compensatory Mitigation.
San Joaquin kit fox:	**4-5** Pre-construction Surveys; **4-6** Avoidance; **4-7** Minimization; **4-8** Employee Education Program; and **4-9** Mortality Reporting
American Badger:	**4-10** Pre-construction Surveys and **4-11** Avoidance.

Nesting Raptors and Migratory Birds, including Tricolored Blackbird: **4-12** Pre-construction Surveys; **4-13** Avoidance; and **4-14** Establish Buffers.

Pallid and Hoary Bats:	**4-15** Pre-construction Surveys; **4-16** Avoidance; **4-17** Minimization; and **4-18** Avoidance of Maternity Roosts.

[56] U.S. Fish & Wildlife Service. National Wetlands Inventory. Site accessed in January, 2022 at: https://www.fws.gov/wetlands/data/mapper.html.

Based on this analysis, implementation of **Mitigation Measures 4-1** through **4-18** (which can be found in their entirety in Attachment E of this IS/MND), as applicable, would reduce potential Project-specific impacts related to this Checklist Item to less than significant.

b-c) No Impact: The site is currently vacant and disked regularly for weed control. The site is surrounded by SR 65 (to the east), and active agriculture/agricultural commercial operations (to the north, east, and south). There are no riparian habitats, federally protected wetlands, or other sensitive natural communities on site or within the immediate vicinity. As such, no project-specific impacts related to this Checklist Item will occur.

d) Less Than Significant Impact with Mitigation: As described previously, the site is currently vacant and disked regularly for weed control. The site is surrounded by SR 65 (to the east), active agriculture/agricultural commercial operations (to the north, east, and south). Due to the disturbed nature of the site and surrounding areas, it is unlikely that wildlife would not regularly use or traverse through the project site. Birds using the Pacific flyway will continue to do so following project development; however, should migratory birds forage on site during project development, significant impacts could occur. Implementation of **Mitigation Measures 4-12**, **4-13 and 4-14** (which can be found in their entirety in Attachment F of this IS/MND) shall be implemented to reduce potential Project-specific impacts related to this Checklist Item to less than significant

e) No Impact: The proposed Project is consistent with the goals and policies of the Tulare County General Plan. Any Habitat Conservation Plans or Natural Community Conservation Plans outlined by the County will not be affected by Project implementation. Therefore, the Project would be carried out in compliance with local policies and ordinances. No Project-specific Impacts related to this Checklist Item will occur.

f) Less Than Significant Impact: As noted earlier, there are two habitat conservation plans that apply in Tulare County. The Kern Water Habitat Conservation Plan only applies to an area in Allensworth (near the southwest quadrant of the County) and the Project site is not subject to this Plan. The Recovery Plan for Upland Species in the San Joaquin Valley outlines a number of species that are important to the San Joaquin Valley. Mitigation is incorporated, as described in Impact 4-a, to reduce potential impacts to these species to less than significant. As such, less than significant impacts related to this Checklist Item will occur.

Cumulative Impact Analysis

The geographic area of this cumulative analysis is the San Joaquin Valley. While the study area is limited to Tulare County, sensitive species with similar habitat requirements may exist in other portions of the San Joaquin Valley, and therefore cumulative impacts would extend beyond Tulare County political boundaries. The proposed Project would only contribute to cumulative impacts related to this Checklist Item if Project-specific impacts were to occur.

Implementation of **Mitigation Measures 4-1** through **4-18** (which can be found in their entirety in Attachment F of this IS/MND), as applicable, would result in a less than significant impacts to this resource area. As there are no significant Project-specific impacts to this resource area, potential cumulative impacts to biological resources are less than significant.

5. CULTURAL RESOURCES

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Cultural Resources, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Environmental Setting

The Project area is located approximately four miles south of the City of Porterville, in an agricultural area of the San Joaquin Valley. The site is currently vacant but has historically been agriculturally productive. Surrounding areas include agricultural production, commercial, and SR 65 is immediately west of the site.

"Tulare County lies within a culturally rich province of the San Joaquin Valley. Studies of the prehistory of the area show inhabitants of the San Joaquin Valley maintained fairly dense populations situated along the banks of major waterways, wetlands, and streams. Tulare County was inhabited by aboriginal California Native American groups consisting of the Southern Valley Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Of the main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory."[57]

"California's coast was initially explored by Spanish (and a few Russian) military expeditions during the late 1500s. However, European settlement did not occur until the arrival into southern California of land-based expeditions originating from Spanish Mexico starting in the 1760s. Early settlement in the Tulare County area focused on ranching. In 1872, the Southern Pacific Railroad entered Tulare County, connecting the San Joaquin Valley with markets in the north and east. About the same time, valley settlers constructed a series of water conveyance systems (canals, dams, and ditches) across the valley. With ample water supplies and the assurance of rail transport for commodities such as grain, row crops, and fruit, a number of farming colonies soon appeared throughout the region."[58]

"The colonies grew to become cities such as Tulare, Visalia, Porterville, and Hanford [in Kings County]. Visalia, the [Tulare] County seat, became the service, processing, and distribution center for the growing number of farms, dairies, and cattle ranches. By 1900, Tulare County boasted a population of about 18,000. New transportation links such as SR 99 (completed during the 1950s), affordable housing, light industry, and agricultural commerce brought steady growth to the valley. The California Department of Finance estimated the 2007 Tulare County population to be 430,167."[59]

Existing Cultural and Historic Resources

"Tulare County's known and recorded cultural resources were identified through historical records, such as those found in the National Register of Historic Places, the Historic American Building Survey/Historic American Engineering Record (HABS/HAER), the California Register of Historic Resources, California Historical Landmarks, and the Tulare County Historical Society list of historic resources."[60]

Due to the sensitivity of many prehistoric, ethnohistoric, and historic archaeological sites, locations of these resources are not available to the general public. The Information Center at California State University, Bakersfield houses records associated with reported cultural resources surveys, including the records pertinent to sensitive sites, such as burial grounds, important village sites, and other buried historical resources protected under state and federal laws.

As described earlier, a CHRIS search was performed on behalf of the Project on March 2, 2021, which included recorded historical and archaeological sites and maps of the affected area. The results indicate that no cultural resources have been recorded on-site; however, there are two recorded resources within one-half mile of the site; two unnamed ditches.

Natural Setting

<u>The Windmiller Pattern</u>

According to the Society for California Archaeology (SCA), there are many chronological and cultural units (i.e., periods, phases, horizons, stages, traditions, etc.) that define California prehistory. "The literature on prehistoric California contains numerous designations for units referring to chronological, geographical, cultural, technological, or functional diversity in the archaeological record. These dimensions have often been invoked in overlapping or inconsistent ways."[61] The Windmiller pattern was identified in the Sacramento-San Joaquin Delta and is thought to be one of the oldest archaeological complexes (Lillard et al. 1939). As defined

[57] Tulare County General Plan Update 2030. Page 8-5.

[58] Ibid.

[59] Op. Cit. 8-6.

[60] Tulare County General Plan 2030 Update *Background Report.* Page 9-56.

[61] Society for California Archaeology. Chronological and Cultural Units. A Glossary of Proper Names in California History. Accessed May 2022 at: Chronological and Cultural Units – SOCIETY FOR (scahome.org)

by SCA, a Pattern is "A geographically and chronologically extended cultural unit within a region, characterized by similar technology, economy, and burial practices."[62]

The Windmiller pattern is identified as "A middle to late Holocene tradition, pattern, facies, or culture in central California, particularly in the Sacramento delta, dated between 5000-2500 and 2000-500 B.C. The Windmiller tradition has been identified with the Early horizon or period and classified within the late Archaic period. Locally, the Windmiller facies was followed by the Morse, Deterding, Brazil, Need, or Orwood facies. The pattern has been identified with the Utian ethnolinguistic group. The type site is the Windmiller Mound Site (SAC-107). (Beardsley 1954; Bennyhoff and Fredrickson 1994; Chartkoff and Chartkoff 1984; Fredrickson 1994; Lillard et al. 1939; Ragir 1972)."[63] The Windmiller Pattern represents an important facet of Tulare County's prehistory.

Regulatory Setting

Federal

Cultural resources are protected by several federal regulations, none of which are relevant to this project because it will not be located on lands administered by a federal agency and the project applicant is not requesting federal funding and does not require any permits from any federal agencies.

State

California State Office of Historic Preservation (OHP)

"The California State Office of Historic Preservation (OHP) is responsible for administering federally and state mandated historic preservation programs to further the identification, evaluation, registration and protection of California's irreplaceable archaeological and historical resources under the direction of the State Historic Preservation Officer (SHPO), a gubernatorial appointee, and the State Historical Resources Commission.

OHP's responsibilities include:

- Identifying, evaluating, and registering historic properties;
- Ensuring compliance with federal and state regulatory obligations;
- Encouraging the adoption of economic incentives programs designed to benefit property owners;
- Encouraging economic revitalization by promoting a historic preservation ethic through preservation education and public awareness and, most significantly, by demonstrating leadership and stewardship for historic preservation in California.

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Architectural Review and Incentives

OHP administers the Federal Historic Preservation Tax Incentives Program and provides architectural review and technical assistance to other government agencies and the general public in the following areas:

[62] Ibid.
[63] Ibid.

- Interpretation and application of the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties;
- General assistance with and interpretation of the California Historical Building Code and provisions for qualified historic properties under the Americans with Disabilities Act;
- Developing and implementing design guidelines;
- Preservation incentives available for historic properties;
- Sustainability and adaptive reuse of historic properties."[64]

Information Management

The California Historical Resources Information System (CHRIS) consists of the California Office of Historic Preservation (OHP), nine Information Centers (ICs), and the State Historical Resources Commission (SHRC). The OHP administers and coordinates the CHRIS and presents proposed CHRIS policies to the SHRC, which approves these polices in public meetings. The CHRIS Inventory includes the State Historic Resources Inventory maintained by the OHP as defined in California Public Resources Code § 5020.1(p), and the larger number of resource records and research reports managed under contract by the nine ICs."[65] "The CHRIS Information Centers (ICs) are located on California State University and University of California campuses in regions throughout the state. The nine ICs provide historical resources information, generally on a fee-for-service basis, to local governments, state and federal agencies, Native American tribes, and individuals with responsibilities under the National Environmental Policy Act, the National Historic Preservation Act, and the California Environmental Quality Act (CEQA), as well as to the general public."[66] Tulare, Fresno, Kern, Kings and Madera counties are served by the Southern San Joaquin Valley Historical Resources Information Center (Center), located at California State University, Bakersfield in Bakersfield, CA. The Center provides information on known historic and cultural resources to governments, institutions and individuals.

"Local Government Assistance

OHP works with California's city and county governments to aid them in integrating historic preservation into the broader context of overall community planning and development activities by adopting a comprehensive approach to preservation planning which combines identification, evaluation, and registration of historical resources with strong local planning powers, economic incentives, and informed public participation.

OHP provides guidance and technical assistance to city and county governments in the following areas:

- Drafting or updating preservation plans and ordinances;
- Planning for and conducting architectural, historical, and archeological surveys;
- Developing criteria for local designation programs, historic districts, historic preservation overlay zones (HPOZs), and conservation districts;
- Developing design guidelines using the Secretary of the Interior's Standards;
- Developing economic incentives for historic preservation;
- Training local commissions and review boards;
- Meeting CEQA responsibilities with regard to historical resources.

OHP also administers the Certified Local Government (CLG) Program and distributes at least 10% of its annual federal Historic Preservation Fund allocation to CLGs through a competitive grant program to them in achieving their historic preservation goals.

Environmental Compliance: Section 106, PRC 5024, and CEQA

OHP reviews and comments on thousands of federally sponsored projects annually pursuant to Section 106 of the National Historic Preservation Act and state programs and projects pursuant to Sections 5024 and 5024.5 of the Public Resources Code. OHP also reviews and comments on local government and state projects pursuant to the California Environmental Quality Act (CEQA).

The purpose of OHP's project review program is to promote the preservation of California's heritage resources by ensuring that projects and programs carried out or sponsored by federal and state agencies comply with federal and state historic preservation laws and that projects are planned in ways that avoid any adverse effects to heritage resources. If adverse effects cannot be avoided, the OHP assists project sponsors in developing measures to minimize or mitigate such effects.

[64] California State Parks. Office of Historic Preservation. Mission and Responsibilities. Accessed December 2021 at: Mission and Responsibilities (ca.gov)

[65] California State Parks. Office of Historic Preservation May 2022 at: http://ohp.parks.ca.gov/?page_id=1068.

[66] California State Parks. Office of Historic Preservation. About the CHRIS Information Centers. Accessed May 2022 at: http://ohp.parks.ca.gov/?page_id=28730.

State and Federal Registration Programs

OHP administers the National Register of Historic Places, the California Register of Historical Resources, the California Historical Landmarks, and the California Points of Historical Interest programs. Each program has different eligibility criteria and procedural requirements; all register nominations must be submitted to the Commission for review and approval.

Eligible and listed resources may be eligible for tax benefits and are recognized as part of the environment under the California Environmental Quality Act (CEQA).[67]

A historical resource may be eligible for inclusion in the California Register of Historical Resources (CRHR) if it meets the following Criteria for Designation:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- Associated with the lives of persons important to local, California or national history (Criterion 2).
- Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).[68]

Native American Heritage Commission (NAHC)

"In 1976, the California State Government passed AB 4239, establishing the Native American Heritage Commission (NAHC) as the primary government agency responsible for identifying and cataloging Native American cultural resources. Up until this point, there had been little government participation in the protection of California's cultural resources. As such, one of the NAHC's primary duties, as stated in AB 4239, was to prevent irreparable damage to designated sacred sites, as well as to prevent interference with the expression of Native American religion in California. Furthermore, the bill authorized the Commission to act in order to prevent damage to and insure Native American access to sacred sites. Moreover, the Commission could request that the court issue an injunction for the site, unless it found evidence that public interest and necessity required otherwise. In addition, the bill authorized the commission to prepare an inventory of Native American sacred sites located on public lands and required the commission to review current administrative and statutory protections accorded to such sites. In 1982, legislation was passed authorizing the Commission to identify a Most Likely Descendant (MLD) when Native American human remains were discovered any place other than a dedicated cemetery. MLDs were granted the legal authority to make recommendations regarding the treatment and disposition of the discovered remains. These recommendations, although they cannot halt work on the project site, give MLDs a means by which to ensure that the Native American human remains are treated in the appropriate manner. Today, the NAHC provides protection to Native American human burials and skeletal remains from vandalism and inadvertent destruction. It also provides a legal means by which Native American descendants can make known their concerns regarding the need for sensitive treatment and disposition of Native American burials, skeletal remains, and items associated with Native American burials."[69]

As noted in their website, "The California Native American Heritage Commission (NAHC or Commission), created in statute in 1976 (Chapter 1332, Statutes of 1976), is a nine-member body whose members are appointed by the Governor. The NAHC identifies, catalogs, and protects Native American cultural resources -- ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California. The NAHC is also charged with ensuring California Native American tribes' accessibility to ancient Native American cultural resources on public lands, overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the California Native American Graves Protection and Repatriation Act (CalNAGPRA), among many other powers and duties."[70]

Additional State regulatory requirements regarding tribal cultural resources (such as AB 52 and SB 18 Tribal Consultation Guidelines) can be found at Item XVIII Tribal Cultural Resources.

CEQA Guidelines: Historical Resources Definition

[67] Ibid.

[68] California Register: Criteria for Designation. May 2022 at: https://ohp.parks.ca.gov/?page_id=21238

[69] California Native American Heritage Commission. About The Native American Heritage Commission. Accessed May 2022 at: http://nahc.ca.gov/about/.

[70] Ibid. Welcome. Accessed May 2022 at: http://nahc.ca.gov/.

CEQA Guidelines Section 15064.5(a) defines a historical resource as:

"(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.).
(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4852) including the following:
    (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
    (B) Is associated with the lives of persons important in our past;
    (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
    (D) Has yielded, or may be likely to yield, information important in prehistory or history.
(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1."[71]

CEQA Guidelines: Archaeological Resources

Section 15064.5(c) of CEQA Guidelines provides specific guidance on the treatment of archaeological resources as noted below.

"(1) When a Project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subdivision (a).
(2) If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.
(3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c–f) do not apply to surveys and site evaluation activities intended to determine whether the Project location contains unique archaeological resources.
(4) If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the Project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process."[72]

CEQA Guidelines: Human Remains

Public Resources Code Sections 5097.94 and 5097.98 provide guidance on the disposition of Native American burials (human remains), and fall within the jurisdiction of the Native American Heritage Commission:

"(d) When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the Project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any Items associated with Native American burials with the

[71] CEQA Guidelines, Section 15064.5(a). Statute and Guidelines - California Association of Environmental Professionals (califaep.org)
[72] Ibid. Section 15064.5(c).

appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from:

(1) The general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).
(2) The requirements of CEQA and the Coastal Act.[73]

"(e) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:

(1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
    (A) The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and
    (B) If the coroner determines the remains to be Native American:
        1. The coroner shall contact the Native American Heritage Commission within 24 hours.
        2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
        3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
    (A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.
    (B) The descendant identified fails to make a recommendation; or
    (C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.[74]

"(f) As part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place."[75]

<u>CEQA Guidelines: Paleontological Resources</u>

Public Resources Code Section 5097.5 prohibits excavation or removal of any "vertebrate paleontological site… or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands."

<u>CEQA Guidelines Section 15126.4(b)</u>

"(b) Mitigation Measures Related to Impacts on Historical Resources.

(1) Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer, the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant.
(2) In some circumstances, documentation of an historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur.
(3) Public agencies should, whenever feasible, seek to avoid damaging effects on any historical resource of an archaeological nature. The following factors shall be considered and discussed in an EIR for a project involving such an archaeological site:

[73] Op. Cit. Section 15064.5(d).
[74] Op. Cit. Section 15064.5 (e).
[75] Op. Cit. Section 15064.5(f).

(A) Preservation in place is the preferred manner of mitigating impacts to archaeological sites. Preservation in place maintains the relationship between artifacts and the archaeological context. Preservation may also avoid conflict with religious or cultural values of groups associated with the site.

(B) Preservation in place may be accomplished by, but is not limited to, the following:
1. Planning construction to avoid archaeological sites;
2. Incorporation of sites within parks, greenspace, or other open space;
3. Covering the archaeological sites with a layer of chemically stable soil before building tennis courts, parking lots, or similar facilities on the site.
4. Deeding the site into a permanent conservation easement.

(C) When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation.

(D) Data recovery shall not be required for an historical resource if the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historical resource, provided that the determination is documented in the EIR and that the studies are deposited with the California Historical Resources Regional Information Center."[76]

Public Resources Code §5097.5

California Public Resources Code §5097.5 prohibits excavation or removal of any "vertebrate paleontological site…or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands." Public lands are defined to include lands owned by or under the jurisdiction of the state or any city, county, district, authority or public corporation, or any agency thereof. Section 5097.5 states that any unauthorized disturbance or removal of archaeological, historical, or paleontological materials or sites located on public lands is a misdemeanor.

Human Remains

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Local

Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project:

ERM-6.1 Evaluation of Cultural and Archaeological Resources which states that the County shall participate in and support efforts to identify its significant cultural and archaeological resources using appropriate State and Federal standards;

ERM-6.2 Protection of Resources with Potential State or Federal Designations wherein the County shall protect cultural and archaeological sites with demonstrated potential for placement on the National Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources. Such sites may be of Statewide or local significance and have anthropological, cultural, military, political, architectural, economic, scientific, religious, or other values as determined by a qualified archaeological professional;

ERM-6.3 Alteration of Sites with Identified Cultural Resources which states that when planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development can

[76] Op. Cit. Section 15126.4(b),

be permitted in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and mitigation measures proposed for any impacts the development may have on the resource;

ERM-6.4 Mitigation – which states that if preservation of cultural resources is not feasible, every effort shall be made to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records;

ERM-6.7 Cooperation of Property Owners where the County should encourage the cooperation of property owners to treat cultural resources as assets rather than liabilities, and encourage public support for the preservation of these resources;

ERM-6.8 Solicit Input from Local Native Americans (which is consistent with AB 52 in regards to Tribal Consultation) wherein the County shall continue to solicit input from the local Native American communities in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance;

ERM-6.9 Confidentiality of Archaeological Sites which is also consistent with AB 52) where the County shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts; and

ERM-6.10 Grading Cultural Resources Sites wherein the County shall ensure all grading activities conform to the County's Grading Ordinance and California Code of Regulations, Title 20, § 2501 et. seq.

Project Impact Analysis

a-b) Less Than Significant with Mitigation Incorporation. The Project site is currently vacant and routinely disked for weed control. The site is immediately adjacent to SR 65 and is surrounded by active agricultural production and agricultural commercial sites. A records search was performed on January 11, 2022, through the California Historical Resources Information System (CHRIS), which is included in Attachment C. The records search included recorded historical and archaeological sites and maps of the affected area by personnel at the Southern San Joaquin Information Center (SSJVIC), located at California State University, Bakersfield, California.

According to the CHRIS search, there have been no previous cultural resource studies conducted within the Project area or within the one-half mile radius. There are no recorded resources within the Project site and it is unknown if any exist there. There is one recorded resource within the one-half mile radius; a historic era railroad. There are no resources that are listed in the National Register of Historic Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

Due to the disking, the site is highly disturbed. There are no rock outcroppings, artifacts (including arrowheads, fire or grinding pits, drawings, or caves), buildings or other structures that could have any cultural values. Despite the absence of documented cultural resources within the project area, undiscovered potentially significant resources might still exist in the area. Based on this analysis, implementation of **Mitigation Measures 5-1 and 5-2** (which can be found in their entirety in Attachment F of this IS/MND) would reduce potential Project-specific impacts related to this Checklist Item to a level considered less than significant.

Summary of Mitigation Measures:

5-1. Discovery of resources during excavation, suspension of work, retention of qualified archaeologist/paleontologist, implementation of measures to protect resources.

5-2. Cessation of work activities, County notification, determination of significance, actions to be taken as determined by a qualified archaeologist/paleontologist, treatment plan, collaboration with affected Native American Tribe.

c) Less Than Significant Impact With Mitigation: As noted earlier, the Project site is currently vacant and bordered by SR 65 (to the west) and agricultural-related activities (to the north, east, and south). Also as previously noted, a cultural resources record search was conducted by the Southern San Joaquin Valley Historical Resources Information Center, Bakersfield and as indicated in a letter dated January 11, 2022, no archaeological deposits or isolated finds were identified during the records search. Based on this analysis, implementation of **Mitigation Measure 5-3** (which can be found in their entirety in Attachment F of this IS/MND) would reduce potential Project-specific impacts related to this Checklist Item to a level considered less than significant. Therefore, implementation of **Mitigation Measures 5-3** would result in a less than significant impact to this item.

Summary of Mitigation Measures:

5-3. Inadvertent discovery of human remains during excavation, cessation of excavation or disturbance, contact of Coroner/Sheriff, contact NAHC, and dignified reburial.

Cumulative Impact Analysis

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and the Tulare County 2030 General Plan EIR.

It is not anticipated that cultural resources or Native American remains will be found at the proposed Project site. However, consistent with CEQA requirements, **Mitigation Measures 5-1** through **5-3** are included in the unlikely event that if cultural resources or Native American remains are unearthed/discovered during any ground disturbance activities, such finds will be mitigated to less than significant Project-specific and Cumulative Impacts.

Mitigation Measure(s)

See **Mitigation Measures 5-1** through **5-3** in Attachment G (in their entirety).

6. ENERGY

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Energy, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. The Energy section is analyzed in detail in the Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum (Memo) prepared by Johnson Johnson and Miller Air Quality Consulting Services. The Memo is provided in its entirety in Attachment A.

Environmental Setting

The Project area is located approximately four miles south of the City of Porterville, in an agricultural area of the San Joaquin Valley. The site is currently vacant but has historically been agriculturally productive. Surrounding areas include agricultural production, commercial, and SR 65 is immediately west of the site.

The proposed Project would be served with electricity provided by SCE. SCE's 2019 Green Rate 50 percent option includes 67.5 percent eligible renewable resources, including wind, geothermal, solar, eligible hydroelectric, and biomass and biowaste; 4 percent large hydroelectric; 8.1 percent natural gas; 4.1 percent nuclear; 0.1 percent other; and 16.3 percent unspecified sources of power[77] SCE's 2019 Green Rate 100 percent option includes 100 percent eligible renewable resources, composed entirely of solar. Approximately 43 percent of the electricity that SCE delivered in 2020 was a combination of renewable and GHG-emissions-free resources.[78] SCE was ahead of schedule in meeting the California's RPS 2020 mandate of serving their load with at least 33 percent RPS-eligible resources. SCE would be required to meet California's RPS standards of 60 percent by 2030 and carbon-free sourced-electricity by 2045.[79]

Regulatory Setting

[77] "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.

[78] Renewable sources included solar, wind, geothermal, biomass, and small hydroelectric sources. GHG-emissions-free sources of energy included nuclear and large hydroelectric. "GHG-emissions-free resources" refers to energy sources other than renewable energy resources that also do not result in GHG emissions, such as non-emitting nuclear and hydroelectric.

[79] Southern California Edison (SCE). 2020. 2019 Power Content Label. Accessed May 2022 at: https://www.sce.com/sites/default/files/inline-files/SCE_2019PowerContentLabel.pdf.

Federal

Energy Policy Act of 2005

The Energy Policy Act of 2005 seeks to reduce reliance on non-renewable energy resources and provide incentives to reduce current demand on these resources. For example, under the Act, consumers and businesses can obtain federal tax credits for purchasing fuel-efficient appliances and products, including buying hybrid vehicles, building energy-efficient buildings, and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for the installation of qualified fuel cells, stationary microturbine power plants, and solar power equipment.

State

California Energy Commission

The California Energy Commission (CEC) was created in 1974 to serve as the state's primary energy policy and planning agency. The CEC is tasked with reducing energy costs and environmental impacts of energy use - such as greenhouse gas emissions - while ensuring a safe, resilient, and reliable supply of energy.

State of California Integrated Energy Policy (SB 1389)

In 2002, the Legislature passed Senate Bill 1389, which required the CEC to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for Zero Emission Vehicles and their infrastructure needs, and encouragement of urban designs that reduce vehicles miles traveled and accommodate pedestrian and bicycle access. The CEC adopted the 2013 Integrated Energy Policy Report on February 20, 2014. The 2013 Integrated Energy Policy Report provides the results of the CEC's assessment of a variety of issues, including:

- Ensuring that the state has sufficient, reliable, and sage energy infrastructure to meet current and future energy demands;
- Monitoring publicly-owned utilities' progress towards achieving 10-year energy efficiency targets; defining and including zero-net-energy goals in state building standards;
- Overcoming challenges to increased use of geothermal heat pump/ground loop technologies and procurement of biomethane;
- Using demand response to meet California's energy needs and integrate renewable technologies;
- Removing barriers to bioenergy development; planning for California's electricity infrastructure needs given potential retirement of power plants and the closure of the San Onofre Nuclear Generating Station;
- Estimating new generation costs for utility-scale renewable and fossil-fueled generation;
- Planning for new or upgraded transmission infrastructure;
- Monitoring utilities' progress in implementing past recommendations related to nuclear power plants;
- Tracking natural gas market trends;
- Implementing the Alternative and Renewable Fuel and Vehicle Technology Program;
- Addressing the vulnerability of California's energy supply and demand infrastructure to the effects of climate change; and
- Planning for potential electricity system needs in 2030.

Renewable Portfolio Standard (SB 1078 and SB 107)

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

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

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

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

The California Building Standards Commission adopted the California Green Buildings Standards Code (CALGreen in Part 11 of the Title 24 Building Standards Code) for all new construction statewide on July 17, 2008. Originally, a volunteer measure, the code became mandatory in 2010 and the most recent update (2013) went into effect on January 1, 2014. CALGreen sets targets for energy efficiency, water consumption, dual plumbing systems for potable and recyclable water, diversion of construction waste from landfills, and use of environmentally sensitive materials in construction and design, including eco-friendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. The 2013 CALGreen Code includes mandatory measures for non-residential development related to site development; water use; weather resistance and moisture management; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; and outdoor air quality. Mandatory measures for residential development pertain to green building; planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; environmental quality; and installer and special inspector qualifications.

California Global Warming Solutions Act of 2006 (Assembly Bill 32)

Assembly Bill 32 (Health and Safety Code Sections 38500–38599; AB 32), also known as the California Global Warming Solutions Act of 2006, commits the state to achieving year 2000 GHG emission levels by 2010 and year 1990 levels by 2020. To achieve these goals, AB 32 tasked the CPUC and CEC with providing information, analysis, and recommendations to the ARB regarding ways to reduce GHG emissions in the electricity and natural gas utility sectors.

"In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in California. AB 32 required the California Air Resources Board (ARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated every five years. The First Update to the Climate Change Scoping Plan was approved by the Board on May 22, 2014. In 2016, the Legislature passed SB 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation AB 197, which provides additional direction for developing the Scoping Plan."[80] California's 2017 Climate Change Scoping Plan was adopted in December 2018. The plan identifies the State's strategy for achieving the 2030 emission reduction targets.

Clean Energy and Pollution Reduction Act (SB 350)

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

Local

Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project:

ERM-4.1 Energy Conservation and Efficiency Measures wherein the County encourages the use of solar energy, solar hot water panels, and other energy conservation and efficiency features;

[80] Air Resources Board. AB 32 Scoping Plan. Accessed May 2022 at: https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm.

ERM-4.3 Local and State Programs wherein the County shall participate, to the extent feasible, in local and State programs that strive to reduce the consumption of natural or man-made energy sources;

ERM-4.3 Local and State Programs wherein the County shall participate, to the extent feasible, in local and State programs that strive to reduce the consumption of natural or man-made energy sources; and

ERM-4.6 Renewable Energy wherein the County shall support efforts, when appropriately sited, for the development and use of alternative energy resources, including renewable energy such as wind and solar, biofuels and co-generation

Project Impact Analysis

a) Less Than Significant Impact: The energy requirements for the proposed project were determined using the construction- and operational-related estimates generated from the Air Quality Analysis Memorandum (Memo, refer to Attachment A for related CalEEMod output files). The calculation worksheets for diesel fuel consumption rates for off-road construction equipment and on-road vehicles are provided in Attachment C of Attachment A. Short-term construction-related energy consumption is discussed below.

Short Term Construction

Off-Road Equipment

"The proposed project is anticipated to begin construction in 2022. For modeling purposes, construction was assumed to be completed in a four-month period. Based on applicant-provided information, it is anticipated that the project would be constructed over a three (3) to four (4) month period. Table 10 provides estimates of the project's construction fuel consumption from off-road construction equipment for the entire project, categorized by construction activity.

As shown in [the Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum (Memo)] Table 22 [**Table 6-1** in this document], use of off-road equipment associated with construction of the proposed project is estimated to consume approximately 14,333 gallons of diesel fuel over the entire construction duration. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the Tulare County region or other parts of California. Therefore, it is expected that construction fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region."[81]

Table 6-1
Construction Off-Road Fuel Consumption[82]

Project Component	Construction Activity	Fuel Consumption (gallons)
Proposed Project (On-site, Off-road Equipment Use)	Site Preparation	352
	Grading	441
	Building Construction	12,811
	Paving	618
	Architectural Coating	111
Total		**14,333**

Note: Totals may not appear to sum correctly due to rounding.
Source: Energy Consumption Calculations (Attachment C of Attachment A).

On-Road Vehicles

[81] Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum for the Setton Project. January 25, 2022. PDF Page 49 (included in Attachment A of this document).
[82] Ibid. 50.

"On-road vehicles for construction workers, vendors, and haulers would require fuel for travel to and from the site during construction. Table 11 [in the Memo, **Table 6-2** in this document]) provides an estimate of the total on-road vehicle fuel usage during construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region."[83]

Table 6-2
Construction On-Road Fuel Consumption[84]

Project Component	Total Annual Fuel Consumption (gallons)
Site Preparation	77
Grading	318
Building Construction	4,963
Paving	243
Architectural Coating	118
Total	**5,719**

Note: Totals may not appear to sum correctly due to rounding
Source: Energy Consumption Calculations (Attachment C).

Other Energy Consumption Anticipated During Project Construction

"Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. As the on-site construction activities would be restricted to the permissible hours allowed in Tulare County, it is anticipated that the use of construction lighting would be minimal. Singlewide mobile office trailers, which are commonly used in construction staging areas, generally range in size from 160 square feet to 720 square feet. A typical 720-square-foot office trailer would consume approximately 2,744 kWh during the approximate 4-month construction phase."[85]

Construction Energy Demand

As summarized in **Table 6-1** and **Table 6-2**, the proposed project would require 14,333 gallons of diesel fuel for construction-related off-road equipment and 5,719 gallons of gasoline and diesel for on-road vehicles during construction-related activities. There are no unusual project characteristics that would necessitate the use of construction-related equipment that would be less energy efficient than at comparable construction sites in the region or other parts of the state. In addition, the overall construction-related schedule and process is already designed to be efficient in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, it is anticipated that construction-related fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region, and as such, impacts would be less than significant.

Long-Term Operations

Transportation Energy Demand

"Table 12 (in the Memo, **Table 6-3** in this document) provides an estimate of the daily and annual fuel consumed by vehicles traveling to and from the proposed project. These estimates were derived using the same assumptions used in the operational air quality analysis for the proposed project."[86]

[83] Op. Cit.
[84] Op. Cit.
[85] Op. Cit.
[86] Op. Cit. 51.

Table 6-3
Long-Term Operational Vehicle Fuel Consumption[87]

Vehicle Type	Total Daily Trips	Percent of Vehicle Trips	Daily VMT	Annual VMT	Average Fuel Economy (miles/ gallon)	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Vehicles	368	68.15%	2,643	964,833	28.45	95.4	34,824
Heavy-Heavy Trucks (HHDT)	172	31.85%	8,576	3,130,400	7.00	1,226.0	447,498
Total	**540**	**100%**	**11,219**	**4,095,233**	—	**1,321.4**	**482,322**

Notes: Percent of Vehicle Trips and VMT provided by CalEEMod.
VMT = vehicle miles traveled
Source: Energy Consumption Calculations (Attachment C of Attachment A).

"The daily vehicular fuel consumption is estimated to be 1,321 gallons of both gasoline and diesel fuel (95.4 gallons from passenger vehicles and 1,226 gallons from heavy trucks). Annual consumption is estimated at 482,322 gallons (34,824 from passenger vehicles and 447,498 gallons from heavy trucks). In addition, the proposed project would constitute development within an established community and would not be opening a new geographical area for development. As such, the proposed project would not result in unusually long trip lengths for future employees, vendors, or visitors. The property is located along a major highway [State Route 65] near Villa Park Trucking, N & S Market, Pearson Ranch Industrial Park, Porterville Airport, and the future home of Eagle Mountain Casino. The proposed project would be well-positioned to accommodate an existing community. Vehicles accessing the site would be typical of vehicles accessing similar warehouse-type uses in the Tulare County and surrounding areas. For these reasons, it would be expected that vehicular fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar land use activities in the region, and impacts would be less than significant."[88]

Building Energy Demand

"As shown in Table 25 and Table 26 [in the Memo, **Tables 6-4** and **6-5** in this document; respectively], the proposed project is estimated to demand 500,500 kilowatt-hours (KWhr) of electricity and 851,500 1,000-British Thermal Units (KBTU) of natural gas, respectively, on an annual basis."[89]

Table 6-4
Long-Term Electricity Usage[90]

Land Use	Total Electricity Demand (KWhr/year)
Industrial Park	483,000
Parking Lot	17,500
Other Asphalt Surfaces	0
Other Non-Asphalt Surfaces	0
Total	**500,500**

Source: Energy Consumption Calculations (Attachment C of Attachment A).

[87] Op. Cit.
[88] Op. Cit. 53.
[89] Op. Cit.
[90] Ibid.

Table 6-5 Long-Term Natural Gas Usage[91]	
Land Use	**Total Natural Gas Demand (KBTU/year)**
Industrial Park	851,500
Parking Lot	0
Other Asphalt Surfaces	0
Other Non-Asphalt Surfaces	0
Total	**851,500**
Source: Energy Consumption Calculations (Attachment C of Attachment A).	

"Buildings and infrastructure constructed pursuant to the proposed project would comply with the versions of CCR Titles 20 and 24, including California Green Building Standards (CALGreen), that are applicable at the time that building permits are issued. The proposed project is estimated to demand 500,500 KWhr of electricity per year and 851,500 KBTU of natural gas per year. This would represent an increase in demand for electricity and natural gas.

It would be expected that building energy consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the region. Current state regulatory requirements for new building construction contained in the 2019 CALGreen and Title 24 standards would increase energy efficiency and reduce energy demand in comparison to existing commercial structures, and therefore would reduce actual environmental effects associated with energy use from the proposed project. Additionally, the CALGreen and Title 24 standards have increased efficiency standards through each update.

Therefore, while the proposed project would result in increased electricity and natural gas demand, the electricity and natural gas would be consumed more efficiently and would be typical of existing industrial development.
Based on the above information, the proposed project would not result in the inefficient or wasteful consumption of electricity or natural gas, and impacts would be less than significant. As such, Project-specific impacts related to this Checklist Item to a level considered less than significant."[92]

b) Less Than Significant Impact: "The Tulare County General Plan contains policies that aim to reduce GHG emissions. The Tulare County CAP (the 2018 CAP Update) references the General Plan policies as tools for reducing GHG emissions. These policies are divided into the categories of Transportation Strategies, Building Energy Efficiency, Water Conservation Energy Savings, Solid Waste Reduction and Recycling, and Agricultural Programs and Incentives. Polices identified in the CAP under the Building Energy Efficiency section are provided below.

- AQ-3.5 Alternative Energy Design. The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.
- LU-7.15 Energy Conservation. The County shall encourage the use of solar power and energy conservation building techniques in all new development.
- ERM-4.1 Energy Conservation and Efficiency Measures. The County shall encourage the use of solar energy, solar hot water panels, and other energy conservation and efficiency features in new construction and renovation of existing structures in accordance with State law.
- ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation. The County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating.
- ERM-4.3 Local and State Programs. The County shall participate, to the extent feasible, in local and State programs that strive to reduce the consumption of natural or man-made energy sources.
- ERM-4.4 Promote Energy Conservation Awareness. The County should coordinate with local utility providers to provide public education on energy conservation programs.

[91] Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum for the Setton Project. January 25, 2022. Attachment A.
[92] Op. Cit. 53-54.

- HS-1.4 Building and Codes. Except as otherwise allowed by State law, the County shall ensure that all new buildings intended for human habitation are designed in compliance with the latest edition of the California Building Code, California Fire Code, and other adopted standards based on risk (e.g., seismic hazards, flooding), type of occupancy, and location (e.g., floodplain, fault).
- ERM-4.6 Renewable Energy. The County shall support efforts, when appropriately sited, for the development and use of alternative energy resources, including renewable energy such as wind and solar, biofuels and co-generation.
- ERM-4.7 Reduce Energy Use in County Facilities. Continue to integrate energy efficiency and conservation into all County functions.
- ERM-4.8 Energy Efficiency Standards. The County shall encourage renovations and new development to incorporate energy efficiency and conservation measures that exceed State Title 24 standards. When feasible, the County shall offer incentives for use of energy reduction measures such as expedited permit processing, reduced fees, and technical assistance.

The policies are aimed at County action and do not specifically mandate action at the project level. Therefore, compliance with established and applicable regulations would ensure consistency with GHG reduction measures contained in the Tulare County 2030 General Plan. Moreover, compliance with Title 24 standards would ensure that the proposed project would not conflict with any of the General Plan energy conservation policies related to the proposed project's building envelope, mechanical systems, and indoor and outdoor lighting. In addition, the proposed project would constitute development within an established community. The project site is currently vacant and occupies a portion of a 29-acre parcel located on the southeast corner of California Route 65 and Avenue 124, approximately 3 miles south of the City of Porterville. The site is located along a major highway [SR 65] near Villa Park Trucking, N & S Market, Pearson Ranch Industrial Park, Porterville Airport, and the future home of Eagle Mountain Casino. In addition, this area is located on the edge of and outside the main residential area of the City of Porterville. As such, the project would not be opening a new geographical area for development such that it would not result in unusually long trip lengths for future employees or vendors.

For the above reasons, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant."[93]

Cumulative Impact Analysis

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, Tulare County 2030 General Plan EIR, and technical study provided in Attachment A.

The proposed Project would incrementally contribute to adverse impacts on energy resource demand and conservation when considering the cumulative impact of concurrently planned projects; however, like the proposed Project, discretionary actions requiring agency approval are required to comply with local, regional, state, and federal policies designed to reduce wasteful energy consumption, and improve overall energy conservation and sustainability. For instance, all local projects involving the development of new buildings must be designed to conform to CALGreen and the current California Energy Code (for this Project it will be the 2019 Code). Therefore, it is anticipated that the Project's contribution to cumulative impacts would not result in a significantly considerable wasteful use of energy resources, such that the Project, and other cumulative projects, would not have a cumulative effect on energy conservation. The proposed Project will not have a direct or cumulative impact, or create wasteful, inefficient, or unnecessary consumption of energy resources during project construction-related activities or operations, nor will it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, Project-specific and Cumulative Impacts as of a result of the Project would be less than significant.

7.	**GEOLOGY/SOILS**				
Would the project:		**SIGNIFICANT IMPACT**	**LESS THAN SIGNIFICANT IMPACT WITH MITIGATION**	**LESS THAN SIGNIFICANT IMPACT**	**NO IMPACT**
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault	☐	☐	☒	☐

[93] Op. Cit.

	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 No. 42.				
ii)	Strong seismic ground shaking?	☐	☐	☒	☐
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv)	Landslides?	☐	☐	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Geology and Soils, etc.; contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Environmental Setting

The Project area is located approximately four miles south of the City of Porterville, in an agricultural area of the San Joaquin Valley. The site is currently vacant but has historically been agriculturally productive. Surrounding areas include agricultural production, commercial, and SR 65 is immediately west of the site.

"Tulare County is divided into two major physiographic and geologic provinces: the Sierra Nevada Mountains and the Central Valley. The Sierra Nevada Physiographic Province, in the eastern portion of the county, is underlain by metamorphic and igneous rock. It consists mainly of homogeneous granitic rocks, with several islands of older metamorphic rock. The central and western parts of the county are part of the Central Valley Province, underlain by marine and non-marine sedimentary rocks. It is basically a flat, alluvial plain, with soil consisting of material deposited by the uplifting of the mountains. The foothill area of the county is essentially a transition zone, containing old alluvial soils that have been dissected by the west-flowing rivers and streams that carry runoff from the Sierra Nevada Mountains. This gently rolling topography is punctured in many areas by outcropping soft bedrock. The native mountain soils are generally quite dense and compact"[94]

"The Central Valley is an asymmetrical structural trough filled with marine and continental sediments up to 15-kilometers (km) thick covering an area of more than 50,000 square kilometers (km2), bounded by the Cascade Range to the north, the Sierra Nevada ranges to the east, the Klamath Mountains and Coast Ranges to the west, and the Tehachapi Mountains to the south. The aquifer system in the Central Valley comprises unconfined, semi-confined, and confined aquifers, which are primarily contained within the upper 300 meters (m; though some wells exceed that depth) of alluvial sediments deposited by streams draining the surrounding Sierra Nevada and Coast Ranges (Page, 1986; California Department of Water Resources, 2003; Faunt, 2009). The [Sacramento] SAC occupies the northern third of the Central Valley and the [San Joaquin Valley] SJV occupies the southern two-thirds of the Central Valley (Fig. 1 [in the Scientific Investigations Report 2019-506]). The SJV is often further divided into the San Joaquin River Basin, which occupies the northern half of the SJV, and the Tulare Basin, which occupies the southern half of SJV. The Tulare Basin is, hydrologically, a closed basin, but it receives imported water from the San Joaquin and Sacramento Rivers. These will collectively be referred to as the SJV. In much of the western side of the SJV, the aquifer system is divided into an upper and lower zone by the Corcoran Clay Member of the Tulare Formation, a regionally extensive clay layer that limits vertical movement of groundwater (Page, 1986;

[94] Tulare County 2030 General Plan 2030 Update Background Report. Page 8-4 through 8-5.

Williamson and others, 1989; Belitz and Heimes, 1990; Burow and others, 2004). Both zones of the aquifer in the area of the Corcoran Clay generally are tapped for groundwater withdrawals (Shelton and others, 2013; Fram, 2017)."[95]

Geology & Seismic Hazards

Seismic hazards, such as earthquakes, can cause loss of human life and property damage, disrupt the local economy, and undermine the fiscal condition of a community. Secondary seismic hazards, including subsidence and liquefaction, can cause building and infrastructure damage.

Seismicity

"Seismicity varies greatly between the two major geologic provinces represented in Tulare County. The Central Valley is an area of relatively low tectonic activity bordered by mountain ranges on either side. The Sierra Nevada Mountains, partially located within Tulare County, are the result of movement of tectonic plates which resulted in the creation of the mountain range. The Coast Range on the west side of the Central Valley is also a result of these forces, and the continued uplifting of Pacific and North American tectonic plates continues to elevate these ranges. The remaining seismic hazards in Tulare County generally result from movement along faults associated with the creation of these ranges.

Earthquakes are typically measured in terms of magnitude and intensity. The most commonly known measurement is the Richter Scale, a logarithmic scale which measures the strength of a quake. The Modified Mercalli Intensity Scale measures the intensity of an earthquake as a function of the following factors:

- Magnitude and location of the epicenter;
- Geologic characteristics;
- Groundwater characteristics;
- Duration and characteristic of the ground motion;
- Structural characteristics of a building."[96]

Faults

"Faults are the indications of past seismic activity. It is assumed that those that have been active most recently are the most likely to be active in the future. Recent seismic activity is measured in a geologic timescale. Geologically recent is defined as having occurred within the last two million years (the Quaternary Period). All faults believed to have been active during Quaternary time are considered "potentially active."[97]. "In 1973, five counties within the Southern San Joaquin Valley undertook the preparation of the Five County Seismic Safety Element to assess seismic hazards… In general, zones C1, S1, and V1 are safer than zones C2, S2, and V2. Hazards due to groundshaking are considered to be "minimal" in the S1 Zone and "minimal" to "moderate" in the S2 and S2S Zones. Development occurring within the S1 Seismic Zone must conform to the Uniform Building Code-Zone II; while development within the S2 Zone must conform to Uniform Building Code-Zone III. There are three faults within the region that have been, and will be, principal sources of potential seismic activity within Tulare County. These faults are described below:

- **San Andreas Fault** is located approximately 40 miles west of the Tulare County boundary and [approximately] 60 miles west of the project area. This fault has a long history of activity, and is thus the primary focus in determining seismic activity within the County. Seismic activity along the fault varies along its span from the Gulf of California to Cape Mendocino. Just west of Tulare County lays the "Central California Active Area," section of the San Andreas Fault where many earthquakes have originated.

- **Owens Valley Fault Group** is a complex system containing both active and potentially active faults, located on the eastern base of the Sierra Nevada Mountains approximately [approximately] 60 miles east of the project area. The Group is located within Tulare and Inyo Counties and has historically been the source of seismic activity within Tulare County.

- **Clovis Fault** is considered to be active within the Quaternary Period, although there is no historic evidence of its activity, and is therefore classified as "potentially active." This fault lies approximately six miles south of the Madera County boundary in Fresno County and [approximately] 70 miles north of the project area. Activity along this fault could potentially generate more seismic

[95] United States Department of the Interior United States Geologic Survey. "Delineation of Spatial Extent, Depth, Thickness, and Potential Volume of Aquifers Used for Domestic and Public Water-Supply in the Central Valley, California. Scientific Investigations Report 2019-5076 (SIR). Page 2. Accessed December 2021 at: https://pubs.usgs.gov/sir/2019/5076/sir20195076.pdf.

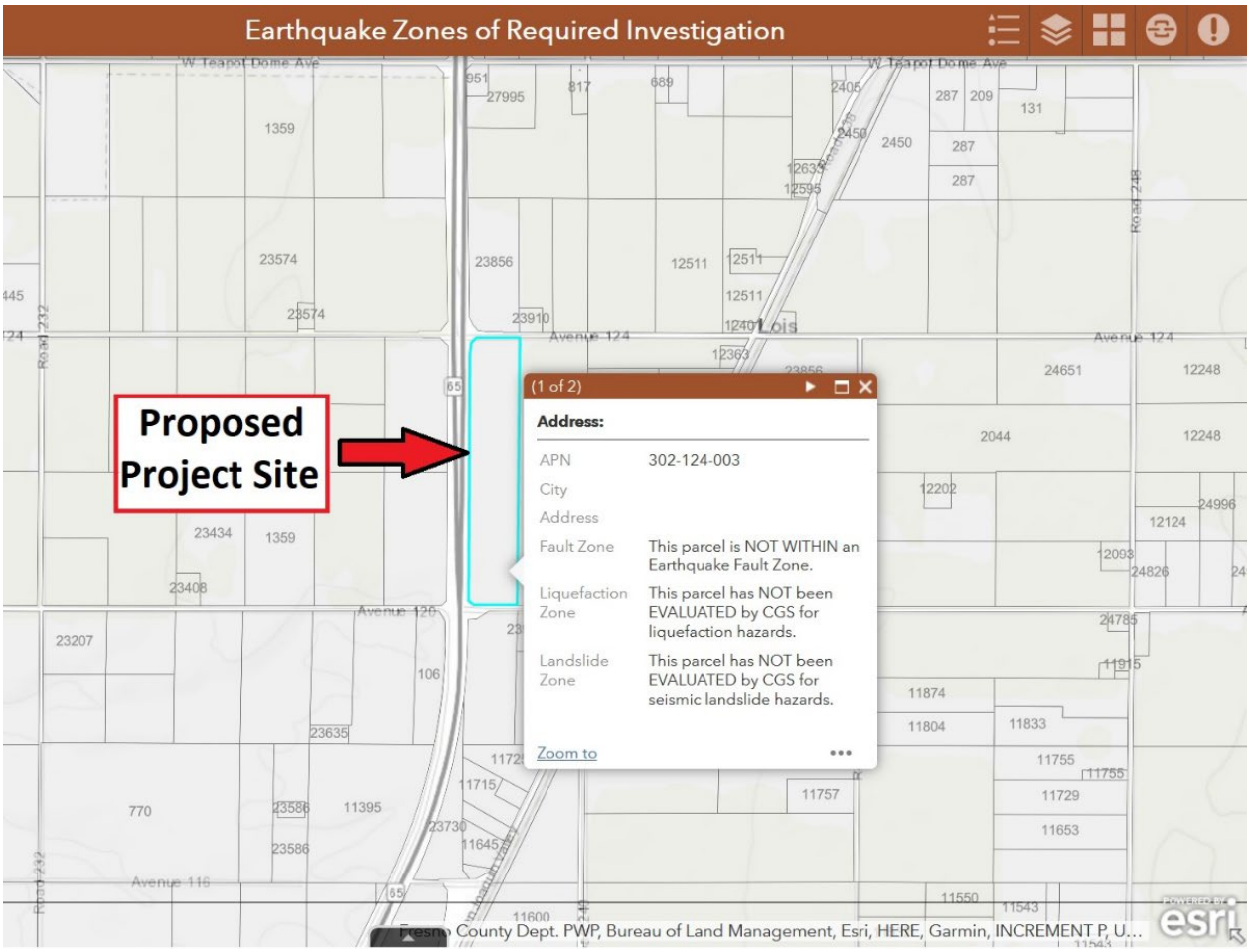
[96] Tulare County General Plan 2030 Update. General Plan Background Report. Page 8-5. Accessed May 2022 at: http://generalplan.co.tulare.ca.us/documents.html, locate "Recirculated Draft Environmental Impact Report (February 2010 Draft)" then click on "Appendix B-Background Report."

[97] Ibid.

activity in Tulare County than the San Andreas or Owens Valley fault systems. In particular, a strong earthquake on the Fault could affect northern Tulare County. However, because of the lack of historic activity along the Clovis Fault, inadequate evidence exists for assessing maximum earthquake impacts." [98]

There are other unnamed faults north of Bakersfield and near Tulare Buttes about 30 miles north of Porterville. These faults are small and have exhibited activity in the last 1.6 million years, but not in the last 200 years. It is also possible, but unlikely, that previously unknown faults could become active in the area. [99] As shown in **Figure 7-1**, the proposed Project parcel site is not within an earthquake fault zone.[100]

Figure 7-1



Groundshaking

"Ground-shaking is the primary seismic hazard in Tulare County because of the county's seismic setting and its record of historical activity. Thus, emphasis focuses on the analysis of expected levels of ground-shaking, which is directly related to the magnitude of a quake and the distance from a quake's epicenter. Magnitude is a measure of the amount of energy released in an earthquake, with higher magnitudes causing increased ground-shaking over longer periods of time, thereby affecting a larger area. Ground-shaking intensity, which is often a more useful measure of earthquake effects than magnitude, is a qualitative measure of the effects felt by population."[101] "The San Joaquin Valley portion of Tulare County is located on alluvial deposits, which tend to experience greater ground-shaking intensities than areas located on hard rock. Therefore, structures located in the valley will tend to suffer greater damage from ground-

[98] Op. Cit. 8-5 through 8-7.

[99] California Geological Survey. Accessed May 2022. Fault Activity Map of California

[100] California Department of Conservation. EQ Zapp: California Earthquake Hazards Zone Application. Earthquake Zones of Required Investigation. Accessed May 2022. See: https://maps.conservation.ca.gov/cgs/EQZApp/app/

[101] Tulare County General Plan 2030 Update. General Plan Background Report. Page 8-7.

shaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake."[102] "Older buildings constructed before current building codes were in effect, and even newer buildings constructed before earthquake resistance provisions were included in the current building codes, are most likely to suffer damage in an earthquake. Most of Tulare County's buildings are no more than one or two stories in height and are of wood frame construction, which is considered the most structurally resistant to earthquake damage. Older masonry buildings (without earthquake resistance reinforcement) are the most susceptible to structural failure, which causes the greatest loss of life. The State of California has identified unreinforced masonry buildings (URMs) as a safety issue during earthquakes. In high risk areas (Bay Area), inventories and programs to mitigate this issue are required. Because Tulare County is not a high-risk area, state law only recommends that programs to retrofit URMs are adopted by jurisdictions."[103]

Liquefaction

"Liquefaction is a process whereby soil is temporarily transformed to a fluid form during intense and prolonged groundshaking. Areas most prone to liquefaction are those that are water saturated (e.g., where the water table is less than 30 feet below the surface) and consist of relatively uniform sands that are low to medium density. In addition to necessary soil conditions, the ground acceleration and duration of the earthquake must be of sufficient energy to induce liquefaction. Scientific studies have shown that the ground acceleration must approach 0.3g before liquefaction occurs in a sandy soil with relative densities typical of the San Joaquin alluvial deposits."

"Liquefaction during major earthquakes has caused severe damage to structures on level ground as a result of settling, tilting, or floating. Such damage occurred in San Francisco on bay-filled areas during the 1989 Loma Prieta earthquake, even though the epicenter was several miles away. If liquefaction occurs in or under a sloping soil mass, the entire mass may flow toward a lower elevation, such as that which occurred along the coastline near Seward, Alaska during the 1964 earthquake. Also of particular concern in terms of developed and newly developing areas are fill areas that have been poorly compacted. No specific countywide assessments to identify liquefaction hazards have been performed in Tulare County. Areas where groundwater is less than 30 feet below the surface occur primarily in the valley. However, soil types in the area are not conducive to liquefaction because they are either too coarse or too high in clay content. Areas subject to 0.3g acceleration or greater are located in a small section of the Sierra Nevada Mountains along the Tulare-Inyo County boundary. However, the depth to groundwater in such areas is greater than in the valley, which would minimize liquefaction potential as well. Detailed geotechnical engineering investigations would be necessary to more accurately evaluate liquefaction potential in specific areas and to identify and map the areal extent of locations subject to liquefaction."

Settlement

"Settlement can occur in poorly consolidated soils during ground-shaking. During settlement, the soil materials are physically rearranged by the shaking and result in reduced stabling alignment of the individual minerals. Settlement of sufficient magnitude to cause significant structural damage is normally associated with rapidly deposited alluvial soils, or improperly founded or poorly compacted fill. These areas are known to undergo extensive settling with the addition of irrigation water, but evidence due to ground-shaking is not available. Fluctuating groundwater levels also may have changed the local soil characteristics. Sufficient subsurface data is lacking to conclude that settlement would occur during a large earthquake; however, the data is sufficient to indicate that the potential exists in Tulare County."

Other Geologic Hazards

Landslides

"Landslides are a primary geologic hazard and are influenced by four factors:

- Strength of rock and resistance to failure, which is a function of rock type (or geologic formation);
- Geologic structure or orientation of a surface along which slippage could occur;
- Water (can add weight to a potentially unstable mass or influence strength of a potential failure surface); and,
- Topography (amount of slope in combination with gravitation forces).

[102] Ibid.

[103] Op. Cit.8-8.

"As of June 2009, the California Geological Survey had not developed landslide hazard identification maps for Tulare County. However, it is reasonable to assume that certain areas in Tulare County are more prone to landslides than other areas… [As such,] There is no risk of large landslides in the valley area of the county due to its relatively flat topography."[104]

Subsidence

"Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. Subsidence caused by groundwater withdrawal generally presents a more serious problem, since it can affect large areas. Oil and gas withdrawal, on the other hand, tends to affect smaller, localized areas. Some areas of the Central Valley have subsided more than 20 feet during the past 50 years." [105]

Seiche

"A seiche is a standing wave produced in a body of water such as a reservoir, lake, or harbor, by wind, atmospheric changes, or earthquakes. Seiches have the potential to damage shoreline structures, dams, and levees…Since this is less than wave heights that could be expected from wind induced waves, earthquake-induced seiches are not considered a risk in Tulare County. In addition, the effects from a seiche would be similar to the flood hazard for a particular area, and the risk of occurrence is perceived as considerably less than the risk of flooding."[106]

Volcanic Hazard

"The nearest volcanoes lie to the northeast of Tulare County in Mono County, in the Mammoth Lakes/Long Valley area. The most serious effect on Tulare County of an eruption in the Mammoth Lakes, area according to the California Geological Survey, would be ash deposition."[107] "A volcanic eruption during the winter could result in snowmelt and lead to flooding. The state has formulated a contingency plan, the "Long Valley Caldera Response Plan," designed to notify the public in the event of an earthquake in the Long Valley area (outside of Tulare County)."[108]

Paleontology

"Paleontological resources are any fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth, with the exception of materials associated with an archaeological resource (as defined in Section 3(1) of the Archaeological Resources Protection Act of 1979 (16 U.S.C. 470bb[1]), or any cultural item as defined in Section 2 of the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001)."[109] " According to the University of California Museum of Paleontology (UCMP), 12 paleontological resources have been recorded in Tulare County, generally within the valley portion of the County. These resources primarily consist of invertebrates, vertebrate, and plant fossils (UCMP, 2009)."[110] CEQA requires that a determination be made as to whether a project would directly or indirectly destroy a unique paleontological resource or site or unique geological feature (CEQA Appendix G(v)(c)). If an impact is significant, CEQA requires feasible measures to minimize the impact (CCR Title 14(3) §15126.4 (a)(1)). California Public Resources Code §5097.5 also applies to paleontological resources.

Soil Characteristics

"The San Joaquin Valley portion of Tulare County is located on alluvial deposits, which tend to experience greater groundshaking intensities than areas located on hard rock. Therefore, structures located in the valley will tend to suffer greater damage from groundshaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake."[111]

[104] Op. Cit. 8-10.
[105] Op. Cit. 8-10 through 8-11.
[106] Op. Cit. 8-11.
[107] Op. Cit.
[108] Op. Cit.
[109] Op. Cit. 9-43.
[110] Op. Cit. 9-53.
[111] Tulare County General Plan 2030 Update. Background Report. Page 8-7

The San Joaquin series consists of moderately deep to a duripan, well and moderately well drained soils that formed in alluvium derived from mixed but dominantly granitic rock sources. They are on undulating low terraces with slopes of 0 to 9 percent. San Joaquin soils are on hummocky, nearly level to undulating terraces at elevations of about 20 to 500 feet. Some areas have been leveled. They formed in alluvium from mixed but mainly granitic rock sources. San Joaquin soils are well and moderately well drained with medium to very high runoff and very slow permeability. Some areas are subject to rare or occasional flooding.[112]

The Havala series consists of deep, well drained soils that formed from mixed alluvium. Havala soils are on old stream terraces and alluvial fans in mountain valleys and have slopes of 0 to 30 percent. Havala soils are on alluvial fans and terraces in the mountain valleys and canyons. They have slope gradients from 0 to 30 percent. Elevations are 1,500 to 4,300 feet. Havala soils are well drained with slow to moderate runoff and moderately slow permeability.[113]

As shown in **Figure 7-2**, the Project site contains primarily San Joaquin loam and Havala loam soils.

REGULATORY SETTING:

Federal

None that apply to the Project.

State

Seismic Hazards Mapping Act

"Under the Seismic Hazards Mapping Act, the State Geologist is responsible for identifying and mapping seismic hazards zones as part of the California Geologic Survey (CGS). The CGS provides zoning maps of non-surface rupture earthquake hazards (including liquefaction and seismically induced landslides) to local governments for planning purposes. These maps are intended to protect the public from the risks associated with strong ground shaking, liquefaction, landslides or other ground failure, and other hazards caused by earthquakes. For projects within seismic hazard zones, the Seismic Hazards Mapping Act requires developers to conduct geological investigations and incorporate appropriate mitigation measures into project designs before building permits are issued."[114]

California Building Code

"The California Building Code is another name for the body of regulations known as the California Code of Regulations (C.C.R.), Title 24, Part 2, which is a portion of the California Building Standards Code. Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards."[115]

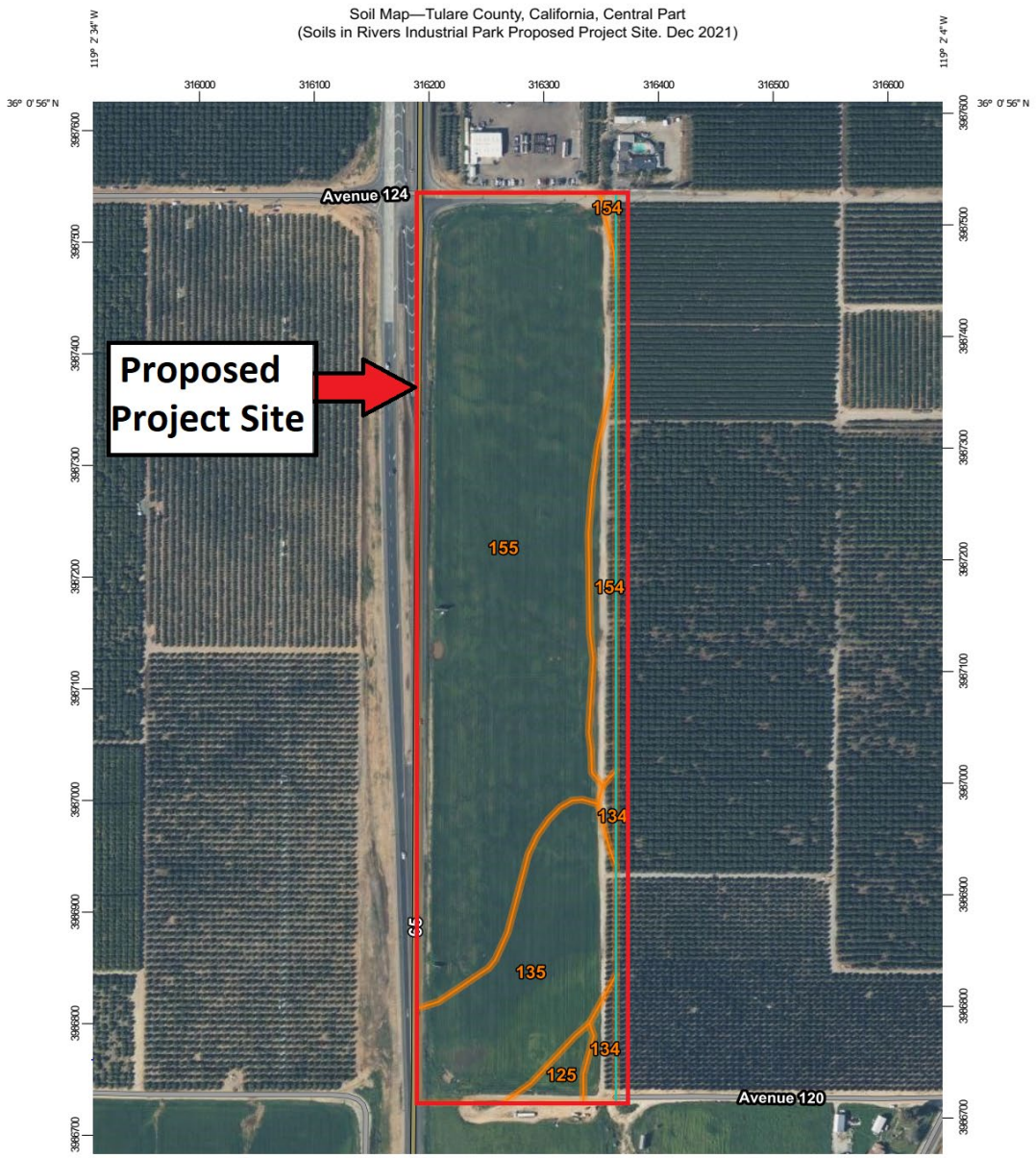
State Water Resources Control Board and Regional Water Quality Control Board

National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity- Water Quality Order 99-08 DWQ.

Typically, General Construction Storm Water NPDES permits are issued by the RWQCB for grading and earth-moving activities. The General Permit is required for construction activities that disturb one or more acres. The General Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which specifies practices that include prevention of all construction pollutants from contacting stormwater with the intent of keeping all products of erosion form moving off site into receiving waters. The NPDES permits are issued for a five-year term. NPDES general permits require adherence to the Best Management Practices (BMPs) including:

[112] United States Department of Agriculture, Natural Resources Conservation Service, Official Soil Series. Accessed December 2021. https://soilseries.sc.egov.usda.gov/OSD_Docs/S/SAN_JOAQUIN.html
[113] United States Department of Agriculture, Natural Resources Conservation Service, Official Soil Series. Accessed December 2021. https://soilseries.sc.egov.usda.gov/OSD_Docs/H/HAVALA.html
[114] Op. Cit. 3.6-9.
[115] Op. Cit.

Figure 7-2
USDA Web Soil Survey Map of the Project Site[116]



Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
125	Exeter loam, 2 to 9 percent slopes	0.6	1.7%
134	Havala loam, 0 to 2 percent slopes	0.8	2.2%
135	Havala loam, 2 to 5 percent slopes	6.6	18.9%
154	San Joaquin loam, 0 to 2 percent slopes	1.9	5.4%
155	San Joaquin loam, 2 to 9 percent slopes	25.1	71.9%
Totals for Area of Interest		**34.8**	**100.0%**

- Site Planning Consideration- such as preservation of existing vegetation.
- Vegetation Stabilization- through methods such as seeding and planting.
- Physical Stabilization- through use of dust control and stabilization measures.
- Diversion of Runoff – by utilizing earth dikes and temporary drains and swales.
- Velocity Reduction – through measures such as slope roughening/terracing.
- Sediment Trapping/Filtering – through use of silt fences, straw bale and sand bag filters, and sediment traps and basins.

Local

Tulare County General Plan Policies

The General Plan has a number of policies that apply to projects within Tulare County. General Plan policies that relate to the Project include:

HS-1.11 Site Investigations wherein the County shall conduct site investigations in areas planned for new development to determine susceptibility to landslides, subsidence/settlement, contamination, and/or flooding;
HS-2.1 Continued Evaluation of Earthquake Risks wherein the County shall continue to evaluate areas to determine levels of earthquake risk;

HS-2.4 Structure Siting The wherein the County shall permit development on soils sensitive to seismic activity permitted only after adequate site analysis, including appropriate siting, design of structure, and foundation integrity;

HS-2.7 Subsidence wherein the County shall confirm that development is not located in any known areas of active subsidence;

HS-2.8 Alquist-Priolo Act Compliance wherein The County shall not permit any structure for human occupancy to be placed within designated Earthquake Fault Zones;

WR-2.2 NPDES Enforcement wherein the County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board;

WR-2.3 Best Management Practices wherein the County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit and urban runoff in coordination with the Water Quality Control Board; and

WR-2.4 Construction Site Sediment Control wherein the County shall continue to enforce provisions to control erosion and sediment from construction sites.

Five County Seismic Safety Element (FCSSE)

The FCSSE report represents a cooperative effort between the governmental entities within Fresno, Kings, Madera, Mariposa and Tulare Counties to develop an adoptable Seismic Safety Element as required by State law. Part I, the Technical Report, is designed to be used when necessary to provide background for the Summary document. Part II, the Summary Report, establishes the framework and rationale for evaluation of seismic risks and hazards in the region. Part II of the Seismic Safety Element, the Policy Report, has been prepared as a "model" report designed to address seismic hazards as delineated in the Technical Report. The intent has been to develop a planning tool for use by county and city governments in implementing their seismic safety elements. The planning process utilized to develop the Element was developed through the efforts of Technical and Policy Committees, composed of both staff and elected representatives from Cities, Counties, and Special Districts or Areawide Planning Organizations in cooperation with the consulting firms of Envicom Corporation and Quinton-Redgate.[117]

Project Impact Analysis

a) Less Than Significant Impact: According to the Tulare County General Plan, the planning area lies in the V-1 seismic study area, characterized by a relatively thin section of sedimentary rock overlying a granitic basement.

[116] United States Department of Agriculture. Natural Resources Conservation Service. Web Soil Survey. Accessed December 2021 at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

[117] Five County Seismic Safety Element. Fresno, Kings, Madera, Mariposa, & Tulare Counties. 1974. Pages 4-7. Prepared by Envicom Corporation. Available upon request at the RMA Administrative Office.

The V-1 seismic zone, which is characterized by a relatively thick section of sedimentary rock overlying a granitic basement, has "low" risks for shaking hazards, "minimal" risk for landslides, "low to moderate" risk for subsidence, "low" risks for liquefaction and "minimal" risk for seiching.[118]

The distance to area faults i.e. the Clovis Group, Pond-Poso, and San Andreas, expected sources of significant shaking, is sufficiently great that shaking effects should be minimal.

i) *Fault Rupture:* No substantial faults are known to traverse Tulare County according to the Alquist-Priolo Earthquake Fault Zoning Maps and the State of California Department of Conservation (**Figure 7-1**). The nearest major fault line, which lies outside of Tulare County, is the San Andreas fault zones; approximately 56 miles southwest of the proposed Project site. According to the Five County Seismic Safety Element (FCSSE), Tulare County is located in the V-1 zone. This zone includes most of the eastern San Joaquin Valley and is characterized by a relatively thin section of sedimentary rock overlying a granitic basement. Amplification of shaking that would affect low to medium-rise structures is relatively high, but the distance of the faults that are expected sources of the shaking is sufficiently great that the effects should be minimal. The requirements of Zone II of the Uniform Building Code should be adequate for normal facilities.[119]

Therefore, as noted earlier, no Alquist-Priolo Earthquake Fault Zones or known active faults are in or near the Project area. As such, the risk of rupture of a known earthquake fault will be less than significant.

ii) *Ground Shaking:* The California Geological Survey maintains a web-based computer model that estimates probabilistic seismic ground motions for any location with California. The computer model estimates the "Design Basis Earthquake" ground motion, which is defined as the peak horizontal ground acceleration with a 10-percent chance of exceedance in 50 years (475-year return period). For an alluvium soil type, the project site's estimated peak ground acceleration is approximately 0.175g or 0.175 times the acceleration of gravity.

The Project site is located south of the City of Porterville and utilizes Seismic Design Category D[120]. The proposed Project would not consist of housing or permanent structures for employee occupancy, and thus would fall under Group U (Utility and Miscellaneous).

The proposed Project expansion area is located on alluvial deposits, which tend to experience greater ground shaking intensities than areas located on hard rock. However, the site is located in an area of low seismic activity. While the Great Valley thrust fault system which lies some distance to the west of the Project site and the unnamed faults near Rag Gulch which lie to the south, as well as other regional faults, have the potential to produce high-magnitude earthquakes throughout the County, the distance to the faults that are the expected sources of the shaking would be sufficiently great that the effects should be minimal.[121] Therefore, the impact due to ground shaking would be less than significant.

iii) *Ground Failure and Liquefaction:* As noted earlier, the proposed Project site is located in the Five County Seismic Safety Element's V-2 zone, and therefore has a low risk of liquefaction. No subsidence-prone soils or oil or gas production is involved with the proposed Project. Liquefaction in soils and sediments occurs during earthquake events, when soil material is transformed from a solid state to a liquid state, generated by an increase in pressure between pore space and soil particles. Earthquake induced liquefaction typically occurs in low-lying areas with soils or sediments composed of unconsolidated, saturated, clay-free sands and silts, but it can also occur in dry, granular soils or saturated soils with partial clay content. Based on available subsurface data, the proposed Project site is underlain by shallow rock that would not liquefy. As such, there would be less than significant impact caused by seismic-related ground failure, including liquefaction.

iv) *Landslides:* The proposed Project is located in the Five County Seismic Safety Element's V-2 zone and therefore will have a minimal risk of landslides. As the proposed Project is located on the Valley floor, is situated on relatively flat topography, and there are no geologic landforms on or near the site that could result in a landslide event. Therefore, there is no risk of landslides within or near the Project area.

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[118] 1974. Summary of Seismic Hazards & Safety Recommendations. Five County Seismic Safety Element Fresno, Kings, Madera, Mariposa & Tulare Counties. 1974. Prepared by Envicom Corporation. Available upon request at the RMA Administrative Office.

[119] Five County Seismic Safety Element, Summary & Policy Recommendations II. 1974. Pages 3 and 15. Prepared by Envicom Corporation. Available upon request at the RMA Administrative Office.

[120] United States Department of Homeland Security, Federal Emergency Management Agency, Earthquake Hazard Maps. Accessed May 2022 at: https://www.fema.gov/earthquake-hazard-maps

[121] United States Geological Survey, U.S. Quaternary Faults Map. Accessed May 2022 at: https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf

The existing Project area is not located within a published Earthquake Fault Zone and the potential for ground rupture is low. As earthquakes are possible throughout the State of California, the Project will be required to comply with the Tulare County General Plan and Zone II of the Uniform Building Code. In addition, the existing Project area is not located within an area mapped to have a potential for soil liquefaction. As the Project area is relatively flat, there is no potential for landslides. Less than significant project specific impacts related to this Checklist Item would occur.

a) Less Than Significant Impact: "Soils can be rated based on their susceptibility to degradation in the "Fragile Soil Index" interpretation. Fragile soils are those that are most vulnerable to degradation. In other words, they can be easily degraded—they have a low resistance to degradation processes. They tend to be highly susceptible to erosion and can have a low capacity to recover after degradation has occurred (low resilience). Fragile soils are generally characterized by a low content of organic matter, low aggregate stability, and weak soil structure. They are generally located on sloping ground, have sparse plant cover, and tend to be in arid or semiarid regions. The index can be used for conservation and watershed planning to assist in identifying soils and areas highly vulnerable to degradation."[122]

As noted earlier, the majority of the Project area is composed of two types, San Joaquin loam and Havala loam soils. The San Joaquin series consists of moderately deep to a duripan, well and moderately well drained soils that formed in alluvium derived from mixed but dominantly granitic rock sources. They are on undulating low terraces with slopes of 0 to 9 percent. San Joaquin soils are on hummocky, nearly level to undulating terraces at elevations of about 20 to 500 feet. Some areas have been leveled. They formed in alluvium from mixed but mainly granitic rock sources. San Joaquin soils are well and moderately well drained with medium to very high runoff and very slow permeability. Some areas are subject to rare or occasional flooding. The Havala series consists of deep, well drained soils that formed from mixed alluvium. Havala soils are on old stream terraces and alluvial fans in mountain valleys and have slopes of 0 to 30 percent. Havala soils are on alluvial fans and terraces in the mountain valleys and canyons. They have slope gradients from 0 to 30 percent. Elevations are 1,500 to 4,300 feet. Havala soils are well drained with slow to moderate runoff and moderately slow permeability.

The proposed Project area is primarily flat and as such, soil erosion is not anticipated. As required by the Clean Water Act (CWA) and the Central Valley Regional Water Quality Control Board (CVRWQCB), a Stormwater Pollution Prevention Plan (SWPPP) will be developed by a qualified engineer or erosion control specialist and implemented before construction begins.[123]

The construction of a 50,000 square foot industrial park with 10 ADA parking stalls, 42 parking stalls, 12 loading docks, and a dry creek bed xeriscaping around the perimeter will disturb native soils but the industrial buildings, in nature, will ultimately serve to anchor native soils in place through the laying of foundations, lawns, etc. Prior to initiation of construction-related activities, a Stormwater Pollution Prevention Plan (SWPPP) will be developed and kept on site during construction-related activities and will be made available upon request to representatives of the CVRWQCB. The objectives of the SWPPP will be to identify pollutant sources that may affect the quality of stormwater associated with construction activity and to identify, construct, and implement stormwater pollution prevention measures to reduce pollutants in stormwater discharges during and after construction. To meet these objectives, the SWPPP will include a description of potential pollutants, a description of methods of management for dredged sediments, and hazardous materials present on site during construction (including vehicle and equipment fuels).

The SWPPP will also include details for best management practices (BMPs) for the implementation of sediment and erosion control practices. Implementation of the SWPPP will comply with state and federal water quality regulations and will reduce this impact to a less-than-significant level. Compliance with local grading and erosion control ordinances will also help minimize adverse effects associated with erosion and sedimentation.

Any stockpiled soils will be watered and/or covered to prevent loss due to wind erosion as part of the SWPPP during construction and reclamation. As a result of these efforts, loss of topsoil and substantial soil erosion during the construction and reclamation periods are not anticipated.

In addition, depending upon activity, the Project would be subject to Air District Rules Rule 8021 (construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities) for construction and earthmoving activities; 8031 (Bulk Materials) which limits fugitive dust emissions from the outdoor handling, storage, and transport of bulk materials (such a topsoil); 8041 (Carryout and Trackout) which requires prevention and/or cleanup of soil that is tracked out by vehicle tires exiting the site or carried out by

[122] United States Department of Agriculture. Natural Resources Conservation Service. Web Soil Survey. Map – Fragile Soil Index. Accessed May 2022 at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

[123] California Environmental Protection Agency. State Water Resources Control Board. Construction Storm Water Program. Construction General Permit Order 2009-0009-DWQ. Accessed May 2022 at: https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml

vehicles exiting the site; 8051 (Open Areas) requiring stabilization of areas cleared of vegetation in anticipation of construction-related activities; and 8071 (Unpaved Vehicle/Equipment Traffic Areas) to limit fugitive dust emissions from unpaved vehicle and equipment traffic areas within the Project's construction-related areas. As a result of these efforts, loss of topsoil and substantial soil erosion during the construction period are not anticipated.

As such, the Project would not result in substantial soil erosion or loss of thereby the impact by this Project would be a less than significant impact.

b) Less Than Significant Impact: Substantial grade change will not occur in the topography to the point where the proposed Project will expose people or structures to potential substantial adverse effects on, or offsite, such as landslides, lateral spreading, liquefaction or collapse. As noted earlier, this Project is located in the Five County Seismic Safety Element's V-2 zone, as such, the Project site has a low to moderate risk of subsidence or liquefaction. Therefore, the Project would result in a less than significant impact.

c) No Impact: According to the USDA, NRCS, and the Soil Survey of Tulare County, the majority of the proposed Project site has San Joaquin loam and Havala loamsoils. They are located on a site with a 0-2% slope and are moderately well drained. Generally, these soils are alluvium derived mainly from granitic rock and have a clay content ranging from 18-31% while highly expansive soils have clay contents in excess of 60% allowing for higher potential water absorption. Therefore, the native soils identified on the site do not contain the characteristics of an expansive soil. As such, the Project would result in no impact and would not create substantial direct or indirect risks to life or property.

d) Less Than Significant Impact: As described in Impact 7-c, the majority of the site is San Joaquin loam and Havaly loam soils, which aren't considered expansive soils. As such, the Project would result in a less than significant impact

e) Less Than Significant Impact: The proposed Project includes the installation of a 1,200 gallon septic tank and 50 ft long leach line. The system would be installed in accordance with appropriate regulations (e.g., Tulare County Environmental Health Services requirements) and as such, would be designed to ensure proper function. Impacts would be less than significant.

f) Less Than Significant Impact: There are no known paleontological resources within the Project area, nor are there any known geologic features in the proposed Project area. Project construction will not be anticipated to disturb any paleontological resources not previously disturbed; however, **Mitigation Measure(s) CUL-1** thru **CUL-3**, as specified in Item V Cultural Resources (as applicable), would reduce impacts to less than significant.

Cumulative Impact Analysis

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, Tulare County General Plan Background Report and/or Tulare County 2030 General Plan EIR. The proposed Project will not increase geotechnical-related impacts off-site. Therefore, no Project-specific or Cumulative Impacts related to this Checklist Item will occur.

8. GREENHOUSE GAS EMISSIONS

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b)	Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Greenhouse Gasses, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. The Greenhouse Gas Emissions section is analyzed in detail in the Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum (Memo) prepared by Johnson Johnson and Miller Air Quality Consulting Services. The Memo is provided in its entirety in Attachment A.

Environmental Setting

The Project area is located approximately four miles south of the City of Porterville, in an agricultural area of the San Joaquin Valley. The site is currently vacant but has historically been agriculturally productive. Surrounding areas include agricultural production, commercial, and SR 65 is immediately west of the site.

"Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern is that increases in GHGs are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. The gases believed to be most responsible for global warming are water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6)."[124] Nitrogen trifluoride was not listed initially in AB 32 but was subsequently added to the list via legislation. [125]

"In 2007, Tulare County generated approximately 5.2 million tonnes of CO_2e [carbon dioxide equivalents]. The largest portion of these emissions (63 percent) is attributed to dairies/feedlots, while the second largest portion (16 percent) is from mobile sources."[126] Table 15 (in the General Plan 2030 Update Background Report. **Table 8-1** in this document) below, identifies Tulare County's emissions by sector in 2007.

Table 8-1
GHG Emissions by Sector in 2007[127]

Sector	C02e (tons/year)	% of Total
Electricity	542,690	11%
Natural Gas	321,020	6%
Mobile Sources	822,230	16%
Dairy/Feedlots	3,294,870	63%
Solid Waste	227,250	4%
Total	5,208,060	100%
Per Capita	36.1	

"In 2030, Tulare County is forecast to generate approximately 6.1 million tonnes of CO_2e. The largest portion of these emissions (59 percent) is attributed to dairies/feedlots, while the second largest portion (20 percent) is from mobile sources. … Per capita emissions in 2030 are projected to be approximately 27 tonnes of CO_2e per resident."[128] Table 16 (in the General Plan 2030 Update Background Report, **Table 8-2** in this document) below, identifies Tulare County's emissions by sector in 2007.

Table 8-2
GHG Emissions by Sector in 2030[129]

Sector	$C0_{2e}$ (tons/year)	% of Total
Electricity	660,560	11%
Natural Gas	384,410	6%
Mobile Sources	1,212,370	20%
Dairy/Feedlots	3,601,390	59%
Solid Waste	246,750	4%
Total	6,105,480	100%
Per Capita	27.4	

The Tulare County General Plan 2030 Update Background Report contains the following: "Enhancement of the greenhouse effect can occur when concentrations of GHGs exceed the natural concentrations in the atmosphere. Of these gases, CO_2 and methane are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas methane primarily results from off-gassing associated with agricultural practices and landfills. SF_6 is a GHG commonly used in the utility industry as an insulating gas in transformers and other electronic equipment. There is widespread international scientific

[124] Tulare County. General Plan 2030 Update Background Report. Pages 6-19 to 6-20. Accessed May 2022 at: http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/BackgroundReport.pdf

[125] California Air Resources Board. Assembly Bill 32 Overview. PDF Page 34. Accessed May 2022 at: http://www.arb.ca.gov/cc/ab32/ab32.htm.

[126] General Plan 2030 Update Background Report. Page 6-36.

[127] Ibid. Table 6-7. Page 6-38.

[128] Ibid. 6-38.

[129] Ibid. Table 6-8. Page 6-38.

agreement that human-caused increases in GHGs has and will continue to contribute to global warming, although there is much uncertainty concerning the magnitude and rate of the warming.

Some of the potential resulting effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CARB, 2006). Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects (IPCC, 2001):

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood, and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great."[130]

Regulatory Setting

Applicable Federal, State, Regional, and local regulations specific to greenhouse gas resources are described below. The following environmental regulatory settings were summarized, in part, from information contained in the Tulare County 2030 General Plan Update Background Report, Tulare County 2030 General Plan Update Recirculated Draft Environmental Impact Report (RDEIR), the California Air Resources Board (ARB) website, and the United States Environmental Protection Agency (US EPA) website.

Federal

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years.

The USEPA Mandatory Reporting Rule (40 CFR Part 98), which became effective December 29, 2009, requires that all facilities that emit more than 25,000 metric tons CO2-equivalent per year beginning in 2010, report their emissions on an annual basis. On May 13, 2010, the USEPA issued a final rule that established an approach to addressing GHG emissions from stationary sources under the CAA permitting programs. The final rule set thresholds for GHG emissions that define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In addition, the Supreme Court decision in Massachusetts v. EPA (Supreme Court Case 05-1120) found that the USEPA has the authority to list GHGs as pollutants and to regulate emissions of GHGs under the CAA. On April 17, 2009, the USEPA found that CO2, CH4, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride may contribute to air pollution and may endanger public health and welfare. This finding may result in the USEPA regulating GHG emissions; however, to date the USEPA has not proposed regulations based on this finding.

State

In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. AB 1493 requires the Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions; these regulations applied to automobiles and light trucks beginning with the 2009 model year.

California has taken action to reduce GHG emissions. In June 2005, Governor Schwarzenegger signed Executive Order S-3-05 to address climate change and GHG emissions in California. This Order sets the following goals for statewide GHG emissions:

- Reduce to 2000 levels by 2010

[130] Op. Cit. Page 6-31.

- Reduce to 1990 levels by 2020
- Reduce to 80 percent below 1990 levels by 2050

"In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32 Opens in New Window)], which created a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in California. AB 32 required the California Air Resources Board (ARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution."[131]

"The First Update to the Scoping Plan was approved by the Board on May 22, 2014, and builds upon the initial Scoping Plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The First Update defines ARB's climate change priorities for the next five years, and also sets the groundwork to reach long-term goals set forth in Executive Orders S-3-05 and B-16-2012. The Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the initial Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use."[132]

"On April 29, 2015, the Governor issued Executive Order B-30-15 establishing a mid-term GHG reduction target for California of 40 percent below 1990 levels by 2030. All state agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. ARB was directed to update the AB 32 Scoping Plan to reflect the 2030 target, and therefore, is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue driving down emissions."[133]

"This Scoping Plan for Achieving California's 2030 Greenhouse Gas Target (Scoping Plan or 2017 Scoping Plan) identifies how the State can reach our 2030 climate target to reduce greenhouse gas (GHG) emissions by 40 percent from 1990 levels, and substantially advance toward our 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels. By selecting and pursuing a sustainable and clean economy path for 2030, the State will continue to successfully execute existing programs, demonstrate the coupling of economic growth and environmental progress, and enhance new opportunities for engagement within the State to address and prepare for climate change."[134]

"This Scoping Plan builds on and integrates efforts already underway to reduce the State's GHG, criteria pollutant, and toxic air contaminant emissions. Successful implementation of existing programs has put California on track to achieve the 2020 target. Programs such as the Low Carbon Fuel Standard and Renewables Portfolio Standard are delivering cleaner fuels and energy, the Advanced Clean Cars Program has put more than a quarter million clean vehicles on the road, and the Sustainable Freight Action Plan will result in efficient and cleaner systems to move goods throughout the State. Enhancing and implementing these ongoing efforts puts California on the path to achieving the 2030 target. This Scoping Plan relies on these, and other, foundational programs paired with an extended, more stringent Cap-and-Trade Program, to deliver climate, air quality, and other benefits."[135]

California Environmental Quality Act (CEQA) Requirements

Section 15064.4 Determining the Significance of Impacts from Greenhouse Gas Emissions

(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate

[131] ARB.AB 32 Scoping Plan. Accessed May 2022 at: https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm.

[132] ARB. First Update to the AB 32 Scoping Plan. Accessed May 2022 at: https://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm.

[133] ARB. Scoping Plan Update to Reflect 2030 Target. Accessed May 2022 at: https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm.

[134] ARB. California's 2017 Climate Change Scoping Plan. Page 1. Accessed May 2022 at: https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

[135] Ibid.

provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or

(2) Rely on a qualitative analysis or performance-based standards.

(b) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.[136]

Regional

California Air Pollution Control Officers Association (CAPCOA)

"In January 2008, the California Air Pollution Control Officers Association (CAPCOA) issued a "white paper" on evaluating GHG emissions under CEQA (CAPCOA, 2008). The CAPCOA white paper strategies are not guidelines and have not been adopted by any regulatory agency; rather, the paper is offered as a resource to assist lead agencies in considering climate change in environmental documents."[137]

The California Association of Air Pollution Control Officers (CAPCOA) represents all thirty-five local air quality agencies throughout California. CAPCOA, which has been in existence since 1975, is dedicated to protecting the public health and providing clean air for all our residents and visitors to breathe, and initiated the Greenhouse Gas Reduction Exchange.[138]

"The Greenhouse Gas Reduction Exchange (GHG Rx) is a registry and information exchange for greenhouse gas emissions reduction credits designed specifically to benefit the state of California. The GHG Rx is a trusted source of locally generated credits from projects within California, and facilitates communication between those who create the credits, potential buyers, and funding organizations."[139] Four public workshops were held throughout the state including in the SJVAPCD. The mission is to provide a trusted source of high quality California-based greenhouse gas credits to keep investments, jobs, and benefits in-state, through an Exchange with integrity, transparency, low transaction costs and exceptional customer service.[140]

San Joaquin Valley Unified Air Pollution Control District (Air District)

The Air District is made up of eight counties in California's Central Valley: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and the San Joaquin Valley Air Basin portion of Kern. "The San Joaquin Valley Air District is a public health agency whose mission is to improve the health and quality of life for all Valley residents through efficient, effective and entrepreneurial air quality-management strategies."[141]

The Air District adopted the *Climate Change Action Plan* (CCAP) in August 2008. "The CCAP directed the District Air Pollution Control Officer to develop guidance to assist Lead Agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project specific greenhouse gas (GHG) emissions on global climate change.

On December 17, 2009, the San Joaquin Valley Air Pollution Control District (District) adopted the guidance: Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA, and the policy: District Policy – Addressing

[136] California Environmental Quality Act (CEQA). Section 15064.4 Determining the Significance of Impacts from Greenhouse Gas Emissions

[137] Op. Cit. Page 6-28. Background Report citation: CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act. January 2008.

[138] California Air Pollution Control Officers Association (CAPCOA). Accessed May 2022 at: http://www.capcoa.org/.

[139] Ibid. See "CAPCOA GHG RX" tab

[140] CAPCOA. CAPCOA Greenhouse Gas Reduction Exchange. Accessed May 2022 at: http://www.ghgrx.org/.

[141] Air District. About the District. Accessed May 2022 at: Website: http://www.valleyair.org/General_info/aboutdist.htm#Mission.

GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency. The guidance and policy rely on the use of performance based standards, otherwise known as Best Performance Standards (BPS), to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA.

Use of BPS is a method of streamlining the CEQA process of determining significance and is not a required emission reduction measure. Projects implementing BPS would be determined to have a less than cumulatively significant impact. Otherwise, demonstration of a 29 percent reduction in GHG emissions, from business-as-usual, is required to determine that a project would have a less than cumulatively significant impact. The guidance does not limit a lead agency's authority in establishing its own process and guidance for determining significance of project related impacts on global climate change."[142]

The Air District's *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Project under CEQA* document provides guidance to lead agencies for evaluating the significance of project-specific and cumulative impacts related to GHG emissions.[143] This guidance established the following process for evaluating the significance of project-specific GHG emissions on global climate change:

- "Projects determined to be exempt from the requirements of CEQA would be determined to have a less than significant individual and cumulative impact for GHG emissions and would not require further environmental review, including analysis of project specific GHG emissions. Projects exempt under CEQA would be evaluated consistent with established rules and regulations governing project approval and would not be required to implement [Best Performance Practices] BPS.

- Projects complying with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located would be determined to have a less than significant individual and cumulative impact for GHG emissions. Such plans or programs must be specified in law or approved by the lead agency with jurisdiction over the affected resource and supported by a CEQA compliant environmental review document adopted by the lead agency. Projects complying with an approved GHG emission reduction plan or GHG mitigation program would not be required to implement BPS.

- Projects implementing Best Performance Standards would not require quantification of project specific GHG emissions. Consistent with CEQA Guideline, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

- Projects not implementing Best Performance Standards would require quantification of project specific GHG emissions and demonstration that project specific GHG emissions would be reduced or mitigated by at least 29%, compared to Business-As-Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period. Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG.

- Notwithstanding any of the above provisions, projects requiring preparation of an Environmental Impact Report for any other reason would require quantification of project specific GHG emissions. Projects implementing BPS or achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG."[144]

Local

Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update contains a number of policies that apply to projects within Tulare County that support GHG reduction efforts.[145] The following General Plan policies have potential relevance to the Project's CEQA review:

AQ-1.3 Cumulative Air Quality Impacts wherein the County shall require development to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts;

[142] Air District. Accessed May 2022 at: http://www.valleyair.org/Programs/CCAP/CCAP_menu.htm

[143] Air District. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Project under CEQA. Accessed May 2022 at: http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf.

[144] Ibid. 4 and 5.

[145] Tulare County General Plan 2030 Update. Part 1 – Goals and Policies Report.

AQ-1.5 California Environmental Quality Act (CEQA) Compliance wherein the County shall ensure that air quality impacts identified during the CEQA review process are consistently and reasonably mitigated when feasible;

AQ-1.7 Support Statewide Climate Change Solutions wherein the County shall monitor and support the efforts of Cal/EPA, CARB, and the SJVAPCD, under AB 32 (Health and Safety Code §38501 et seq.), to develop a recommended list of emission reduction strategies, as appropriate, the County will evaluate each new project under the updated General Plan to determine its consistency with the emission reduction strategies;

AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan wherein the County will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies greenhouse gas emissions within the County as well as ways to reduce those emissions. The Plan will incorporate the requirements adopted by the California Air Resources Board specific to this issue. In addition, the County will work with the Tulare County Association of Governments and other applicable agencies to include the following key items in the regional planning efforts;

AQ-3.2 Infill near Employment requiring the County of identify opportunities for infill development near employment areas;

AQ-3.3 Street Design regarding street designed to encourage transit use, biking, and pedestrian movement;

AQ-3.4 Landscape regarding the use of ecologically based landscape design principles that can improve local air quality by absorbing CO_2, producing oxygen, providing shade that reduces energy required for cooling, and filtering particulates*;*

AQ-3.5 Alternative Energy Design wherein the County shall encourage all new development to incorporate energy conservation and green building practices to maximum extent feasible;

ERM-4.1 Energy Conservation and Efficiency Measures wherein the County shall encourage energy conservation and efficiency features in new construction in accordance with State law; and

ERM-4.8 Energy Efficiency Standards wherein the County shall encourage new developments to incorporate energy efficiency and conservation measures that exceed State Title 24 standards.

Tulare County Climate Action Plan

"The CAP serves as a guiding document for County of Tulare ("County") actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the 2030 General Plan Update. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan buildout. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation."[146]

"The County of Tulare (County) adopted the Tulare County Climate Action Plan (CAP) in August 2012. The CAP includes provisions for an update when the State of California Air Resources Board (CARB) adopts a Scoping Plan Update that provides post-2020 targets for the State and an updated strategy for achieving a 2030 target. Governor Brown signed Senate Bill (SB) 32 on September 8, 2016 which contains the new 2030 target. The CARB 2017 Scoping Plan Update for the Senate Bill (SB) 32 2030 targets was adopted by the CARB on December 14, 2017 which provided new emission inventories and a comprehensive strategy for achieving the 2030 target (CARB 2017a). With the adoption of the 2017 Scoping Plan, the County proceeded with the 2018 CAP Update that is provided in this document.

The 2018 CAP Update incorporates new baseline and future year inventories to reflect the latest information and updates the County's strategy to address the SB 32 2030 target. The 2030 target requires the State to reduce emissions by 40 percent below 1990 levels from the 2017 Scoping Plan and County data. The CAP identifies the County's fair share of reductions required to maintain consistency with the State target."[147]

Project Impact Analysis

[146] Tulare County Climate Action Plan, December 2018 Update. Page 1. Accessed May 2022 at: http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/220Climate%20Action%20Plan/CLIMATE%20ACTION%20PLAN%202018%20UPDATE.pdf.

[147] Ibid.

GHG's Assessed

This analysis was restricted to GHGs identified by AB 32, which include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). The proposed project would generate a variety of GHGs, including several defined by AB 32 such as CO_2, CH_4, and N_2O.

Water vapor could be emitted from evaporated water used for landscaping and other uses, but this is not a significant impact because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks rather than emissions from project-related activities.

Ozone is a GHG; however, unlike the other GHGs, ozone in the troposphere is relatively short-lived and can be reduced in the troposphere on a daily basis. Stratospheric ozone can be reduced through reactions with other pollutants.

Certain GHGs defined by AB 32 would not be emitted by the project. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the project would emit perfluorocarbons or sulfur hexafluoride.

Certain GHGs defined by AB 32 would not be emitted by the project. HFCs, PFCs, SF_6, and NF_3 are typically used in certain industrial applications, none of which would be used for typical commercial or gas station operations. Therefore, it is not anticipated that the proposed project would emit those GHGs.

GHG emissions associated with the proposed project construction as well as future operations were estimated using CO_2 equivalent (CO_2e) emissions as a proxy for all GHG emissions. In order to obtain the CO_2e, an individual GHG is multiplied by its Global Warming Potential (GWP). The GWP designates on a pound for pound basis the potency of the GHG compared to CO_2.

Thresholds of Significance

SJVAPCD

The SJVAPCD's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA presents a tiered approach to analyzing project significance with respect to GHG emissions. Project GHG emissions are considered less than significant if they can meet any of the following conditions, evaluated in the order presented:

- Project is exempt from CEQA requirements;
- Project complies with an approved GHG emission reduction plan or GHG mitigation program;
- Project implements Best Performance Standards (BPS); or
- Project demonstrates that specific GHG emissions would be reduced or mitigated by at least 29 percent compared to Business-as-Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period.

The SJVAPCD's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA includes thresholds based on whether the project will reduce or mitigate GHG levels by 29 percent from BAU levels compared with 2005 levels by 2020.[148] This level of GHG reduction is based on the target established by CARB's AB 32 Scoping Plan, approved in 2008. First occupancy at the project site is expected to occur in 2023. This date is past the AB 32 2020 milestone year. Given recent legislative and legal scrutiny on post-2020 compliance, additional discussion is provided to show progress towards GHG reduction goals identified in CARB's 2017 Scoping Plan for the year 2030. Additionally, although not included in a formal GHG reduction plan, Executive Order S-3-05 also includes a goal of reducing GHG emissions 80 percent below 1990 levels by 2050 and Executive Order B-55-18 set the goal to achieve carbon neutrality statewide by 2045.[149]

Newhall Ranch

The California Supreme Court decision in the *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife, the Newhall Land and Farming Company* (62 Cal.4th 204 [2015], and known as the Newhall Ranch decision), confirmed that the use of BAU analysis (e.g., 29 percent below BAU), a performance-based approach, would be satisfactory. However, for a project-level analysis that uses CARB's statewide BAU targets, substantial evidence must be presented to support the use of those targets for a

[148]. Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum for the Setton Project (Memo). January 25, 2022. PDF Page 35. Included in Attachment A of this document.

[149] Ibid.

particular project at a specific location. The court noted that this may require examination of the data behind the statewide model and adjustment to the levels of reduction from BAU used for project evaluation. To date, neither CARB nor any lead agencies have provided any guidance on how to adjust AB 32's statewide BAU target for use at the project level.[150]

The regulations in the State's 2008 Scoping Plan have been adopted and the State is on track to meet the 2020 target and achieve continued progress towards meeting the 2017 Scoping Plan target for 2030.

In the Newhall case, the Supreme Court was concerned that new development may need to reduce GHG emissions more than existing development to demonstrate it is meeting its fair share of reductions. New development does do more than its fair share through compliance with enhanced regulations, particularly with respect to motor vehicles, energy efficiency, and electricity generation. If no additional reductions are required from an individual project beyond that achieved by regulations, then the amount needed to reach the 2020 target is the amount of GHG emissions a project must reduce to comply with Statewide goals.

Project-level Thresholds

Section 15064.4(b) of the CEQA Guidelines' amendments for GHG emissions states that a lead agency may take into account the following three considerations in assessing the significance of impacts from GHG emissions.

- Consideration #1: The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Consideration #2: Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- Consideration #3: The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an Environmental Impact Report (EIR) must be prepared for the project.

In addition, Section 15064.7(c) of the CEQA Guidelines specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines § 15130(f)).

Per CEQA Guidelines § 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines § 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

The significance of the project's GHG emissions is evaluated consistent with CEQA Guidelines §15064.4(b)(2) by considering whether the project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The Tulare County CAP aims to reduce GHG emissions from development projects in Tulare County. The CAP builds on state and regional policies aimed at reducing GHG emissions consistent with the SB 32 2030 GHG reduction target. The CAP relies on policies of the Tulare County General Plan to guide development projects. In addition, the CAP provides specific guidelines for determining if new development projects are consistent with the CAP. The CAP includes a progress report with metrics and benchmarks for tracking progress toward meeting the GHG reduction targets. The County's progress is on track for all metrics.

The CAP is utilized to determine the significance from the project's contribution of GHG emissions.

[150] Op. Cit.

For informational purposes only, the analysis first quantifies project-related GHG emissions under a BAU scenario, and then compares these emissions with emissions that would occur when all project-related design features are accounted for, and when compliance with applicable regulatory measures is assumed.

a) Less Than Significant Impact With Mitigation: The CAP is utilized to determine the significance from the Project's contribution of GHG emissions. The Project's long-term GHG emissions are provided for informational purposes only.

Construction Emissions

GHG emissions generated during all phases of construction were combined and are shown in Table 17 (in the Memo, **Table 8-3** in this document). The SJVAPCD does not have a recommendation for assessing the significance of construction related emissions, however, other jurisdictions such as the Sacramento Metropolitan Air Quality Management District (SMAQMD) have concluded that construction emissions should be included since they may remain in the atmosphere for years after construction is complete. The SMAQMD has established quantitative significance thresholds of 1,100 MT CO_2e per year for the construction phases of land use projects.

Table 8-3
Summary of Construction-Generated Greenhouse Gas Emissions[151]

Emissions Source	**MT CO_{2e} per Year**
Site Preparation	9
Grading	14
Building Construction	322
Paving	17
Architectural Coating	3
Project Construction Total	**365**
SMAQMD Significance Threshold (Shown for Informational Purposes Only)	**1,100**
Threshold Exceeded?	**No**

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent
Totals summed using unrounded numbers; totals may not appear to sum exactly due to rounding.
Source: CalEEMod Output and Additional Supporting Information (Attachment A of the Memo, Attachment A of this document).

Operations

Operational or long-term emissions occur over the life of the project. Sources of emissions may include motor vehicles and trucks, energy usage, water usage, waste generation, and area sources, such as landscaping activities and residential woodburning. Operational GHG emissions associated with the proposed project were estimated using CalEEMod 2020.4.0. Please see the "Assumptions" sections of this technical memorandum for details regarding assumptions and methodology used to estimate emissions. Complete CalEEMod output files and additional supporting information are also included in Attachment A.

Business-as-Usual Operational Emissions

Operational emissions under the business-as-usual scenario were modeled using CalEEMod 2020.4.0. Modeling assumptions for the year 2005 were used to represent 2020 business as usual conditions (without the benefit of regulations adopted to reduce GHG emissions). The CARB and SJVAPCD guidance recommend using regulatory conditions in 2002-2004 in the baseline scenario to represent conditions as if regulations had not been adopted to allow the effect of projected growth on achieving reduction targets to be clearly defined. CalEEMod defaults were used for project energy usage, water usage, waste generation, and area sources (architectural coating, consumer products, and landscaping). The vehicle fleet mixes were revised to reflect the project fleet mix identified for the buildout year.

Buildout Year Operational Emissions

[151] Op. Cit. PDF Page 78.

Operational emissions for the year 2023 were modeled using CalEEMod. CalEEMod assumes compliance with some, but not all, applicable rules and regulations regarding energy efficiency, vehicle fuel efficiency, renewable energy usage, and other GHG reduction policies, as described in the CalEEMod User's Guide.[152]
The reductions obtained from each regulation and the source of the reduction amount used in the analysis are described below.
The following regulations are incorporated into the CalEEMod emission factors:

- Pavley I and Pavley II (LEV III) motor vehicle emission standards
- CARB Medium and Heavy-Duty Vehicle Regulation
- 2005, 2008, 2013, 2016, and 2019 Title 24 Energy Efficiency Standards

The following regulations have not been incorporated into the CalEEMod emission factors and require alternative methods to account for emission reductions provided by the regulations:

- Renewables Portfolio Standard (RPS) requirements for year 2030
- Green Building Code Standards (indoor water use)
- California Model Water Efficient Landscape Ordinance (outdoor water)
- CalRecycle 75 Percent Initiative (solid waste)

Title 24 reductions for 2013 and 2016 updates were added to CalEEMod 2016.3.2 and were carried into CalEEMod 2020.4.0. Title 24 reductions for 2019 were added to CalEEMod 2020.4.0.

RPS is not accounted for in CalEEMod 2020.4.0. Reductions from RPS for operational years 2030 and beyond are addressed by revising the electricity emission intensity factor in CalEEMod to account for the utility RPS rate forecast for 2030. The utilities will be required by SB 100 to increase the use of renewable energy sources to 60 percent by 2030. The latest power content label for SCE was used to estimate a revised CO_2 intensity factor for use in the modeling.

Reductions in emissions from solid waste are based on Tulare County achieving the CalRecycle 75 Percent Initiative by 2020 compared with a 45 percent baseline.[153] Reductions are taken using the CalEEMod mitigation component.

"GHG reductions from some design features and compliance with regulations that are not otherwise accounted for can be quantified in CalEEMod. Note that CalEEMod nominally treats these design elements and conditions as "mitigation measures," despite their inclusion in the project description. Therefore, reported operational emissions are considered to represent unmitigated project conditions.

Operational GHG emissions by source are shown in Table 18 (in the Memo, **Table 8-4** in this document). Full buildout of the project is anticipated to occur in 2023.

Table 2-4
Unmitigated Project Operational GHG Emissions (Buildout Year Scenario)[154]

Emission Source	Emissions (MT CO_2e per year)	
	Business as Usual Total Emissions (MT CO_2e per year)	**Buildout Year (2023) Total Emissions with Regulations and Design Features (MT CO_2e per year)**
Area	0.003	0.002
Energy	167	135
Mobile (Passenger Vehicles)	427	304
Mobile (Trucks)	4,992	3,925
Yard Tractor	864	864

California Air Pollution Control Officers Association (CAPCOA). 2021. California Emission Estimator Model (CalEEMod) Version 2020.4.0 User's Guide. Accessed May 2022 at: 01_user-39-s-guide2020-4-0.pdf (aqmd.gov).

[153] California Department of Resources Recycling and Recovery (CalRecycle). 2016. California's 75 Percent Initiative: Defining the Future. Accessed December 2021 at: Laws and Regulations - CalRecycle Home Page

[154] Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum for the Setton Project. January 25, 2022. PDF Page 40. Included in Attachment A of this document.

Waste	31	22
Water	27	22
Total	**6,508**	**5,272**
Reduction from BAU		1,236
Percent Reduction		19%
SJVAPCD Significance Threshold (Shown for Informational Proposes Only)		29%

MT CO_2e = metric tons of carbon dioxide equivalent.
Totals were calculated using unrounded emissions; totals may not appear to sum exactly due to rounding.
The project achieves the SJVAPCD 29 percent reduction from BAU threshold, and the 21.7 percent required to show consistency with AB 32 targets.
Source of SJVAPCD Significance Threshold: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Final Draft Guidance for Assessing and Mitigating Air Quality Impacts. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed November 30, 2021.
Source of Business as Usual Emissions: CalEEMod output for the buildout year BAU scenario (see Attachment A).
Source of Buildout Year Emissions: CalEEMod output for the year 2023 (Attachment A).

Emissions were assessed for full buildout operations in years 2023 and 2030. The 2030 scenario summarized in Table 19 (in the Memo, **Table 8-5** in this document)."[155]

"As shown in Table 18 and Table 19 [in the Memo, **Tables 8-4** and **8-5** in this document; respectively] the project would achieve a 19 percent reduction from BAU at project buildout (2023) and 28 percent reduction from BAU by the year 2030 with adopted regulations and design features incorporated. However, significance for GHG emissions is analyzed by assessing the project's compliance with Consideration No. 3 regarding consistency with adopted plans to reduce GHG emissions.

The 2017 Scoping Plan includes new strategies that are not incorporated in the analysis above. Many measures that are likely to proceed include zero net energy buildings in future updates to Title 24 and enhanced motor vehicle fuel efficiency standards beyond 2025. The 2017 Scoping Plan identified an emission limit of 260 million metric tons of carbon dioxide equivalents ($MMTCO_2e$). The 2030 BAU Inventory is estimated to be 392 $MMTCO_2e$. The 2017 Scoping Plan identified that the bulk of its reductions would come from the Electric Power, Industrial fuel combustion, and Transportation. The continuance of the Cap and Trade would provide additional reductions. Although the 2017 Scoping Plan largely relies on state actions to achieve the GHG emissions limit, the CARB considers local governments partners in achieving the State's goals for reducing GHG emissions. The 2017 Scoping Plan suggests that all new land use development implement feasible measures to reduce GHG emissions, however, it does not define feasible measures nor assign a required reduction amount to new development.

Table 3
Unmitigated Project Operational GHG Emissions (Buildout Year [2030] Scenario)[156]

	Emissions (MT CO_2e per year)	
Emission Source	**Business as Usual Total Emissions (MT CO_2e per year)**	**2030 Year Total Emissions with Regulations and Design Features (MT CO_2e per year)**
Area	0.003	0.002
Energy	167	118
Mobile (Passenger Vehicles)	419	239
Mobile (Trucks)	4,992	3,417
Yard Tractor	864	864
Waste	31	22

[155] Ibid. PDF Pages 40-41.
[156] Ibid.

Water	27	20
Total	**6,500**	**4,680**
Reduction from BAU		1,820
Percent Reduction		28%
Significance Threshold (Shown for Informational Purposes Only)		29%

MT CO_2e = metric tons of carbon dioxide equivalent.
Totals were calculated using unrounded emissions; totals may not appear to sum exactly due to rounding.
Source of Business-as-Usual Emissions: CalEEMod output for 2030 BAU scenario (see Attachment A).
Source of 2030 Emissions: CalEEMod output for the year 2030 (Attachment A).

Regarding the years 2045 and 2050, there have been Executive Orders issued to address carbon neutrality and GHG reduction targets, respectively for those years, however, there are no existing GHG reduction measures or plans that specifically address those Orders. Historically, the State would take the lead in developing regulatory and market measures to achieve the required reductions. The proposed project would participate in the reductions through adherence with regulations and continued improvements to the motor vehicle efficiencies accessing the project site. Studies have shown that in order to meet the 2050 targets, aggressive pursuit of technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. Because of the technological shifts required and the unknown parameters of the regulatory framework in 2050, quantitatively analyzing the proposed project's impacts further relative to the 2050 goals is speculative for purposes of CEQA.

Impact Analysis (Project's Compliance with Consideration No. 3 Regarding Consistency with Adopted Plans to Reduce GHG Emissions)

The Tulare County CAP (2018) is a strategic planning document that identifies sources of GHG emissions within the County, presents current and future emissions estimates, identifies a GHG reduction target for future years, and presents strategic policies and actions to reduce emissions from the development project subject to CEQA. The GHG-reduction strategies in the Plan build key opportunities prioritized by County staff and members of the public.

To be consistent with the CAP, development projects less intense than a 500-unit subdivision or 100,000 square feet of retail or equivalent intensity for other uses can use the CAP consistency checklist. The checklist contains design features and measures that are used to determine consistency. The CAP Consistency Checklist is intended for use by Tulare County staff in performing a qualitative assessment of development projects subject to CEQA review and to identify projects that should include a quantitative analysis to determine if project emissions would result in a potentially significant impact on climate change.

Table 20 [in the Memo, **Table 8-6** in this document] provides a checklist containing measures that will provide reductions necessary to achieve CAP consistency and assess the project's consistency against those measures.

Table 4
Climate Action Plan Consistency Checklist

Climate Action Plan Measure	Compliance Requirement	Consistency Assessment
Land Use: Project is consistent with the Tulare County General Plan policies listed in the CAP applicable to GHG emissions and sustainability.	Review for compliance during project review process.	**Consistent.** The Tulare County General Plan contains policies that aim to reduce GHG emissions. The CAP references the General Plan policies as tools for reducing GHG emissions. These policies are divided into the categories of Transportation Strategies, Building Energy Efficiency, Water Conservation Energy Savings, Solid Waste Reduction and Recycling, and Agricultural Programs and Incentives. The policies are aimed at County action and do not specifically mandate action at the project level. Therefore, compliance with established and applicable regulations would ensure consistency with GHG reduction measures

			contained in the Tulare County 2030 General Plan. Furthermore, the project would be subject to review by the County. As such, the project would be consistent with this CAP measure prior to the implementation of mitigation.
	Land Use—Residential	Not applicable.	**Not applicable.** The project is not a residential development.
	Land Use—Non-Residential: Retail and office projects should be constructed within the boundaries of Rural Communities, HDB, UDB, LDB, and in designated transportation corridors to provide needed local goods services to residents and the traveling public. Agricultural industrial projects may be constructed in rural locations as long as consistent with the General Plan.	Review development plans to ensure locations are appropriate for type of project that is proposed and consistent with County plans.	**Consistent.** The project would be subject to review by the County prior to the implementation of mitigation ensure compliance with this CAP measure.
	Land Use Design—Projects that require construction of new roads or major intersection improvements provide a fair share of improvements such as sidewalks and pedestrian friendly crossings, and bike lanes/paths connecting to schools, shopping, and other uses consistent with County development standards.	Include roadway improvements as conditions of approval of subdivision or commercial site plan.	**Consistent.** The project would be subject to review by the County prior to the implementation of mitigation ensure applicability and compliance with this CAP measure.
	Energy Efficiency: Project complies with current version of Title 24.	Provide copy of the Title 24 Report demonstrating compliance with the applicable standards with Building Permit application.	**Consistent.** Development included as part of the proposed project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received.
	Renewable Energy: Project includes solar panels or other alternative energy source meeting County Solar Ordinance or new Title 24 standards whichever is more stringent.	Include solar on building plans and provide Title 24 compliance reports with Building Permit applications.	**Mitigation is required to ensure consistency.** Compliance with existing regulations only require solar ready roofs for industrial buildings and there are no other mechanisms, prior to the incorporation of mitigation, that would ensure the project would include solar panels or other carbon-free sourced energy.
	EV Charging: Project meets charging installation/charging ready requirements of the CalGreen Code.	Include charging in building plans	**Mitigation is required to ensure consistency.** The project would be required to comply with mandatory requirements of the CalGreen Code (California Green Building Standards Code Section 5.106.5.3.2). Additionally, the project operator(s) can participate in incentives programs on electric vehicles and charging equipment for trucks once tenants have been identified. However, the compliance requirement for this CAP measure states that charging must be included in building plans. Therefore, MM 8-2 is required to ensure the project applicant will provide documentation to Tulare County demonstrating that the project design provides electrical vehicle charging infrastructure that would meet charging installation/charging ready requirements of the CalGreen Code.

CalGreen Building Code Water: Project complies with indoor and outdoor water conservation measures.	Provide copy of report showing code compliance.	**Consistent.** The project would comply with the California Green Building Standards Code, which requires a 20 percent reduction in indoor water use. The project would also include xeriscaping, which will
Water Conservation Landscaping	Project complies with County water conservation ordinance requirements for landscaping.	**Consistent.** Development included as part of the project would comply with County water conservation ordinance requirements for landscaping. Specifically, landscaping is proposed as part of the project in the form of xeriscaping and will meet any requirements set forth by the County of Tulare.
Solid Waste: Project has access to recycling service for homes and businesses meeting CalRecycle requirements.	County verify that providers are in compliance with CalRecycle regulations regarding recycling and diversion of solid waste.	**Consistent.** This measure would apply to providers and not to individual development projects. The proposed project would be serviced by a provider subject to CalRecycle regulations regarding recycling and diversion of solid waste.
Large Employment Projects: Projects that will have large numbers of employees (over 100) are required to comply with Rule 9410 Employee Trip Reduction Plans (ETRIP). Provide a copy of the ETRIP plan to the County after approval of the plan by the SJVAPCD.	Employer is responsible for compliance with Rule 9410.	**Consistent.** Compliance with this CAP measure would not require implementation of mitigation to ensure compliance. Compliance with Rule 9410, which is an existing SJVAPCD regulation, would satisfy the requirements of this CAP measure.
Industrial Projects: Industrial projects that are large employers will comply with Rule 9410. Industrial process related GHG emissions are not under the County's regulatory authority but will require permits from the SJVAPCD and may be subject to Cap-and-Trade.	Employer is responsible for compliance with Rule 9410.	**Consistent.** Compliance with this CAP measure would not require implementation of mitigation to ensure compliance. Compliance with applicable rules and regulations would satisfy the requirements of this CAP measure.
Source of Checklist Questions: Tulare County 2018.		

As noted in Table 20, compliance with existing regulations does not ensure compliance with CAP measures requiring the inclusion of EV charging and renewable sourced energy. As such, mitigation measures (MMs) [in the Memo, **Mitigation Measures 8-1** and **8-2** in this document] are required for the project to be consistent with the 2018 Tulare County CAP Update."[157]

"Table 21 (in the Memo, **Table 8-7** in this document) provides an analysis of the project's consistency with the portion of the CAP Consistency Checklist that outlines the consistency methods and criteria used to determine if a project requires a quantitative analysis to determine significance related to GHG emissions.

Table 8-7
Climate Action Plan Consistency Checklist – Quantitative Analysis Requirements

	Consistency Assessment
Projects Requiring Quantitative Analysis	
1. Is the project inconsistent with one or more checklist questions?	**Quantitative Assessment Not Required with Incorporation of Mitigation.** The project's consistency with the CAP checklist questions is included in Table 20. As noted in Table 20, the project would not be inconsistent one or more

[157] Op. Cit. 41-44.

	checklist questions after incorporation of MM 8-1 and MM 8-2.
2. Does the project contain 500 or more residential units?	**Quantitative Assessment Not Required.** The project is industrial in nature and does not contain any residential units.
3. Does the project contain 100,000 square feet or more of retail space.	**Quantitative Assessment Not Required.** The project does not contain 100,000 square feet or more of retail space. The development contemplated as part of the proposed project includes a 50,000-square-foot industrial building with associated loading docks, parking spaces, and xeriscaping.
4. Does the project generate over 4,200 average daily trips?	**Quantitative Assessment Not Required.** The project is not anticipated to generate over 4,200 average daily trips. As shown in Table 5, it is estimated that the project would generate 540 average daily trip (368 daily passenger vehicle trips and 172 daily truck trips).
Source of Checklist Questions: Tulare County 2018.	

As noted in **Table 8-7**, the project would not require a quantitative assessment after incorporation of MM 8-1 and MM 8-2 [in in this document, MM GHG-1 and MM GHG-2 in the Memo]."[158]

Based on this analysis, implementation of **Mitigation Measures 8-1** and **8-2** (which can be found in their entirety in Attachment G of this IS/MND) would reduce potential Project-specific impacts related to this Checklist Item to less than significant.

Summary of Mitigation Measures:

8-1. Prior to issuance of building permits, the project applicant or project sponsor shall provide documentation that demonstrates project design provides electrical vehicle charging infrastructure.

8-2. Prior to the issuance of any certificate of occupancy for the proposed project, the project applicant or project sponsor shall provide the Tulare County with documentation, to the County's satisfaction, demonstrating that the project will include on-site renewable sources of electricity or the project's electricity demand will be supplied with 100 percent carbon-free electricity sources through the year 2045.

b) Less Than Significant with Mitigation: "The analysis contained above under Impact GHG-1 [in the Memo, Impact 8-a) in this document] assesses the proposed project's compliance with Consideration No. 3 regarding consistency with adopted plans to reduce GHG emissions by assessing the project's consistency with the Tulare County CAP. In addition to the assessment provided under Impact GHG-1 (in the Memo, Impact 8-a) in this document], the proposed project is also assessed for its consistency with CARB's adopted Scoping Plans.

Consistency with County of Tulare Climate Action Plan

As evaluated in Impact GHG-1 [in the Memo, Impact 8-a) in this document], the proposed project would not conflict with the GHG reduction goals identified in the Tulare County CAP. Specifically, the project would be consistent with the Tulare County CAP with incorporation of MM GHG-1 and MM GHG-2 [in the Memo, MM 8-1 and MM 8-2 in this document]. Therefore, implementation of MM GHG-1 and MM GHG-2 [in the Memo, MM 8-1 and MM 8-2 in this document] would be required for the project to be considered less than significant regarding the project's potential to conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of GHGs.

Consistency with CARB's Adopted Scoping Plans

[158] Op. Cit. 45-46.

The State's regulatory program implementing the 2008 Scoping Plan is now fully mature. All regulations envisioned in the Scoping Plan have been adopted, and the effectiveness of those regulations has been estimated by the agencies during the adoption process and then tracked to verify their effectiveness after implementation. The combined effect of this successful effort is that the State now projects that it will meet the 2020 target and achieve continued progress toward meeting post-2020 targets. Governor Brown, in the introduction to Executive Order B-30-15, stated "California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32).

The State's regulatory program is able to target both new and existing development because the two most important strategies, motor vehicle fuel efficiency and emissions from electricity generation, obtain reductions equally from existing sources and new sources. This is because all vehicle operators use cleaner low carbon fuels and buy vehicles subject to the fuel efficiency regulations and all building owners or operators purchase cleaner energy from the grid that is produced by increasing percentages of renewable fuels. This includes regulations on mobile sources such as the Pavley standards that apply to all vehicles purchased in California, the LCFS (Low Carbon Fuel Standard) that applies to all fuel sold in California, and the Renewable Portfolio Standard and Renewable Energy Standard under SB 100 that apply to utilities providing electricity to all California end users.

Moreover, the Scoping Plan strategy will achieve more than average reductions from energy and mobile source sectors that are the primary sources related to development projects and lower than average reductions from other sources such as agriculture. The proposed project's operational GHG emissions would principally be generated from electricity consumption and vehicle use (including heavy trucks), which are directly under the purview of the Scoping Plan strategy and have experienced reductions above the State average reduction. Considering this information, the proposed project would be consistent with the State's AB 32 and SB 32 GHG reduction goals. As such, the proposed project's GHG impacts would be less than significant.

Consistency Regarding GHG Reduction Goals for 2050 under Executive Order S-3-05

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed project would comply with whatever measures are enacted that State lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050. In its 2008 Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the First Scoping Plan Update; however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately." The 2017 Scoping Plan provides an intermediate target that is intended to achieve reasonable progress toward the 2050 target.

Accordingly, taking into account the proposed project's design features and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the proposed project would be consistent with State GHG Plans and would further the State's goals of reducing GHG emissions 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050, and does not obstruct their attainment."[159]

Based on this analysis, implementation of **Mitigation Measures 8-1 and 8-2** (which can be found in their entirety in Attachment G of this IS/MND) would reduce potential Project-specific impacts related to this Checklist Item to a level considered less than significant.

Cumulative Impact Analysis:

The geographic area of this cumulative analysis is the San Joaquin Valley Air Basin. As the proposed Project is consistent with aforementioned plans, policies, and regulations, and will not result in significant Project-specific impacts, cumulative impacts are less than significant.

[159] Op. Cit. 46-48.

9.	HAZARDS AND HAZARDOUS MATERIALS:				
Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working the project area?	☐	☐	☐	☒
f)	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Hazards and Hazardous Materials, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Environmental Setting

The proposed Project site is located southeast of SR 65 and Avenue 124, approximately four miles south of the City of Porterville and four miles north of the Community of Terra Bella, Tulare County, California. The nearest airport, Porterville Municipal Airport is approximately one mile northwest of the proposed Project site. The nearest school (Hope Elementary School) is also located approximately one mile northwest of the proposed Project site.

The nearest operational landfill is Teapot Dome Landfill, approximately two miles northwest of the proposed Project site.

Regulatory Setting

Federal

The NFPA 70®: National Electrical Code® is adopted in all 50 states. It includes requirements for electrical wiring and equipment. Article 705 covers interconnecting generators, windmills, and solar and fuel cells with other power supplies.[160] The federal Resource Conservation and Recovery Act (RCRA) and California Hazardous Waste Control Law regulate the disposal of solar PV cells. The local hazardous waste regulatory authority is the County of Tulare.

State

[160] National Fire Protection Association. 2010. NFPA 70: National Fire Code.

The California Department of Industrial Relations, Division of Occupational Safety and Health, is the administering agency designed to protect worker health and general facility safety. The California Department of Forestry and Fire Protection (CalFire) has designated the area that includes the project site as a Local Responsibility Area which is defined as an area where the local fire jurisdiction is responsible for emergency fire response. The project area is also defined as "Unzoned," which means that the fire hazard severity of the site has not been determined.[161]

Local

Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update (at Chapter 10 – Health and Safety) contains the following goals and policies that relate to hazards and hazardous materials, and which have potential relevance to the Project's CEQA review:

HS-4.1 Hazardous Materials wherein the County shall strive to ensure hazardous materials are used, stored, transported, and disposed of in a safe manner, in compliance with local, State, and Federal safety standards, including the Hazardous Waste Management Plan, Emergency Operations Plan, and Area Plan;

HS-4.2 Establishment of Procedures to Transport Hazardous Wastes wherein the County shall continue to cooperate with the California Highway Patrol (CHP) to establish procedures for the movement of hazardous wastes and explosives within the County;

HS-4.3 Incompatible Land Uses wherein the County shall prevent incompatible land uses near properties that produce or store hazardous waste; and

HS-4.4 Contamination Prevention wherein the County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination.

Project Impact Analysis

a) and b) Less Than Significant Impact: Proposed Project construction will require the transport and use of small quantities of hazardous materials in the form of, for example, gasoline, diesel, and oil during construction-related activities. As such, construction-related activities will be intermittent, temporary, and short-term as they occur. If refueling occurs on site, there is the potential for small leaks due to refueling of the construction-related equipment; however, standard construction Best Management Practices (BMPs) included in the SWPPP will reduce the potential for accidental release of construction-related fuels and other hazardous materials. These BMPs will prevent, minimize, or remedy storm water contamination from spills or leaks, control the amount of runoff from the site, and require proper disposal or recycling of hazardous materials.

Therefore, the proposed Project will not result in a significant hazard to the public or the environment and impacts will be less than significant.

c) No Impact: The nearest school, Hope Elementary School, is approximately one mile northwest of the proposed Project site. As such, construction-related activities will be intermittent, temporary, and short-term as they occur Other than construction-related activities (which will be intermittent, temporary, and short-term), it is not anticipated that the Project would result in the release of hazardous emissions, involve hazardous materials, or create a hazard to the school. There will be no impact.

d) No Impact: According to the State of California Department of Toxic Substances Control (DTSC) – Envirostor Search, no hazardous materials sites exist within an approximate two-mile radius of the proposed Project site.[162] The proposed Project site is not listed as hazardous materials sites pursuant to Government Code Section 65962.5 and are not included on a list compiled by the Department of Toxic Substances Control per a review of "Identified Hazardous Waste Sites" (conducted on May, 2019), by RMA staff. Therefore, as the proposed Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 it would not create a significant hazard to the public or the environment

e) No Impact: The nearest airport, Porterville Municipal Airport, is approximately one mile northwest of the proposed Project site; there are no private airports within the Project vicinity. The Project would not result in the placement of any structures sufficiently

[161] California Department of Forestry and Fire Protection. 2007. Draft Fire Severity Zones in LRA Map. Accessed May 2022 at: https://osfm.fire.ca.gov/media/6832/fhszl06_1_map54.pdf.

[162] California Dept. of Toxic and Substances Control Accessed May 2022 at: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Tulare+County%2C+CA.

tall enough to interfere with the flight path of either airport. The proposed Project will not conflict with Tulare County Airport Land Use Plan (ALUP) policy and it is not within any airport's safety zone. The proposed Project will not result in a safety hazard for people working in the area. As such, the Project would result in no impact to this resource.

f) **No Impact:** The proposed Project is not located in the vicinity of a principal route of assistance, as described by the Safety Element of the Tulare County General Plan. As such, the proposed Project will not interfere with implementation of an emergency response plan or evacuation. There is no impact.

g) **No Impact:** The surrounding land is predominantly agricultural to the north, west, south, and east; as such, it is not subject or vulnerable to wildland fires. As the proposed Project is not within a wildland area, it is not susceptible to wildland fire. As such, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires and would result in no impact to this resource. See also Item 20 Wildfire.

Cumulative Impact Analysis

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR. Cumulative development throughout the Project area and its vicinity, under Year 2030 build out conditions will cumulatively increase the potential for exposure to existing hazards associated with State Route. However, as discussed earlier, the transportation of hazardous materials will continue to be regulated by federal, state, and regional agencies, and all new development will be subject to independent environmental review and all applicable regulations to minimize any potential health risks associated with freeways. Therefore, through appropriate regulations, potential cumulative health impacts associated with the build out of the Project area (including the proposed Project) would result in less than significant Project-specific and Cumulative Impacts related to this Checklist Item.

10.	**HYDROLOGY AND WATER QUALITY**				
Would the project:		**SIGNIFICANT IMPACT**	**LESS THAN SIGNIFICANT IMPACT WITH MITIGATION**	**LESS THAN SIGNIFICANT IMPACT**	**NO IMPACT**
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i)	Result in substantial erosion or siltation on-or off-site?	☐	☐	☒	☐
ii)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☒	☐
iii)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
iv)	Impede or redirect flood flows?	☐	☐	☐	☒
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e)	Conflict with or obstruct implementation of water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Hydrology and Water Quality, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Environmental Setting

The Project area is located approximately four miles south of the City of Porterville, in an agricultural area of the San Joaquin Valley. The site is currently vacant but has historically been agriculturally productive. Surrounding areas include agricultural production, commercial, and SR 65 is immediately west of the site.

Tulare County has a dry climate with evaporation rates that exceeds rainfall. The local climate is considered warm desert with annual precipitation approximately 7 to 9 inches, and variable rainfall rates. The majority of precipitation (roughly 84%) falls during the months of November through April.

"The Tulare Lake Hydrologic Region covers approximately 10.9 million acres (17,050 square miles) and includes all of Kings and Tulare counties and most of Fresno and Kern counties (Figure TL-1). The San Joaquin Valley is divided into the San Joaquin River and the Tulare Lake regions by the San Joaquin River with the Tulare Lake region in the southern portion. Historically, the valley floor in this region had been a complex series of interconnecting natural sloughs, canals, and marshes
The economic development of the region is closely linked to the surface water and groundwater resources of the Tulare Lake region. Major rivers draining into the Tulare Lake region include the Kings, Kaweah, Tule, and Kern rivers. The original ecological character of the area has been changed dramatically, largely from the taming of local rivers for farming. In the southern portion of the region, significant geographic features include the lakebeds of the former Buena Vista/ Kern and Tulare lakes, comprising the southern half of the region; the Coast Ranges to the west; the Tehachapi Mountains to the south; and the southern Sierra Nevada to the east.

The Tulare Lake region is one of the nation's leading agricultural production areas, growing a wide variety of crops on about 3 million irrigated acres. Agricultural production has been a mainstay of the region since the late 1800s. However, since the mid-1980s, other economic sectors, particularly the service sector, have been growing.. " [TL-11]

The Tulare Lake region is divided into several main hydrologic subareas: the alluvial fans from the Sierra foothills and the basin subarea (in the vicinity of the Kings, Kaweah, and Tule rivers and their distributaries); the Tulare Lake bed; and the southwestern uplands. The alluvial fan/ basin subarea is characterized by southwest to south flowing rivers, creeks, and irrigation canal systems that convey surface water originating from the Sierra Nevada. The dominant hydrologic features in the alluvial fan/basin subarea are the Kings, Kaweah, Tule, and Kern rivers and their major distributaries from the western flanks of the Sierra… The Kaweah River begins in Sequoia National Park, flows west and southwest, and is impounded by Terminus Dam. It subsequently spreads into many distributaries around Visalia and Tulare trending toward Tulare Lake. The Tule River begins in Sequoia National Forest and flows southwest through Lake Success toward Tulare Lake."[163]

Flooding

"Flooding is a natural occurrence in the Central Valley because it is a natural drainage basin for thousands of watershed acres of Sierra Nevada and Coast Range foothills and mountains. Two kinds of flooding can occur in the Central Valley: general rainfall floods occurring in the late fall and winter in the foothills and on the valley floor; and snowmelt floods occurring in the late spring and early summer. Most floods are produced by extended periods of precipitation during the winter months. Floods can also occur when large amounts of water (due to snowmelt) enter storage reservoirs, causing an increase in the amount of water that is released."[164]

"Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (FIRM). A 100-year flood is considered for purposes of land use planning and protection of property and human safety. The boundaries of the 100-year floodplain are delineated by FEMA on the basis of hydrology, topography, and modeling of flow during predicted rainstorms."[165]

[163] California Department of Water Resources. California Water Plan 2013 Update. Tulare Lake Hydrologic Region. Volume 2 Regional Reports. Accessed June 2022 at: California Water Plan - Groundwater Update 2013 - Chapter 9: Tulare Lake Hydrologic Region Groundwater Update 2013 - California Natural Resources Agency Open Data

[164] California Department of Water Resources. California's Groundwater Bulletin 118. Tulare Lake Hydrologic Region. San Joaquin Valley Groundwater Basin. Site. Pages 3.9-17 and 3.9-18. Accessed December 2021 at: http://www.water.ca.gov/pubs/groundwater/bulletin_118/basindescriptions/5-22.11.pdf.

[165] Op. Cit. 3.9-18.

"The flood carrying capacity in rivers and streams has decreased as trees, vegetation, and structures (e.g., bridges, trestles, buildings) have increased along the Kaweah, Kings, and Tule Rivers. Unsecured and uprooted material can be carried down a river, clogging channels and piling up against trestles and bridge abutments that can, in turn, give way or collapse, increasing blockage and flooding potential. Flooding can force waters out of the river channel and above its ordinary floodplain. Confined floodplains can result in significantly higher water elevations and higher flow rates during high runoff and flood events."[166]

"Dam failure can result from numerous natural or human activities, such as earthquakes, erosion, improper siting, rapidly rising flood waters, and structural and design flaws. Flooding due to dam failure can cause loss of life, damage to property, and other ensuing hazards. Damage to electric-generating facilities and transmission lines associated with hydro-electric dams could also affect life support systems in communities outside the immediate hazard area."[167]

Storm Drainage

"The entire County of Tulare is under the jurisdiction of the Tulare County Flood Control District which has the authority to address local drainage, flooding, and related issues. According to the Tulare County General Plan Update, localized drainage issues do occur throughout the County but they are generally in proximity to floodplains.

Regulatory Framework

Federal

Clean Water Act

The Clean Water Act (CWA) is intended to restore and maintain the chemical, physical, and biological integrity of the nation's waters (33 CFR 1251). The regulations implementing the CWA protect waters of the U.S. including streams and wetlands (33 CFR 328.3). The CWA requires states to set standards to protect, maintain, and restore water quality by regulating point source and some non-point source discharges. Under Section 402 of the CWA, the National Pollutant Discharge Elimination System (NPDES) permit process was established to regulate these discharges.

Safe Drinking Water Act

"The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of Americans' drinking water. Under SDWA, EPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards… SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells. (SDWA does not regulate private wells which serve fewer than 25 individuals.)"[168]

The National Flood Insurance Act (1968) makes available federally subsidized flood insurance to owners of flood-prone properties. To facilitate identifying areas with flood potential, Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps (FIRM) that can be used for planning purposes.

Environmental Protection Agency

The mission of EPA is to protect human health and the environment.
EPA's purpose is to ensure that:

- all Americans are protected from significant risks to human health and the environment where they live, learn and work;
- national efforts to reduce environmental risk are based on the best available scientific information;
- federal laws protecting human health and the environment are enforced fairly and effectively;
- environmental protection is an integral consideration in U.S. policies concerning natural resources, human health, economic growth, energy, transportation, agriculture, industry, and international trade, and these factors are similarly considered in establishing environmental policy;
- all parts of society -- communities, individuals, businesses, and state, local and tribal governments -- have access to accurate information sufficient to effectively participate in managing human health and environmental risks;

[166] Op. Cit.
[167] Op. Cit.
[168] EPA Drinking Water Requirements for States and Public Water System Drinking Water Regulations. Accessed May 2022 at: http://water.epa.gov/lawsregs/rulesregs/sdwa/index.cfm.

- environmental protection contributes to making our communities and ecosystems diverse, sustainable and economically productive; and
- the United States plays a leadership role in working with other nations to protect the global environment."[169]

United States Army Corps of Engineers

"The Department of the Army Regulatory Program is one of the oldest in the Federal Government. Initially it served a fairly simple, straightforward purpose: to protect and maintain the navigable capacity of the nation's waters. Time, changing public needs, evolving policy, case law, and new statutory mandates have changed the complexion of the program, adding to its breadth, complexity, and authority.

The Regulatory Program is committed to protecting the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands."[170]

State

The Porter-Cologne Water Quality Control Act

"The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code section 13000 et seq.), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected,
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason, and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions."[171]

State Water Resources Control Board

The State Water Resources Control Board (the State Water Board) was created by the Legislature in 1967. The mission of the Water Board is to ensure the highest reasonable quality for waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses. The joint authority of water allocation and water quality protection enables the Water Board to provide comprehensive protection for California's waters.

The Water Board consists of five full-time salaried Members, each filling a different specialty position. Each board member is appointed to a four-year term by the Governor and confirmed by the Senate.

There are nine Regional Water Quality Control Boards (Regional Boards). The mission of the Regional Boards is to develop and enforce water quality objectives and implementation plans that will best protect the beneficial uses of the State's waters, recognizing local differences in climate, topography, geology and hydrology.

Each Regional Board has seven part-time Members also appointed by the Governor and confirmed by the Senate. Regional Boards develop "basin plans" for their hydrologic areas, govern requirements/issue waste discharge permits, take enforcement action against violators, and monitor water quality. The task of protecting and enforcing the many uses of water, including the needs of industry, agriculture, municipal districts, and the environment is an ongoing challenge for the Water Board and Regional Boards.[172]

[169] EPA Website. Our Mission and What We Do. Accessed May 2022 at: https://www.epa.gov/aboutepa/our-mission-and-what-we-do

[170] U.S. Army Corps of Engineers. Accessed May 2022 at: http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits.aspx.

[171] California Water Boards. State Laws Porter-Cologne Act. Accessed May 2022 at: https://www.waterboards.ca.gov/water_issues/programs/nps/encyclopedia/0a_laws_policy.html.

[172] State of California Water Boards. Water Boards' Structure. Accessed May 2022 at: https://www.waterboards.ca.gov/about_us/water_boards_structure/mission.html

California Department of Water Resources

"This Department's primary mission is to manage the water resources of California in cooperation with other agencies, to benefit the State's people, and to protect, restore, and enhance the natural and human environments." Other goals contained in the Update 2018 California Water Plan include:

- Goal 1 - Improve Integrated Watershed Management: California's vision of sustainable water management relies on the continued support of innovative and inclusive integrated water management strategies. Healthy watersheds, headwaters, aquifers, and working landscapes provide critical water supply and ecosystem services.
- Goal 2 - Strengthen Resiliency and Operational Flexibility of Existing and Future Infrastructure: Water managers must make plans to address aging infrastructure and impacts associated with climate change, population growth, ecosystem stressors, and funding constraints.
- Goal 3 - Restore Critical Ecosystem Functions California is one of the world's great biodiversity hotspots. Anthropogenic influence — water management included — has impacts on natural resources; and environmental protections for many species has impacts on water management.
- Goal 4 - Empower California's Under-Represented or Vulnerable Communities: Equitable water management means reliable, affordable, and safe water supplies and management for all Californians.
- Goal 5 - Improve Inter-Agency Alignment and Address Persistent Regulatory Challenges: Improved alignment and communication will more effectively deliver public benefits. Strengthening links between regulation and strategic planning, as well as utilizing restoration management on an ecosystem scale, will help balance environmental needs and human activities over the long term.
- Goal 6 - Support Real-Time Decision-Making, Adaptive Management, and Long-Term Planning Effective water management requires access to data and information necessary to understand current conditions, historic challenges, and future challenges. It also requires stable funding sufficient to support State and local sustainability goals.[173]

California Department of Water Resources and State Water Resources Control Board – Sustainable Groundwater Management Act

In 2014, the State of California adopted legislation to help manage its groundwater, the Sustainable Groundwater Management Act (SGMA). According to the act, local Groundwater Sustainability Agencies (GSAs) must be formed for all high and medium priority basins in the state. These GSAs must develop and implement Groundwater Sustainability Plans (GSPs) for managing and using groundwater without causing undesirable results: significant groundwater-level declines, groundwater-storage reductions, seawater intrusion, water-quality degradation, land subsidence, and surface-water depletions; these are also referred to as sustainability indicators. The California Department of Water Resources (DWR) and the State Water Resources Control Board (Water Board) are the two lead state agencies implementing SGMA.

Regional Water Quality Board

The Central Valley Regional Water Quality Control Board (RWQCB) administers the NPDES storm water-permitting program in the Central Valley region. Construction activities on one acre or more are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). The General Construction Permit requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The plan will include specifications for Best Management Practices (BMPs) that will be implemented during proposed Project construction to control degradation of surface water by preventing the potential erosion of sediments or discharge of pollutants from the construction area. The General Construction Permit program was established by the RWQCB for the specific purpose of reducing impacts to surface waters that may occur due to construction activities. BMPs have been established by the RWQCB in the California Storm Water Best Management Practice Handbook (2003), and are recognized as effectively reducing degradation of surface waters to an acceptable level. Additionally, the SWPPP will describe measures to prevent or control runoff degradation after construction is complete, and identify a plan to inspect and maintain these facilities or project elements.

Local

Tulare County Environmental Health Services

[173] California Department of Water Resources: California Water Plan Update 2018. Managing Water Resources for Sustainability. June 2019. Pages 3-2 through 3-6. Accessed May 2022 at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/California-Water-Plan/Docs/Update2018/Final/California-Water-Plan-Update-2018.pdf#page=4.

"The mission of the Division of Environmental Health is to enhance the quality of life in Tulare County through implementation of environmental health programs that protect public health and safety as well as the environment. We accomplish this goal by overseeing and enforcing numerous programs, from food facility inspections to hazardous waste. All of our inspectors are licensed and/or certified in their field of practice and participate in continuing education to maintain licensure"[174] This division requires water quality testing of public water systems.

Any project that involves septic tanks and water wells within Tulare County is subject to approval by this agency. All recommendations provided by this division will be added as mitigation measures to ensure reduction of environmental impacts.

Tulare County General Plan Policies

The General Plan has a number of policies that apply to projects within Tulare County. General Plan policies that relate to the proposed Project are listed below.

Tulare County Land Development Regulations

The Tulare County Resource Management Agency (RMA) is responsible for review, approval, and enforcement of planning and land development throughout the unincorporated portions of Tulare County. County of Tulare regulations that direct planning and land development (and related water and wastewater utilities) include the Tulare County General Plan, Zoning Ordinance, Subdivision Ordinance, and CEQA procedures. These responsibilities are divided between Planning Branch, Public Works Branch, and other divisions or departments of RMA, and in coordination with the Environmental Health Division of the Tulare County Health and Human Services Agency, and the Tulare County Fire Department.

The County's flood damage prevention code is intended to promote public health, safety, and general welfare in addition to minimizing public and private losses due to flood conditions. The County code provisions to protect against flooding include requiring uses vulnerable to floods be protected against flood damage at the time of initial construction; controlling the alteration of natural flood plains; and preventing or regulating the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas. The County flood damage prevention code, most recently amended by Ord. No. 3212 and effective October 29, 1998, is modeled based upon FEMA guidance.

Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update has a number of policies that apply to projects within Tulare County. General Plan policies that relate to the proposed Project are listed:

PF-4.14 Compatible Project Design wherein the County may ensure proposed development within CACUABs is compatible with future sewer and water systems, and circulation networks as shown in city plans;

AG-1.17 Agricultural Water Resources wherein the County shall seek to protect and enhance surface water and groundwater resources critical to agriculture;

HS-4.4 Contamination Prevention wherein the County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination;

HS-5.1 Development Compliance with Federal, State, and Local Regulations wherein the County shall ensure that all development within the designated floodway or floodplain zones conforms to FEMA regulations and the Tulare County Flood Damage Prevention Ordinance. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions;

HS-5.2 Development in Floodplain Zones wherein the County shall regulate development in the 100-year floodplain zones as designated on maps prepared by FEMA in accordance with the following:

1. Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
2. Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.
3. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions;

[174] Tulare County Environmental Health Division. Accessed May 2022 at: https://tularecountyeh.org/eh/about-us/career-guide-brochure/.

HS-5.4 Multi-Purpose Flood Control Measures wherein the County shall encourage multipurpose flood control projects that incorporate recreation, resource conservation, preservation of natural riparian habitat, and scenic values of the County's streams, creeks, and lakes. Where appropriate, the County shall also encourage the use of flood and/or stormwater retention facilities for use as groundwater recharge facilities;

HS-5.6 Impacts to Downstream Properties wherein the County shall ensure that new County flood control projects will not adversely impact downstream properties or contribute to flooding hazards;

HS-5.9 Floodplain Development Restrictions wherein the County shall ensure that riparian areas and drainage areas within 100-year floodplains are free from development that may adversely impact floodway capacity or characteristics of natural/riparian areas or natural groundwater recharge areas;

HS-5.10 Flood Control Design wherein the County shall evaluate flood control project involving further channeling, straightening, or lining of waterways until alternative multipurpose modes of treatment, such as wider berm and landscaped levees, in combination with recreation amenities, are studied;

HS-5.11 Natural Design wherein the County shall encourage flood control designs that respect natural curves and vegetation of natural waterways while retaining dynamic flow and functional integrity;

WR-1.1 Groundwater Withdrawal wherein the County shall cooperate with water agencies and management agencies during land development processes to help promote an adequate, safe, and economically viable groundwater supply for existing and future development within the County. These actions shall be intended to help the County mitigate the potential impact on ground water resources identified during planning and approval processes*;*

WR-1.5 Expand Use of Reclaimed Wastewater to augment groundwater supplies and to conserve potable water for domestic purposes, the County shall seek opportunities to expand groundwater recharge efforts;

WR-1.6 Expand Use of Reclaimed Water wherein the County shall encourage the use of tertiary treated wastewater and household gray water for irrigation of agricultural lands, recreation and open space areas, and large landscaped areas as a means of reducing demand for groundwater resources*;*

WR-2.1 Protect Water Quality wherein the all major land use and development plans shall be evaluated as to their potential to create surface and groundwater contamination hazards from point and non-point sources. The County shall confer with other appropriate agencies, as necessary, to assure adequate water quality review to prevent soil erosion; direct discharge of potentially harmful substances; ground leaching from storage of raw materials, petroleum products, or wastes; floating debris; and runoff from the site*;*

WR-2.2 National Pollutant Discharge Elimination System (NPDES) Enforcement wherein the County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board*;*

WR-2.3 Best Management Practices (BMPs); wherein the County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit and urban runoff in coordination with the Water Quality Control Board*;*

WR-2.4 Construction Site Sediment Control; wherein the County shall continue to enforce provisions to control erosion and sediment from construction sites;

WR-2.5 Major Drainage Management wherein the County shall continue to promote protection of each individual drainage basin within the County based on the basins unique hydrologic and use characteristics*;*

WR-2.6 Degraded Water Resources wherein the County shall encourage and support the identification of degraded surface water and groundwater resources and promote restoration where appropriate*;*

WR-2.8 Point Source Control wherein the County shall work with the Regional Water Quality Control Board to ensure that all point source pollutants are adequately mitigated (as part of the California Environmental Quality Act review and project approval process) and monitored to ensure long-term compliance*;*

WR-3.3 Adequate Water Availability wherein the County shall review new development proposals to ensure the intensity and timing of growth will be consistent with the availability of adequate water supplies. Projects must submit a Will-Serve letter as part of the application process, and provide evidence of adequate and sustainable water availability prior to approval of the tentative map or other urban development entitlement;

WR-3.5 Use of Native and Drought Tolerant Landscaping wherein the County shall encourage the use of low water consuming, drought-tolerant and native landscaping and emphasize the importance of utilizing water conserving techniques, such as night watering, mulching, and drip irrigation;

WR-3.6 Water Use Efficiency wherein the County shall support educational programs targeted at reducing water consumption and enhancing groundwater recharge; and

WR-3.10 Diversion of Surface Water wherein the diversions of surface water or runoff from precipitation should be prevented where such diversions may cause a reduction in water available for groundwater recharge.

Project Impact Analysis

a) Less Than Significant Impact: The State Water Resources Control Board requires any new construction project greater than one acre to complete a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP would be prepared for the Project by a qualified engineer or erosion control specialist as a condition of approval and would be submitted to the County for review and approval before being implemented during construction. The SWPPP would be designed to reduce potential impacts related to erosion and surface water quality during construction activities and throughout the life of the Project. It would include Project information and best management practices (BMP). The BMPs would include dewatering procedures, stormwater runoff quality control measures, concrete waste management, watering for dust control, and construction of perimeter silt fences, as needed. Implementation of the SWPPP will minimize the potential for the Project to substantially alter the existing drainage pattern in a manner that will result in substantial erosion or siltation onsite or offsite. There will be no discharge to any surface or groundwater sources which may impact water quality standards. As such, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, the Project would result in a less than significant impact to this resource.

b) Less Than Significant Impact: The proposed Project site is located in the Tulare Lake Basin, an area significantly affected by overdraft. The Department of Water Resources (DWR) has estimated the groundwater by hydrologic region and for the Tulare Lake Basin. DWR estimates a total overdraft of 820,000 acre-feet per year (which is the largest overdraft projected in the state, and approximately 56 percent of the statewide total overdraft). The Project site is located within the Tule Sub-basin portion of the regional area and is within the Eastern Tule GSA Boundary. The site is currently vacant and disked for weed control; however, has historically been utilized for agricultural production. The proposed Project will will draw water from an existing on site domestic well; however, will do so within the regulations of the Eastern Tule GSA, including paying fees per acre-foot of water extracted to offset the GSA probation and intervention activities. As such, there are less than significant impacts resulting from decreased groundwater supplies.

c) Less Than Significant Impact: The proposed Project would result in the alteration of the existing agricultural use to Light Manufacturing use. As such, the proposed Project would add a significant amount of impervious areas that could cause significant impacts related to drainage unless otherwise mitigated. The Project proponent will be required to evaluate the Project in its entirety as it will developed in four (4) phases; therefore, the entire Project will be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) as part of their National Pollutant Discharge Elimination System (NPDES) permit. This SWPPP will ensure that potential construction erosion and siltation will not affect offsite drainages. This will inhibit any erosion or siltation from occurring onsite or offsite. As such, Project-specific impacts related to this Checklist item will be less than significant.

i) *Erosion and Siltation; Less Than Significant Impact:* The extent of potential erosion will vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. The relatively flat nature of the site reduces the need for substantial grading. Any soils removed from these areas would be redistributed around and retained elsewhere on the Project site. The site is and will continue to have a relatively-flat topography after site construction. Also, as noted earlier, a SWPPP will be in place during construction, as described in Impact 10-a. Therefore, construction-related activities will minimally disturb the ground surface resulting in a less than significant impact from erosion and siltation.

ii) *Runoff resulting in Flooding On- or Off-site; Less Than Significant Impact:* The site will not resulting in waters capable of flooding either on- or off-site. The site is not subject to flooding and lies within Flood Zone X (area of minimal flooding) per the Federal Emergency Management Agency FIRM map.[175] Also, the site will not generate substantial amounts of runoff that would result in on- or off-site flooding as the Project includes an onsite stormwater retention basin. As such, the Project would result in a less than significant impact to or from this resource Item.

iii) Runoff affecting Drainage Systems and Polluted Runoff; No Impact. See Items 10 c) i) and ii) .Also, the Project will not connect to any existing or planned stormwater drainage system, as such it will not provide any additional sources of polluted runoff. As noted earlier, the very nature of the Project does not lend itself as a contributor of polluted runoff. Therefore, the Project would result in no impact to this resource. 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, and as such, would result in no impact.

d) No Impact: The Project area is relatively flat and is not located near a large body of water, the coast, or hillsides. As such, the proposed Project is not subject to inundation by seiche, tsunami, or mudflow resulting in no impact.

e) Less Than Significant Impact: As indicated earlier in Impact 10-a), the proposed Project would not violate any water quality standards or waste discharge requirements; or otherwise substantially degrade surface or groundwater quality; and would not conflict with or obstruct a water quality control plan. As indicated in 10-b) the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that project may impede sustainable groundwater management of the basin. Therefore, based on the analysis above, the Project would result in a less than significant Project-specific impact related to this Checklist Item.

Cumulative Impact Analysis

The geographic area of this cumulative analysis is Tulare County. As there are no Project-specific impacts resulting from Project development, no cumulative impacts are anticipated. Additionally, the County has available surface water storage facilities to allow for future recharge areas should they be required. Therefore, development of the proposed Project will not significantly impact groundwater recharge in the cumulative, and impacts will be less than significant**.**

11. LAND USE AND PLANNING

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Land Use and Planning, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Environmental Setting

As noted earlier, the proposed Project site is located in the south-western part of Tulare County. Tulare County is located in the San Joaquin Valley portion of the Great Central Valley of California that lies south of the Sacramento-San Joaquin Delta, and is comprised of 4,863 square miles. Tulare County is bordered by Fresno County to the north, Kings County to the west; Kern County to the south; and Inyo County to the east. The Project site is located southeast of SR 65 and Avenue 124 in the Rural Valley Lands Plan area, approximately four (4) miles south of the City of Porterville and four (4) miles north of the unincorporated community of Terra Bella, Tulare County. The site is currently vacant but has historically been agriculturally productive.

[175] Federal Emergency Management Agency FIRM Panel 06107CL300E June 16, 2009. Accessed December 2021 at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-119.24027126756349,36.137670866489145,-119.15718716111826,36.17232174266695

The Valley floor is very fertile and has been intensively cultivated for many decades. Existing land uses in Tulare County have been organized into generalized categories that are summarized on Table 11-1. These lands total 3,930 square miles or approximately 81 percent of Tulare County. Open space, which includes wilderness, national forests, monuments and parks, and county parks, encompass 1,230 square miles, or approximately 25 percent of the County. Agricultural uses total over 2,150 square miles or about 44 percent of the entire county. Incorporated cities in Tulare County capture less than three percent of the entire County.

The proposed Project site has been historically used for row crops but is currently vacant; regularly disked for weed control. The site is surrounded by agricultural-related land uses such as row crops, orchards, and agricultural-related outbuildings to the north, west, south, and east. As noted earlier, the proposed Project site is currently zoned as AE-10 (Agricultural) and is consistent with an approved zone change to M-1 (Light Manufacturing).

Table 11-1
County of Tulare Summary of Assessed Land by Generalized Use Categories[176]

Generalized Land Use Category	Square Miles[1]	Percentage[2]
Residential	110	2
Commercial	10	Less than 1%
Industrial	10	Less than 1%
Agriculture	2,150	44
Public (including airports, charitable organizations, churches, fraternal organizations, government owned land, hospitals and rest homes, institutional facilities, rehab facilities and schools)	420	9
Open Space (including national forests and parks, timber preserves)	1,230	25
Classified Subtotal	**3,930**	**81**
Unclassified (includes streets and highways, rivers, canals, etc.)	780	16
Unincorporated County Subtotal	**4,710**	**97**
Incorporated Cities	130	3
Total County	**4,840**	**100**

1 One square mile = 640 acres.
2 Percent reflect those estimated for the total land area of the County and may not equal 100 due to rounding.

Regulatory Setting

Federal

Federal regulations for land use are not relevant to the Project because it is not a federal undertaking (the Project site is not located on lands administered by a federal agency, and the project applicant is not requesting federal funding or a federal permit).

State

The Project is being evaluated pursuant to CEQA; however, there are no state regulations, plans, programs, or guidelines associated with land use and planning that are applicable to the proposed Project.

Local

Rural Valley Lands Plan

"The Rural Valley Lands Plan (RVLP) (GPA 75-1D) was adopted in 1975 and has had two subsequent amendments (GPA86-009 and GPA94-008) that strengthen its agricultural-protective provisions. The RVLP applies to about 773,500 acres of the valley portion of the County, outside County adopted Urban Development Boundaries (CACUDB), City Urban Area Boundaries (UAB) and other adopted community plans areas, and generally below the 600-foot elevation contour line along the foothills of the Sierra Nevada Mountain Range. The Kings River Plan is a sub-area plan that supersedes the RVLP. The purpose of the RVLP is to protect and maintain the agricultural viability of rural valley areas by establishing requirements for exclusive agricultural zoning (containing minimum parcel sizes) appropriate to sustain agriculture and implementing a policy that utilizes resource information to determine

[176] Tulare County General Plan 2030 Update. Background Report. Page 3-53.

the suitability of rural lands for non-agricultural uses. The goal of the RVLP is to "sustain the viability of Tulare County agriculture by restraining division and use of land which is harmful to continued agricultural use." The RVLP utilizes five exclusive agriculture (AE) zones, each requiring a different minimum parcel size (ranging from five to eighty acres). These zones are as follows: AE, AE-10, AE-20, AE-40, and AE 80. The number designation on each zone generally reflects the minimum acres of land needed to productively farm a certain crop at a commercial level. Table 3.1-2 shows the zoning designations used in the RVLP. The table also shows total acreage in the RVLP area. The majority of the land located in this region is dedicated to agricultural uses. As Table 3.1-2 shows, the majority of land in the RVLP area is zoned AE-40 (495,180 acres) and AE-20 (196,630 acres). The RVLP area contains approximately 769,108 acres of land with about 2,140 acres utilized by non-designated land types, such as roads and waterways. In order to grant an exception for the use of the AE zone on properties that have minimal or no agricultural value, a parcel evaluation checklist is used to evaluate property suitability, based on a point system. Points are awarded for various factors such as parcel size, available public services, and surrounding land uses. Parcels determined to be more suitable for non-agricultural uses may be zoned (discretionary review required) for urban/suburban uses. Parcels that do not meet the requirements for rezoning are not allowed to rezone and must remain agriculturally zoned."[177]

Existing County Land Uses

"The proposed Project site is located in the southwestern portion of Tulare County. Tulare County is 4,863 square miles in area and is located in the San Joaquin Valley portion of California's Great Central Valley. It lies south of the Sacramento-San Joaquin Delta and is bordered by Fresno County to the north, Kings County to the west, Kern County to the south, and Inyo County to the east. The valley land portion is approximately 3,930 square miles or approximately 81 percent of Tulare County. Open space, which includes wilderness, national forests, monuments and parks, and county parks, encompass approximately 1,230 square miles, or approximately 25 percent of the County. Agricultural uses total approximately 2,150 square miles or approximately 44 percent of the entire County. Incorporated cities in the Tulare County account for less than three percent of the entire County area.

Tulare County's first zoning ordinance was adopted in 1947 as Ordinance 352. The current Tulare County Zoning Ordinance and related State and Local Land Use Regulations was revised in September 2005 and covers the entire unincorporated county. The Zoning Ordinance has been amended many times since 2005 but has not undergone a comprehensive update. The zoning regulations regulate the extent and type of development that can occur in the unincorporated areas, therefore the outdated ordinance is limiting the County's holding capacity and build out potential. A major difference between the general plan and zoning is that the General Plan provides guidance on the location, type, density, and timing of new growth and development over the long-term, while zoning determines what development can occur on a site specific basis. The land general plan use designations, and the zoning classifications and development standards of the zoning ordinance, determine the County's holding capacity and buildout potential."

Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update (Section 4.5 Industrial Development of Chapter 4 Land Use) contains the following goals and policies that relate to land use and which have potential relevance to the Project's California Environmental Quality Act (CEQA) review for this Project:

LU-5 To designate adequate land for, and promote development of, industrial uses to meet the present and future needs of County residents for jobs and to maintain economic vitality.

LU-5.1 Industrial Developments The County shall encourage a wide range of industrial development activities in appropriate locations to promote economic development, employment opportunities, and provide a sound tax base.

LU-5.2 Industrial Park Developments The County shall encourage the development of visually attractive, well-landscaped, and carefully-planned industrial parks in areas with suitable topography and adequate infrastructure.

LU-5.3 Storage Screening The County shall require adequate landscaping and screening of industrial storage areas to minimize visual impacts and enhance the quality of the environment.

LU-5.4 Compatibility with Surrounding Land Use The County shall encourage the infill of existing industrial areas and ensure that proposed industrial uses will not result in significant harmful impacts to adjacent land uses.

[177] Tulare County General Plan 2030 Update – Recirculated Draft Environmental Impact Report, Feb 2010. Accessed May 2022 at: http://generalplan.co.tulare.ca.us/documents/GP/002Board%20of%20Supervisors%20Materials/001BOS%20Agenda%20Items%20-%20Public%20Hearing%20August,%2028%202012/002Attachment%20A.%20FEIR/001Exhibit%201.%20FEIR%20Exec%20Summary%20&%20Chap%201-6/Recirculated%20Draft%20EIR.pdf

LU-5.5 Access The County shall locate industrial development where there is access from collector or arterial roads, and where industrial/heavy commercial traffic is not routed through residential or other areas with uses not compatible with such traffic.

LU-5.6 Industrial Use Buffer Unless mitigated, the County shall prohibit new heavy industrial uses to a minimum of 500 feet from schools, hospitals, or populated residential areas (more than 10 dwelling units within a quarter mile diameter area). The buffer area may be used for activities not creating impacts to adjoining sensitive land uses for uses accessory to the heavy industrial use. The establishment of a buffer may not be required when mitigated or may not apply to industrial uses that do not impact adjoining uses identified herein. The buffer area shall be landscaped and maintained.

LU-5.7 Industrial Uses Allowed on Resource Land The County shall allow asphalt batch plants and similar processing facilities that are directly associated with the development of a resource to be located at the site of the resource under the following criteria:

1. Any such site shall be developed under the Special Use Permit process, and

2. The Special Use Permit shall not permit any commercial or industrial uses that are not related to the processing of the resource.

Project Impact Analysis

a) and b) No Impact: The Project is located in an agricultural area in southwestern Tulare County, approximately four miles south of the City of Porterville and four miles north of the unincorporated community of Terra Bella. The Project will not physically divide any established community or cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the Project would result in no impact to these resources.

Cumulative Impact Analysis

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR. As this Project is consistent with and represents implementation of the aforementioned planning documents, no Project-specific or Cumulative Impacts would occur to this resource.

12. MINERAL RESOURCES

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Mineral Resources, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Environmental Setting

The Project area is located approximately four miles south of the City of Porterville, in an agricultural area of the San Joaquin Valley. The site is currently vacant but has historically been agriculturally productive. Surrounding areas include agricultural production, commercial, and SR 65 is immediately west of the site.

As described in the Tulare County General Plan Background Report, Tulare County is divided into two major physiographic and geologic provinces: the Sierra Nevada Mountains and the Central Valley. The Sierra Nevada Physiographic Province, in the eastern portion of the Tulare County, is underlain by metamorphic and igneous rock. It consists mainly of homogeneous granitic rocks, with several islands of older metamorphic rock. The central and western parts of the County are part of the Central Valley Province,

underlain by marine and non-marine sedimentary rocks. It is basically a flat, alluvial plain, with soil consisting of material deposited by the uplifting of the mountains.

Economically, the most important minerals that are extracted in Tulare County are sand, gravel, crushed rock, and natural gas. Other minerals that could be mined commercially include tungsten, which has been mined to some extent, and relatively small amounts of chromite, copper, gold, lead, manganese, silver, zinc, barite, feldspar, limestone, and silica. Minerals that are present but do not exist in the quantities desired for commercial mining include antimony, asbestos, graphite, iron, molybdenum, nickel, radioactive minerals, phosphate, construction rock, and sulfur.

Aggregate resources are the most valuable mineral resource in Tulare County because it is a major component of the Portland cement concrete (PCC) and asphaltic concrete (AC). PCC and AC are essential to constructing roads, buildings, and providing for other infrastructure needs. There are four streams that have provided the main source of high quality sand and gravel in Tulare County: Kaweah River, Lewis Creek, Deer Creek and the Tule River. The highest quality deposits are located at the Kaweah and Tule Rivers. Lewis Creek deposits are considerably inferior to those of the other two rivers.

Regulatory Setting

Federal

There are no federal or local regulations pertaining to mineral resources relevant to the proposed project.

State

California Surface Mining and Reclamation Act of 1975

Enacted by the State Legislature in 1975, the Surface Mining and Reclamation Act (SMARA), Public Resources Code Section 2710 et seq., insures a continuing supply of mineral resources for the State. The act also creates surface mining and reclamation policy to assure that:

- Production and conservation of minerals is encouraged;
- Environmental effects are prevented or minimized;
- Consideration is given to recreational activities, watersheds, wildlife, range and forage, and aesthetic enjoyment;
- Mined lands are reclaimed to a useable condition once mining is completed; and
- Hazards to public safety both now and in the future are eliminated.

Areas in the State (city or county) that do not have their own regulations for mining and reclamation activities rely on the Department of Conservation, Division of Mines and Geology, Office of Mine Reclamation to enforce this law. SMARA contains provisions for the inventory of mineral lands in the State of California. The State Geologist, in accordance with the State Board's Guidelines for Classification and Designation of Mineral Lands, must classify Mineral Resource Zones (MRZ) as designated below:

- MRZ-1. Areas where available geologic information indicates that there is minimal likelihood of significant resources.
- MRZ-2. Areas underlain by mineral deposits where geologic data indicate that significant mineral deposits are located or likely to be located.
- MRZ-3. Areas where mineral deposits are found but the significance of the deposits cannot be evaluated without further exploration.
- MRZ-4. Areas where there is not enough information to assess the zone. These are areas that have unknown mineral resource significance.

SMARA only covers mining activities that impact or disturb the surface of the land. Deep mining (tunnel) or petroleum and gas production is not covered by SMARA.

As the proposed Project does not involve any mineral extraction or mining-related activities, State laws do not apply.

Local

Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update (Section 8.2 Surface Mining of Chapter 8 – Environmental Resources Management) contains the following goals and policies that relate to mineral resources and which have potential relevance to the Project's California Environmental Quality Act (CEQA) review:

ERM-2.1 Conserve Mineral Deposits wherein the County will encourage the conservation of identified and/or potential mineral deposits, recognizing the need for identifying, permitting, and maintaining a 50 year supply of locally available PCC grade aggregate.

ERM-2.5 Resources Development wherein the County will promote the responsible development of identified and/or potential mineral deposits.

Project Impact Analysis

a) No Impact: Mineral resources located within Tulare County are predominately sand and gravel resources primarily provided by four streams: Kaweah River, Lewis Creek, Deer Creek, and the Tule River. The Kaweah River is the nearest of these four streams to the proposed Project site and is located approximately 20 miles to the east. Due to the distance from these streams, the Project will not result in the loss of an available known mineral resource. The Tulare County General Plan Update (see Figure 8.2 Mineral Resource Zone) indicates the locations of State-designated Mineral Resource Zones. According to the map, the Project site is not located in or within 5 miles of a Mineral Resource Zone. The California Department of Conservation indicates that the nearest, active mining operation (Kaweah River Rock), mining sand and gravel) is located approximately 21 miles east of the Project site.[178] As such, the Project would not 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) No Impact: The proposed Project site is not delineated on a local land use plan as a locally important mineral resource recovery site. Therefore, the Project would not 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.

Cumulative Impact Analysis:

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR. As this Project would not occur on lands containing mineral resources, no Project-specific or Cumulative Impacts would occur to the Mineral resource.

13. NOISE

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

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Noise, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

[178] State of California Department Of Conservation Division of Mine Reclamation, Maps: Mines and Mineral Resources. Accessed May 2022 at: https://maps.conservation.ca.gov/mol/index.html.

Environmental Setting

The proposed Project site is currently vacant but has historically been used for rotating row crops (e.g., wheat, alfalfa and barley). The site is surrounded by, predominantly agricultural land to the north, west, south, and east. SR 65 is immediately west of the site. Typically sensitive receptors on noise-sensitive lands include residences, hospitals, places of worship, libraries and schools, nature and wildlife preserves, and parks. Noise sensitive land uses located in the proposed Project vicinity is an elementary school, Hope Elementary School, located (approximately one mile northeast) and scattered, large lot, rural residences to the east and south.

As shown in the Tulare County General Plan Background Report, noise levels on SR 65 (between Avenue 112 and SR 190) range from 72.3 dBA at 50 feet and 67.8 dBA at 100 feet[179]. As the proposed Project is adjacent to SR 65, it is reasonable to conclude that outdoor noise levels could range from 67.8 to 72.3 dBA due to the noise caused by daily traffic.

The Background Report also contains noise levels recorded within unincorporated areas of the County. Noise level data collected during continuous monitoring included the hourly Leq and Lmax and the statistical distribution of noise levels over each hour of the sample period. The community noise survey results indicate that typical noise levels in noise-sensitive areas of the unincorporated areas of Tulare County are in the range of 29-65 dB Ldn. The quietest areas are those that are removed from major transportation-related noise sources and industrial or stationary noise sources.[180]

Noise levels around the Project site are associated with farm equipment and associated agricultural activities, typical noise that emanates from residential uses, and pass-by vehicular noise. Maximum noise levels generated by farm-related tractors typically range from 77 to 85 dB at a distance of 50 feet from the tractor, depending on the horsepower of the tractor and the operating conditions. Due to the seasonal nature of the agricultural industry, there are often extended periods of time when no noise is generated at the proposed Project site, followed by short-term periods of intensive mechanical equipment usage and corresponding noise generation. During periods without noise generated by agricultural production, noise levels would be typical of other noise-sensitive areas in unincorporated Tulare County, as discussed above.

The Tulare County General Plan Background Report Safety section and the Tulare County General Plan 2030 Update serve as the primary policy statement by the County for implementing policies to maintain and improve the noise environment in Tulare County. The General Plan presents Goals and Objectives relative to planning for the noise environment within the County. Future noise/land use incompatibilities can be avoided or reduced with implementation of the Tulare County noise criteria and standards. Tulare County realizes that it may not always be possible to avoid constructing noise sensitive developments in existing noisy areas and therefore provides noise reduction strategies to be implemented in situations with potential noise/land use conflicts.[181]

Regulatory Setting

Federal

Federal Vibration Policies

The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage. The FTA has identified the human annoyance response to vibration levels as 80 RMS (Root Mean Square = The square root of the arithmetic average of the squared amplitude of the signal).[182]

State

The California Noise Control Act was enacted in 1973 (Health and Safety Code § 46010 et seq.), and states that the Office of Noise Control (ONC) should provide assistance to local communities in developing local noise control programs. It also indicates that ONC staff will work with the OPR to provide guidance for the preparation of the required noise elements in city and county General Plans, pursuant to Government Code § 65302(f). California Government Code § 65302(f) requires city and county general plans to include a noise element. The purpose of a noise element is to guide future development to enhance future land use compatibility.

[179] Ibid. Table 8-9. 8-55.

[180] Op. Cit. 8-77.

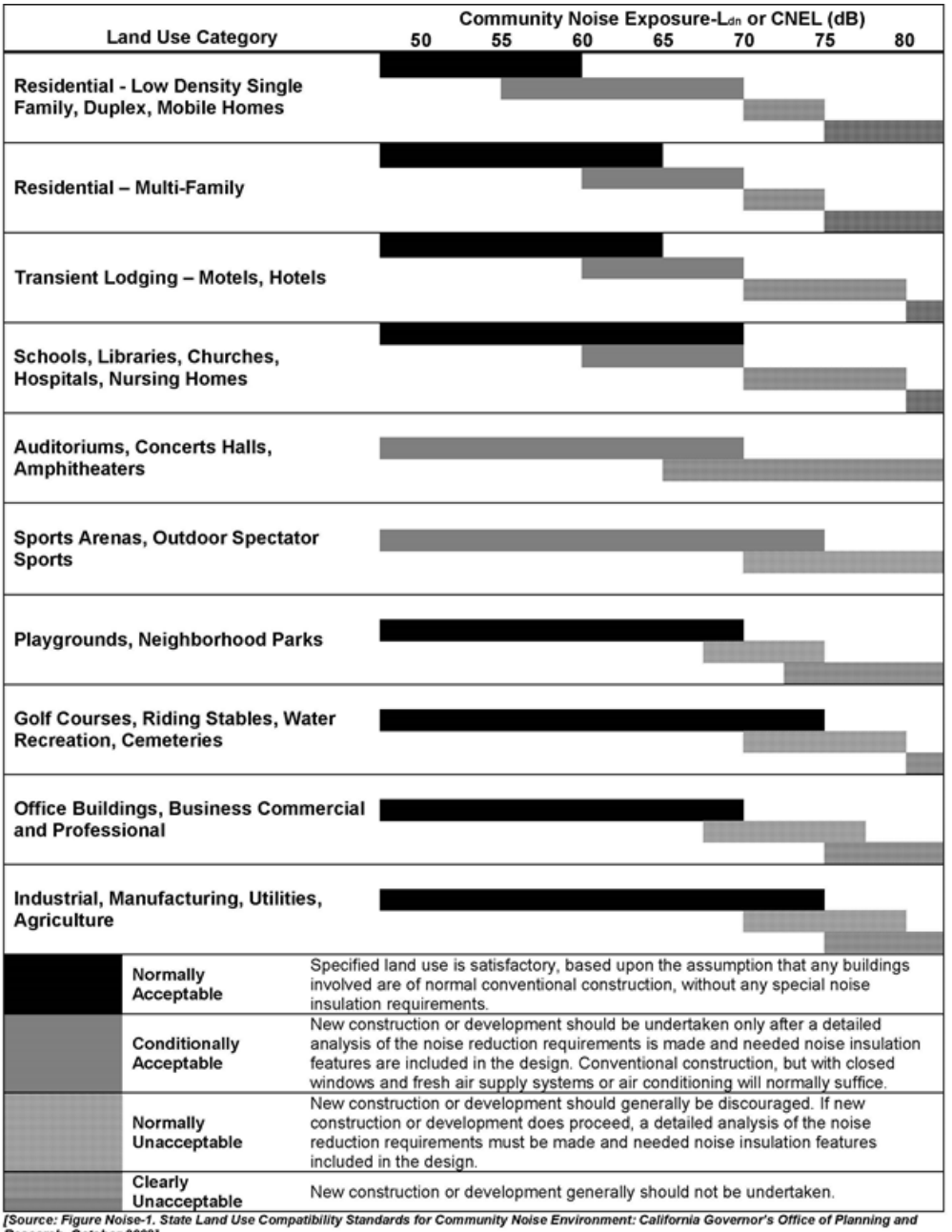
[181] Ibid.

[182] U.S. Department of Transportation, "The Noise and Vibration Impact Assessment Manual". September 2018. FTA Report No. 0123 Federal Transit Administration Page 113. Accessed December 2021 at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Local

Analytical noise modeling techniques, in conjunction with actual field noise level measurements, were used to develop generalized Ldn or Community Noise Equivalent Level (CNEL) contours for traffic noise sources within Tulare County for existing conditions. Traffic data representing annual average daily traffic volumes, truck mix, and the day/night distribution of traffic for existing conditions (1986) and future were obtained from the Tulare County Public Works Department and used in the Tulare County Noise Element. The Tulare County General Plan 2030 Update Health & Safety Element (2012) includes noise and land use compatibility standards for various land uses. These are shown in **Table 13-1** Land Use Compatibility for Community Noise Environments[183]:

Table 13-1
Land Use Compatibility for Community Noise Environments



[Source: Figure Noise-1. State Land Use Compatibility Standards for Community Noise Environment: California Governor's Office of Planning and Research, October 2003]

[183] Tulare County General Plan 2030 Update. Goals and Policies Report. Page 10-25.

Tulare County General Plan 2030 Update

The Tulare County General Plan 2030 Update: Chapter 10 – Health and Safety contains the following goals and policies that relate to noise and which have potential relevance to the Project's California Environmental Quality Act (CEQA) review:

HS-8.4 Airport Noise Contours wherein the County shall ensure new noise sensitive land uses are located outside the 60 CNEL contours of all public use airports;

HS-8.6 Noise Level Criteria wherein the County shall ensure noise level criteria applied to land uses other than residential or other noise-sensitive uses are consistent with the recommendations of the California Office of Noise Control (CONC);

HS-8.8 Adjacent Uses wherein the County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County;

HS-8.11 Peak Noise Generators wherein the County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating activities shall be allowed to occur outside of normal business hours without County approval;

HS-8.18 Construction Noise wherein the County shall seek to limit the potential noise impacts of construction activities by limiting construction activities to the hours of 7 a.m. to 7 p.m., Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from the County to minimize noise impacts associated with development near sensitive receptors;

HS-8.19 Construction Noise Control wherein the County shall ensure that construction contractors implement best practices guidelines (i.e. berms, screens, etc.) as appropriate and feasible to reduce construction-related noise-impacts on surrounding land uses.

Project Impact Analysis

a) Less Than Significant Impact: The proposed Project site is designated as Valley Agriculture and as part of the Project, the site will be zoned from Agricultural Exclusive, l0-acre minimum (AE-l0) to Light Manufacturing (M-l). The site is currently vacant and disked regularly for weed control. SR 65 is adjacent to the west, and agricultural commercial uses are to the north and south. Active agricultural production is immediately to the east. A rural residence is approximately l10 feet to the northeast of the proposed Project site, on the north side of Road l24.

The ambient noise environment in the proposed Project vicinity is dominated by agricultural-related uses, including tractor-intensive work, and SR 65, which is immediately adjacent to the western site boundary. The magnitude and frequency of the existing ambient noise levels may vary considerably over the course of the day and throughout the week. The variation is caused by different reasons, for example, changing weather conditions, the effects of rotation of agricultural crops, and other human activities.

Construction Noise

Proposed Project construction related activities will involve temporary noise sources and will be periodic in nature. Typical construction related equipment include graders, trenchers, small tractors and excavators. During the proposed Project construction, noise from construction related activities will contribute to the noise environment in the immediate vicinity. Activities involved in construction will generate maximum noise levels, as indicated in **Table 13-2**, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise controls.

Table 13-2 Construction Equipment Noise Levels[184]	
Equipment	**Typical Noise Level (dBA) 50 ft from Source**
Air Compressor	80
Backhoe	80
Ballast Equalizer	82
Ballast Tamper	83
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	85
Paver	85
Pile-driver (Impact)	101
Pile-driver (Sonic)	95
Pneumatic Tool	85
Pump	77
Rail Saw	90
Rock Drill	95
Roller	85
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Spike Driver	77
Tie Cutter	84
Tie Handler	80
Tie Inserter	85
Truck	84

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

Although impacts are considered less than significant, the Project will be required to adhere to the County's noise policies to ensure that impacts remain less than significant, as follows:

- HS-8.11 Peak Noise Generators - The County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating activities shall be allowed to occur outside of normal business hours without County approval.
- HS-8.18 Construction Noise - The County shall seek to limit the potential noise impacts of construction activities by limiting construction activities to the hours of 7 am to 7pm, Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from the County to minimize noise impacts associated with development near sensitive receptors.

[184] U.S. Department of Transportation (U.S. DOT). "The Noise and Vibration Impact Assessment Manual". September 2018. FTA Report No. 0123 Federal Transit

- HS-8.19 Construction Noise Control - The County shall ensure that construction contractors implement best practices guidelines (i.e. berms, screens, etc.) as appropriate and feasible to reduce construction-related noise-impacts on surrounding land uses.

Operational Noise

The site is located in an agricultural area outside of the Urban Development Boundary of the City of Porterville and lies within the 82.4 dBA to 77.9 dBA contours of SR 65.[185] Also, the Porterville General Plan contains a noise contours map showing noise levels between 55-60 dB adjacent to the proposed Project site.[186] As noted previously, the nearest residence is located approximately l10 feet northeast of the Project site. It is also noted that the land surrounding the Project site is zoned AE-10, which is an exclusive zone for intensive agricultural uses and for those uses which are necessary and an integral part of agricultural operations.

Tulare County's Land Use Compatibility for Community Noise Environments identified a noise standard of 75 Ldn/CNEL for agricultural land uses, which is the land use that applies to the Project site and the residential home located northeast of the Project site. Operational noise will be similar in character to existing noise in the area resulting from agricultural operations and the adjacent SR 65. At full buildout, the site will be operational from Monday to Saturday from 8:00 am to 5:00 pm. Noise generating operational activities include employee and delivery vehicle traffic and equipment such as fork-lifts and small loaders. Operating noise is expected to be below Tulare County General Plan noise standard of 75Ldn/CNEL at the exterior of the nearby residence. As such, potential impacts to this Checklist Item is less than significant.

b) Less Than Significant Impact: "Vibration is an oscillatory motion that can be described in terms of the displacement, velocity, or acceleration. Because the motion is oscillatory, there is no net movement of the vibration element and the average of any of the motion metrics is zero. Displacement is the most intuitive metric. For a vibrating floor, the displacement is simply the distance that a point on the floor moves away from its static position. The velocity represents the instantaneous speed of the floor movement and acceleration is the rate of change of the speed. Although displacement is easier to understand than velocity or acceleration, it is rarely used for describing ground-borne vibration. Most transducers used for measuring ground-borne vibration use either velocity or acceleration. Furthermore, the response of humans, buildings, and equipment to vibration is more accurately described using velocity or acceleration."[187]

"The effects of ground-borne vibration can include perceptible movement of floors in buildings, rattling of windows, shaking of items on shelves or hanging on walls, and low-frequency noise (ground-borne noise). Building damage is not a factor for typical transportation projects, but in extreme cases, such as during blasting or pile-driving during construction, vibration could cause damage to buildings. Although the perceptibility threshold is approximately 65 VdB, human response to vibration is not usually substantial unless the vibration exceeds 70 VdB. A vibration level that causes annoyance is well below the damage risk threshold for typical buildings (100 VdB)."[188] "Ground-borne vibration is almost never a problem outdoors. Although the motion of the ground may be perceived, without the effects associated with the shaking of a building, the motion does not provoke the same adverse human reaction."[189] **Table 13-3** presents the human response to different levels of ground-borne vibration and noise. "The vibration level (VdB) is presented with the corresponding frequency assuming that the vibration spectrum peaks at 30 Hz or 60 Hz.(xi) The groundborne noise levels (dBA) are estimated for the specified vibration velocity with a peak vibration spectrum of 30 Hz (Low Freq) and 60 Hz (Mid Freq). Note that the human response differs for vibration velocity level based on frequency. For example, the noise caused by vibrating structural components may cause annoyance even though the vibration cannot be felt. Alternatively, a low frequency vibration can cause annoyance while the ground-borne noise level it generates does not."[190]

Administration (FT). Page 175. Accessed June 2022 at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

[185] Tulare County General Plan 2030 Update. Recirculated Draft Environmental Impact Report. Table 3.5-3. Page 3.5-10. Accessed June 2022 at: http://generalplan.co.tulare.ca.us/documents/GP/002Board%20of%20Supervisors%20Materials/001BOS%20Agenda%20Items%20-%20Public%20Hearing%20August,%2028%202012/002Attachment%20A.%20FEIR/001Exhibit%201.%20FEIR%20Exec%20Summary%20&%20Chap%201-6/Recirculated%20Draft%20EIR.pdf.

[186] City of Porterville General Plan. Chapter 9: Noise Element. Figure 9-3. Project Noise Contours, 2030. Accessed June 2022 at: https://cms9files.revize.com/PortervilleCA/Document_Center/Department/Community%20Development/General%20Plan%20Update/Chapter9Noise_000.pdf.

[187] U.S. DOT. FTA. Transit Noise & Vibration Impact Assessment. September 2018. Page 108.

[188] Ibid. 118.

[189] Op. Cit.

[190] Op. Cit. 119.

Table 13-3 Human Response to Different levels of Ground-Bourne Vibration and Noise[191]			
Vibration Velocity Level	**Noise Level**		**Human Response**
	Low Freq*	**Mid Freq****	
65 VdB	25 dBA	40dBA	Approximate threshold of perception for many humans. Low frequency sound: usually inaudible. Mid-frequency sound: excessive for quiet sleeping areas.
75 VdB	35 dBA	50dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying. Low-frequency noise: tolerable for sleeping areas. Mid-frequency noise: excessive in most quiet occupied
85 VdB	45 dBA	60dBA	Vibration tolerable only if there are an infrequent number of events per day. Low-frequency noise: excessive for sleeping areas. Mid-frequency noise: excessive even for infrequent events for some activities.
**Approximate noise level when vibration spectrum peak is near 30 Hz.* ***Approximate noise level when vibration spectrum peak is near 60 Hz.*			

Table 13-4 presents average source levels in terms of velocity for various types of construction equipment measured under a wide variety of construction activities.

Table 13-4 Vibration Source Levels for Construction Equipment[192]			
Equipment		**PPV at 25 ft. in/sec**	**Approximate Lv * at 25 ft**
Pile Driver (impact)	upper range	1.518	112
	Typical	0.544	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall)		0.202	94
Hydromilll (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.21	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58
**RMS velocity in decibels, VDB re 1 micro-in/sec*			

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day.

Construction Related Vibration Impacts: While construction-related activities will result in minor amounts of groundbourne vibration, such groundbourne noise or vibration will attenuate rapidly from the source and will not be generally perceptible outside of the construction areas. As such, impacts to the neighboring sensitive receptor will be less than significant.

Project Operational Vibration Impacts: As described in Impact 13 a), The Project will largely result in typical agricultural/industrial use-related noise. Typical noise will likely result from vehicles accessing and egressing the site, on-site fork lifts and small loaders, etc. Other than these sources there will be no vibrational impacts from Project operation. As such, there will be no exposure of persons to or generation of excessive groundborne vibration.

[191] Op. Cit. 120.

[192] Op. Cit. 184.

Therefore, the Project would result in a less than significant impact and would not generate excessive groundbourne vibration or groundbourne noise.

c) Less Than Significant Impact: The Porterville Municipal Airport is approximately one mile northwest of the proposed Project site; however, the site is outside of airports existing noise contours.[193] The proposed Project is not within an airport land use plan or within two miles of a private. The proposed Project will not conflict with Tulare County Airport Land Use Plan policy and as such, any impacts to this Checklist Item are less than significant.

Cumulative Impact Analysis:

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR. The normal operations of the proposed Project will have a minimal impact on the overall ambient noise levels of the area. The Project will contribute to the cumulative impacts on the noise resource; however, the Project in and of itself will result in a minimal impact. Vibration impacts, both construction- and Project operational-related would not generate excessive groundbourne vibration or noise resulting in a less than significant impact. Lastly, as the Project is located outside of the Porterville Municipal Airport noise contours, the Project would not expose people residing or working in the Project area to excessive noise levels. Therefore, Project-specific and Cumulative Impacts will be less than significant.

14. POPULATION AND HOUSING

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Population and Housing, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Environmental Setting

The Project area is located approximately four miles south of the City of Porterville, in an agricultural area of the San Joaquin Valley. The site is currently vacant but has historically been agriculturally productive. Surrounding areas include agricultural production, commercial, and SR 65 is immediately west of the site.

Tulare County is located in a geographically diverse region with the majestic peaks of the Sierra Nevada framing its eastern region, while its western portion includes the San Joaquin Valley floor, which is very fertile and extensively cultivated. In addition to its agricultural production, the County's economic base also includes agricultural packing and shipping operations. Small and medium size manufacturing plants are located in the western part of the county and are increasing in number. Tulare County contains portions of Sequoia National Forest, Sequoia National Monument, Inyo National Forest, and Kings Canyon National Park. Sequoia National Park is entirely contained within the county.

The County encompasses approximately 4,840 square miles of classified lands (lands with identified uses) and can be divided into three general topographical zones: a valley region; a foothill region east of the valley area; and a mountain region just east of the foothills. The eastern half of the county is generally comprised of public lands, including the Mountain Home State Forest, Golden Trout Wilderness area, and portions of the Dome Land and south Sierra Wilderness areas. Federal lands, which include wilderness,

[193] City of Porterville General Plan. Chapter 9: Noise Element. Figure 9-3. Project Noise Contours, 2030. Accessed June 2022 at: https://cms9files.revize.com/PortervilleCA/Document_Center/Department/Community%20Development/General%20Plan%20Update/Chapter9Noise_000.pdf.

national forests, monuments and parks, along with County parks, make up 52 percent of the County, the largest percentage found in the County. Agricultural uses, which include row crops, orchards, dairies, and grazing lands on the Valley floor and in the foothills total over 2,020 square miles or about 43 percent of the entire County. Urban uses such as incorporated cities, communities, hamlets, other unincorporated urban uses, and infrastructure rights-of-way make up the remaining land in the County.

Regulatory Setting

There are no federal, state or local regulations that are relevant to this project.

Project Impact Analysis

a) Less Than Significant Impact: During construction, temporary and local workers of an unknown number are anticipated to be utilized for the proposed Project expansion development, which will not require additional permanent housing. At full buildout, the proposed Project is expected to require up to 24 full-time employees to manage operations. The on-site employees are anticipated to be part of the existing workforce in Tulare County, as Tulare County has an unemployment rate of 7.4% (as of April 2022).[194] Therefore, demand for additional housing as a direct result of the proposed Project will be less than significant and will not induce population growth in the area. As such, Less Than Significant Project-specific Impacts related to this Checklist Item will occur.

b) No Impact: The Project site is currently vacant and regularly disked for weed control. The proposed Project includes the development of a 50,000 sf light industrial park. As such, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Cumulative Impact Analysis

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR. As there will be a less than significant Project-specific impact, the cumulative will be also be less than significant.

15. PUBLIC SERVICES

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:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Fire protection?	☐	☐	☒	☐
b)	Police protection?	☐	☐	☒	☐
c)	Schools?	☐	☐	☒	☐
d)	Parks?	☐	☐	☒	☐
e)	Other public facilities?	☐	☐	☒	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Public Services, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Environmental Setting

The Project area is located approximately four miles south of the City of Porterville, in an agricultural area of the San Joaquin Valley. The site is currently vacant but has historically been agriculturally productive. Surrounding areas include agricultural production, commercial, and SR 65 is immediately west of the site.

[194] State of California Employment Development Department. Labor Market Information Division. Visalia-Porterville Metropolitan Statistical Area. https://www.labormarketinfo.edd.ca.gov/file/lfmonth/visa$pds.pdf. Accessed June 2022.

The Tulare County Sheriff's Department provides law enforcement protection services to the unincorporated County. The Porterville Substation located at 379 N. Third Street in Porterville is the nearest law enforcement agency resource to the Project site and is located approximately 4.4 miles north of the proposed site.

Tulare County Fire Department provides fire protection services with the nearest substation, the West Olive Substation, approximately four miles northwest of the Project site.

The nearest school to the Project site is Hope Elementary School, located approximately one mile northwest of the Project site.

Also, see parks discussion at Item 15 Recreation.

Regulatory Setting

Federal

None that are applicable to this Project.

State

California Fire Code and Building Code

The purpose of the California Fire Code (Title 24, Part 9 of the California Code of Regulations) is to establish the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety and general welfare from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to provide safety and assistance to fire fighters and emergency responders during emergency operations.[195]

Local

Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update, Chapter 14 – Public Facilities and Services, contains the following policies that relate to public services and may apply to this Project:

PFS-7.2 Fire Protection Standards wherein the County shall require all new development to be adequately served by water supplies, storage, and conveyance facilities supplying adequate volume, pressure, and capacity for fire protection;

PFS-7.5 Fire Staffing and Response Time Standards wherein the County shall strive to maintain fire department staffing and response time goals consistent with National Fire Protection Association (NFPA) standards;

PFS-7.6 Provision of Station Facilities and Equipment wherein the County shall strive to provide sheriff and fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the County's service goals. The County shall continue to cooperate with mutual aid providers to provide coverage throughout the County;

Fire Staffing and Reponses Time Standards			
	Demographics	**Staffing/Response Time**	**% of Calls**
Urban	> 1,000 people/sq.mi.	15 FF/9 min.	90
Suburban	500-100 people/sq.mi.	10 FF/10 min.	80
Rural	< 500 people/sq.mi.	6 FF/14 min.	80
Remote*	Travel Dist.>8 min.	4 FF/no specific response time	90
**Upon assembling the necessary resources at the emergency scene, the fire department should have the capacity to safety commence an initial attach within 2 minutes, 90% of the time.* *FF: fire fighters*			

[195] 2019 California Fire Code (Title 24, Part 9 of the California Code of Regulations). Page 3. Accessed June 2022. CHAPTER 1 SCOPE AND ADMINISTRATION, 2019 California Fire Code, Title 24, Part 9 | ICC Digital Codes (iccsafe.org).

PFS-7.9 Sheriff Response Time wherein the County shall work with the Sheriff's Department to achieve and maintain a response time of:

1. Less than 10 minutes for 90 percent of the calls in the valley region; and
2. 15 minutes for 75 percent of the calls in the foothill and mountain regions.

PFS-7.12 Design Features for Crime Prevention and Reduction wherein the County shall promote the use of building and site design features as means for crime prevention and reduction.

Project Impact Analysis

a) Fire Protection – Less Than Significant Impact: The County of Tulare will continue to provide fire protection services to the proposed Project site upon development. In accordance with General Plan *Policy PFS-7.5*, the County shall strive to maintain fire department staffing and response time goals consistent with National Fire Protection Association (NFPA) standards. the proposed Project site is located within five (5) miles of three (3) Tulare Fire Department stations; the nearest stations are Terra Bella Fire Station No. 21 at 23658 Avenue 95 (approximately 3.5 south of the site) in Terra Bella; West Olive Fire Station No. 19 at 22315 Avenue 152 (approximately four (4) miles north) in Porterville; and Doyle Colony Fire Station No. 20 at 1551 E. Success Dr. (approximately 4.25 miles northeast) in East Porterville. Based on the proposed Project's proximity to fire protection services, no additional staffing or expansion of existing fire suppression services will be required as a result of Project implementation. Therefore, impacts to fire protection services will be less than significant.

b) Police Protection - Less than Significant: The County of Tulare will continue to provide police protection services to the Project site upon development from the nearest Sherriff's substation is located at 379 N. 3rd St. in Porterville (approximately 4.4 miles to the northeast). The proposed Project would not generate new permanent residents, and therefore the number of emergency law enforcement calls originating from the Project site would remain low. Operation of the proposed Project would not result in the need for additional police facilities or result in the hiring of additional law enforcement personnel. Impacts associated with police protection services would be less than significant during operation of the proposed Project.

c-e) Schools, Parks and other public facilities – Less Than Significant Impact: The nearest school, Hope Elementary School, is located approximately one mile northwest of the proposed Project site. As previously discussed, although the proposed Project would increase the number of employees at the Project site during construction-related activities, it is expected that local and regional construction workers would be available to serve the proposed Project's construction-related needs. Similarly, it is expected that the 24 year-round employees will come from the existing Tulare County, or surrounding area workforce as the unemployment rate in Tulare County was 7.4% as of April 2022.[196] Therefore, the Project will not result in significant population growth in the area. Impacts to schools, parks and libraries are generally the result of new residential developments. Since there are no proposed new residential facilities associated with the Project and the Project anticipates utilizing the existing workforce in the area, there are ***no significant impacts*** to these facilities.

Cumulative Impact Analysis

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or Tulare County 2030 General Plan EIR.

16.	**RECREATION**				
Would the project:		**SIGNIFICANT IMPACT**	**LESS THAN SIGNIFICANT IMPACT WITH MITIGATION**	**LESS THAN SIGNIFICANT IMPACT**	**NO IMPACT**
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational	☐	☐	☐	☒

[196] State of California Employment Development Department. Labor Market Information Division. Visalia-Porterville Metropolitan Statistical Area. Accessed May 2022 at: https://www.labormarketinfo.edd.ca.gov/file/lfmonth/visa$pds.pdf.

	facilities which might have an adverse physical effect on the environment?				

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Recreation, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Environmental Setting

The Project area is located approximately four miles south of the City of Porterville, in an agricultural area of the San Joaquin Valley. The site is currently vacant but has historically been agriculturally productive. Surrounding areas include agricultural production, commercial, and SR 65 is immediately west of the site.

"Tulare County contains several county, state, and federal parks. Aside from parks in the county, there are many open space areas as well. This section will highlight these various parks and open space areas and identify recreational opportunities within them."[197] Two new parks were completed and became operational in the unincorporated communities of Plainview (Plainview Community Park) in 2016 and Earlimart (Earlimart Community Park) in 2017. In addition to the 15 parks and recreation facilities that are owned and operated by Tulare County, there are State Parks and Forests, National Parks and National Forests, trails, and recreational areas.

Bartlett Park (a 127.5 acre site) is the nearest County owner/operated park, located approximately nine miles northeast of the Project site. Lastly, each incorporated city in the County maintains and operates municipal park and recreation facilities which can also be accessed by the County's total population; the nearest City park is the City of Porterville's Fallen Heroes park (located at 365 Chase Avenue) approximately 4.5 miles northeast of the Project site.

Federal

Lakes Kaweah and Success

"Lake Kaweah was formed after the construction of the Terminus Dam on the Kaweah River in 1962. The lake offers many recreational opportunities including fishing, camping, and boating. Lake Kaweah is located 20 miles east of Visalia on Highway 198 and was constructed by the U.S. Army Corps of Engineers for flood control and water conservation purposes. The lake has a maximum capacity to store 143,000 acre-feet of water. There are a total of 80 campsites at the lake's Horse Creek Campground, which contains toilets, showers and a playground. Campfire programs are also available. Aside from camping, boat ramps are provided at the Lemon Hill and Kaweah Recreation Areas. Both Kaweah and Horse Creek provide picnic areas, barbecue grills and piped water. Swimming is allowed in designated areas. In addition, there is a one-mile hiking trail between Slick Rock and Cobble Knoll, which is ideal for bird watching.

Lake Success was formed by construction of the Success Dam on the Tule River in 1961. The lake offers many recreational activities including fishing, boating, waterskiing, and picnicking. The U.S. Army Corps of Engineers (USACOE) constructed this reservoir for both flood control and irrigation purposes. The lake has a capacity of 85,000 acre-feet of water. The lake is located eight miles east of Porterville in the Sierra Nevada foothills area. Recreational opportunities include ranger programs, camping at the Tule campground, which provides 104 sites, boating, fishing, picnic sites, playgrounds and a softball field. Seasonal hunting is also permitted in the 1,400-acre Wildlife Management Area."[198]

National Parks and National Forests

"Most of the recreational opportunities in the county are located in Sequoia National Forest, Giant Sequoia National Monument, and in Sequoia and Kings Canyon National Parks (SEKI). Although these parks span adjacent counties, they make a significant contribution to the recreational opportunities that Tulare County has to offer."[199]

Sequoia National Forest

"Sequoia National Forest takes its name from the Giant Sequoia, which is the world's largest tree. There are more than 30 groves of sequoias in the lower slopes of the park. The park includes over 1,500 miles of maintained roads, 1,000 miles of abandoned roads

[197] Tulare County General Plan 2030 Update Background Report. February 2010. Page 4-1. Accessed May 2022 at: http://generalplan.co.tulare.ca.us/documents.html then scroll to and click on *"Appendix B-Background Report"*
[198] Ibid. 4-7
[199] Op. Cit. 4-8.

and 850 miles of trails for hikers, off-highway vehicle users and horseback riders. The Pacific Crest Trail connecting Canada and Mexico, crosses a portion of the forest, 78 miles of the total 2,600 miles of the entire trail. It is estimated that 10 to 13 million people visit the forest each year. "[200]

Giant Sequoia National Monument

"The Giant Sequoia National Monument was created in 2000 by President Clinton in an effort to preserve 34 groves of ancient sequoias located in the Sequoia National Forest. The Monument includes a total of 327,769 acres of federal land, and provides various recreational opportunities, including camping, picnicking, fishing, and whitewater rafting. According to the Giant Sequoia National Monument Management Plan EIS, the Monument includes a total of 21 family campgrounds with 502 campsites and seven group campgrounds. In addition, there are approximately 160 miles of system trails, including 12 miles of the Summit National Recreation Trail."[201]

Sequoia and Kings Canyon National Parks (SEKI)

"The U.S. Congress created the Kings Canyon National Park in 1940 and Sequoia National Park in 1890. Because they share many miles of common boundaries, they are managed as one park. The extreme large elevation ranges in the parks (from 1,500 to 14,491 feet above sea level), provide for a wide range of vegetative and wildlife habitats. This is witnessed from exploring Mt. Whitney, which rises to an elevation of 14,491 feet, and is the tallest mountain in the contiguous United States. During the summer months, park rangers lead walks through the parks, and tours of Crystal and Boyden Caves. During the winter, visitors explore the higher elevations of the parks via cross country skis or snowshoes, or hike the trails in the foothills. The SEKI also contains visitor lodges, the majority of which are open year round. According to the National Parks Conservation Association, a combined total of approximately 1.5 million people visit the two parks on an annual basis."[202]

State

"The Mountain Home State Forest is a State Forest managed by the California Department of Forestry and Fire Protection (CDF). The Forest consists of 4,807 acres of parkland containing a number of Giant Sequoias, and is located just east of Porterville. The Forest is a Demonstration Forest, which is considered timberland that is managed for forestry education, research, and recreation. Fishing ponds, hiking trails, and campsites are some of the amenities that can be found in the Forest."[203] Colonel Allensworth State Historic Park (approximately 3,715 acres in area)is located in the unincorporated community of Allensworth in southwestern Tulare County.

Other Recreational Facilities

Other recreational resources available in Tulare County include portions of the Pacific Crest Trail, South Sierra Wilderness Area, Dome Land Wilderness Area, Golden Trout Wilderness Area, International Agri-Center, and the Tulare County Fairgrounds.[204]

In addition, there are several nature preserves open to the public which are owned and operated by non-profit organizations, including the Kaweah Oaks Preserve and Dry Creek- Homer Ranch preserves, both owned and operated by Sequoia Riverlands Trust

Local

Parks

As noted earlier, Bartlett Park (a 127.5 acre site) is the nearest County owned/operated park, located approximately nine miles northeast of the Project site. Lastly, each incorporated city in the County maintains and operates municipal park and recreation facilities which can also be accessed by the County's total population; the nearest City park is the City of Porterville's Fallen Heroes park located approximately 4.5 miles northeast of the Project site.

Schools

[200] Op. Cit. 4-9.
[201] Op. Cit.
[202] Op. Cit.
[203] Op. Cit. 4-7.
[204] Op. Cit. 4-10 to 4-11.

"A total of 48 school districts provide education throughout Tulare County... Of the 48 school districts, seven are unified districts providing educational services for kindergarten through 12th grade. The remaining 41 districts consist of 36 elementary school districts and four high school districts. Many districts only have one school."[205] The nearest school is Hope Elementary, approximately one mile northwest of the Project site.

Regulatory Setting

Federal

None that apply to this Project.

State

None that apply to this Project.

Local

Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within County of Tulare. General Plan policies that relate to the proposed Project include:

ERM-5.2 Park Amenities wherein the County shall provide a broad range of active and passive recreational opportunities within community parks. When possible, this should include active sports fields and facilities, community center/recreation buildings, children's play areas, multi-use areas and trails, sitting areas, and other specialized uses as appropriate;

ERM-5.3 Park Dedication Requirements wherein the County shall require the dedication of land and/or payment of fees, in accordance with local authority and State law (for example the Quimby Act), to ensure funding for the acquisition and development of public recreation facilities;

ERM-5.5 Collocated Facilities wherein the County shall encourage the development of parks near public facilities such as schools, community halls, libraries, museums, prehistoric sites, and open space areas and shall encourage joint-use agreements whenever possible; and

ERM-5.6 Location and Size Criteria for Parks regarding Park types used in Tulare County and the County's overall policy of a minimum of five acres per 1,000 population for locating County parks.

Project Impact Analysis

a-b) Less Than Significant Impact: Increases in the use of recreational facilities typically are associated with either substantial increases in population or a substantial reduction in the availability of existing parks or recreational facilities. The Project site is located approximately four miles south of the City of Porterville and is not located within or adjacent to a residential area. The Project is not located within the immediate vicinity of any parks or recreational facilities, and no parks or existing recreational facilities are located on the site. Project activities would not involve the removal of any existing parks or recreational facilities. Project construction and operation are not likely to cause an increase in local population, as described in Section 14, Population and Housing, as it is anticipated that most of the Project workforce would be hired locally. Therefore, the Project would not result in a substantial increase in the existing demand for recreational facilities, would not result in or accelerate the substantial physical deterioration of existing facilities, and would not require the construction or expansion of recreational facilities.

Cumulative Impact Analysis

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and/or the Tulare County 2030 General Plan EIR.

[205] Tulare County General Plan 2030 Update Background Report. Pages 7-75 and 7-76. Accessed January 2022 at: http://generalplan.co.tulare.ca.us/documents.html then scroll to Recirculated Draft EIR, the click on "Appendix B-Background Report"

As described above, proposed Project implementation would not result in an increased demand for recreational facilities, the deterioration of existing facilities, or the construction or expansion of recreational facilities. As such, a less than significant Cumulative Impact related to this Checklist Item will occur.

17. TRANSPORTATION

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

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Transportation and Traffic, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Additionally, a Vehicle Miles Traveled (VMT) analysis was prepared for the proposed Project and is provided in its entirety in Attachment D.

Environmental Setting

The Project area is located approximately four miles south of the City of Porterville, in an agricultural area of the San Joaquin Valley. The site is currently vacant but has historically been agriculturally productive. Surrounding areas include agricultural production, commercial, and SR 65 is immediately west of the site.

"Tulare County has two major regional highways, State Highway [Route] 99 and 198. State Highway [Route] 99 connects Tulare County to Fresno and Sacramento to the north and Bakersfield to the south. State Highway 198 connects from U.S. Highway 101 on the west and continues eastward to Tulare County, passing through the City of Visalia and into Sequoia National Park. The highway system in the County also includes State highways, County-maintained roads, and local streets within each of the eight cities."[206]

"Tulare County's transportation system is composed of several State Routes, including three freeways, multiple highways, as well as numerous county and city routes. The county's public transit system also includes two common carriers (Greyhound and Orange Belt Stages), the AMTRAK Service Link, other local agency transit and paratransit services, general aviation, limited passenger air service and freight rail service.

Travel within Tulare County is a function of the size and spatial distribution of its population, economic activity, and the relationship to other major activity centers within the Central Valley (such as Fresno and Bakersfield) as well as more distant urban centers such as Los Angeles, Sacramento, and the Bay Area. In addition, there is considerable travel between the northwest portions of Tulare County and southern Fresno County and travel to/from Kings County to the west. Due to the interrelationship between urban and rural activities (employment, housing, services, etc.) and the low average density/ intensity of land uses, the private automobile is the dominant mode of travel for residents in Tulare County."[207]

The Project site is located in south-western Tulare County, California, immediately east of SR 65, between Avenue 124 and Hesse Avenue. The existing rights-of-way of SR 65 and a portion of Avenue 124 are within Caltrans' jurisdiction. The existing right-of-way on Avenue 124 is 60 feet (30 feet on the north side and 30 feet on the south side). Ultimate-right of-way on Avenue 126 is 60 feet.

Area Roadways

[206] Tulare County General Plan 2030 Update. Page 13-2. Accessed May 2022 at: http://generalplan.co.tulare.ca.us/index.asp.

[207] Tulare County General Plan 2030 Update Background Report. Page 5-4.

State Route 65 provides a connection to Bakersfield for south County residents and carries 26,000 daily vehicles near State Route 190,[208] approximately 2.5 miles north of the Project site.

Avenue 124 is a two-lane divided local road without bike lanes. Roadway striping currently ends along the eastern boundary of the site and further east, the roadway significantly narrows.

Airport

"There are nine public use airports in Tulare County. These include six publicly owned and operated facilities (Porterville Municipal, Sequoia Field, Tulare Municipal [Mefford Field], Visalia Municipal, Woodlake, and Harmon Field [currently closed]) and three privately owned and operated airports (Alta Airport [currently closed], Thunderhawk Field, and Eckert Field). Badger Field is under consideration for Federal Aviation Administration (FAA) recertification as a restricted private airfield (as of August 2006)."[209] The Porterville Municipal Airport is the nearest public airport and is located approximately one mile northwest of the Project site.

Design for Emergency Access

According to § 21060.3 and § 15359 of the CEQA Guidelines, an "Emergency" means a sudden, unexpected occurrence, involving a clear and imminent danger, demanding immediate action to prevent or mitigate loss of, or damage to, life, health, property, or essential public services. "Emergency" includes such occurrences as fire, flood, earthquake, or other soil or geologic movements, as well as such occurrences as riot, accident, or sabotage. A Proposed Project could potentially generate impacts through inadequate design for emergency access.

Alternative Transportation

"Transit planning in Tulare County is done at the county and local level. The Tulare County Association of Governments (TCAG) is the County's designated Metropolitan Planning Organization (MPO) and also serves as the Tulare County Council of Governments, Transportation Authority, and Regional Transportation Planning Agency. TCAG's nine member agencies include eight incorporated cities (Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake) and Tulare County."[210] Fixed routes transit services operating in Tulare County are provided by Dinuba Area Regional Transit (DART), Porterville Transit (COLT), Tulare Intermodal Express (TIME), Tulare County Area Transit (TCaT), Visalia Transit, and Visalia-Fresno intercity service (V-Line).[211]

Regulatory Setting

State

Caltrans: Transportation Concept Reports

Each District of the State of California Transportation Department (Caltrans) prepares a Transportation Concept Report (TCP) for every state highway or portion thereof in its jurisdiction. The TCR usually represents the first step in Caltrans' long-range corridor planning process. The purpose of the TCR is to determine how a highway will be developed and managed so that it delivers the targeted LOS and quality of operations that are feasible to attain over a 20-year period, otherwise known as the "route concept" or beyond 20 years, for what is known as the "ultimate concept". The Project site is located in Tulare County which and Caltrans District 6. As the adjacent to SR 65, it is included in the SR 65 Transportation Concept Report (TCR prepared in June 2002) which applies to this Project .

Caltrans Guide for the Preparation of Traffic Impact Studies

[208] Tulare County General Plan 2030 Update. Recirculated Draft Environmental Impact Report. Chapter 3.2- Transportation. Page 3.2-6. Accessed May 2022 at: http://generalplan.co.tulare.ca.us/documents/GP/002Board%20of%20Supervisors%20Materials/001BOS%20Agenda%20Items%20-%20Public%20Hearing%20August,%2028%202012/002Attachment%20A.%20FEIR/001Exhibit%201.%20FEIR%20Exec%20Summary%20&%20Chap%201-6/Recirculated%20Draft%20EIR.pdf.

[209] Tulare County General Plan 2030 Update. Page 13-2.

[210] Tulare County Association of Governments. Tulare County Long Range Transit Plan. Final Report. Page 2-2. Accessed December 2021 at: https://tularecog.org/tcag/planning/transit-planning/transit-plans/transit-development-plans-short-and-long-range-transit-plans/tulare-county-regional-long-range-transit-plan/

[211] Ibid. 2-30 through 2-31.

"The California Department of Transportation (Caltrans) has developed this "Guide for the Preparation of Traffic Impact Studies" in response to a survey of cities and counties in California. The purpose of that survey was to improve the Caltrans local development review process (also known as the Intergovernmental Review/California Environmental Quality Act or IGR/CEQA process). The survey indicated that approximately 30 percent of the respondents were not aware of what Caltrans required in a traffic impact study (TIS). In the early 1990s, the Caltrans District 6 office located in Fresno identified a need to provide better quality and consistency in the analysis of traffic impacts generated by local development and land use change proposals that effect State highway facilities. At that time, District 6 brought together both public and private sector expertise to develop a traffic impact study guide. The District 6 guide has proven to be successful at promoting consistency and uniformity in the identification and analysis of traffic impacts generated by local development and land use changes. The guide developed in Fresno was adapted for statewide use by a team of Headquarters and district staff. The guide will provide consistent guidance for Caltrans staff who review local development and land use change proposals as well as inform local agencies of the information needed for Caltrans to analyze the traffic impacts to State highway facilities. The guide will also benefit local agencies and the development community by providing more expeditious review of local development proposals."[212]

Local

Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project:

TC-1.16 County Level Of Service (LOS) Standards wherein the County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual; and

HS-1.9 Emergency Access wherein the County shall require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

Tulare County Transportation Control Measures (TCM)

"Transportation Control Measures (TCM) are designed to reduce vehicle miles traveled, vehicle idling, and/or traffic congestion in order to reduce vehicle emissions. Currently, Tulare County is a nonattainment region under the Federal Clean Air Act (CAA) and the California Clean Air Act (CCAA). Both of these acts require implementation of TCMs. These TCMs for Tulare County are as follows:

- Rideshare Programs;
- Park and Ride Lots;
- Alternate Work Schedules;
- Bicycle Facilities;
- Public Transit;
- Traffic Flow Improvement; and
- Passenger Rail and Support Facilities.

Tulare County Association of Governments (TCAG)

… [W]ith the passage of Assembly Bill (AB) 69 State law has required the preparation of Regional Transportation Plans (RTPs) to address transportation issues and assist local and state decision makers in shaping California's transportation infrastructure. The Tulare County Association of Government has prepared the 2011 Regional Transportation Plan.

Tulare County Comprehensive Airport Land Use Plan

The Tulare County Comprehensive Airport Land Use Plan (CALUP) has a number of policies that apply to projects within the County. The Porterville Municipal Airport is located approximately one mile northwest of the project site. The applicable CALUP policies specific to safety, noise, and airspace protection surfaces are listed below.

"5.3.2.1 Safety Compatibility Zones

[212] Caltrans Guide for the preparation of traffic studies, page ii. Accessed May 2022 at: https://www.contracosta.ca.gov/DocumentCenter/View/34121/Caltrans2002-TIS-Guidelines-PDF.

The existing Runway 12-30, currently 5,908 feet long and 150 feet wide, is proposed to be lengthened to the southeast by 1,742 feet. The northwest end of Runway 12-30 is also recommended to be relocated 650 feet to the southeast. The additional length to the south will extend ALUC safety compatibility zones and elongate established ALUC airspace protection surfaces and aircraft overflight policies into areas further south of the Airport. The Airport Layout Plan recommends acquisition of approximately 206 acres of land in fee title and avigation easements over 30 acres to the southeast for the recommended runway extension and future runway protection zone. In order to maximize land use compatibility, the safety compatibility zones are based on the existing northwest end of Runway 12 and the future southeast end of Runway 30. The safety compatibility zones are illustrated on Figure PTV-2 [in the CALUP]. The safety compatibility zone dimensions are based on those for a long general aviation runway length of over 6,000 feet shown on Figure 3A of the 2011 Caltrans Handbook. These safety compatibility zones are similar, in concept, to those included in the "Airport Environs (AE) Overlay District" prepared by the City of Porterville."[213] The proposed project is predominantly located in Zone 2 Inner Approach/Departure Zone and partially within Zone 6 Traffic Pattern Zone. Also see discussion at 5.3.4.

"5.3.2.2 Noise Compatibility

Aircraft operations at the Airport, estimated to total 51,200 annual aircraft operations in 2003, are forecast to increase to 93,900 annual aircraft operations by 2025. About 60 percent of these aircraft operations are estimated to be itinerant operations and the mix of aircraft types forecast suggests an increasing percentage of small business jet aircraft and other corporate aircraft that use the Airport as well as the U.S. Forest Service/Cal Fire, U.S. Bureau of Land Management and California Highway Patrol aircraft operations. In combination with the additional runway length these increased aircraft operations will increase aircraft noise as well as safety concerns and extend the influence of such noise further from the Airport. The 55, 60, and 65 CNEL aircraft noise exposure contours for 2025 for Porterville Municipal Airport are illustrated on Figure PTV-3 [in the CALUP].

The forecast 65 dB CNEL aircraft noise exposure contour is within the recommended airport boundary and extends north to Scranton Avenue and south of Tea Pot Dome Avenue. No sensitive noise receptors are located within the 65 dB CNEL aircraft noise exposure contour. The forecast 60 dB CNEL aircraft noise exposure contour extends north of Scranton Avenue, mostly on airport property and south of Tea Pot Dome Avenue outside the recommended future airport boundary. The forecast 60 dB CNEL aircraft noise exposure contour also does not extend over any sensitive noise receptors."[214]

5.3.4 Land Use and Available Land Use Controls

"Generally, land use within County areas of the Porterville Municipal Airport Influence Area are primarily agricultural with citrus orchards and field crops making up most of the agriculture uses. Within the City of Porterville, land use in the Airport Influence Area is a mix of commercial and residential activities. The area immediately surrounding the Airport is being developed as an industrial park. A new City fairground has been constructed in the southwest corner of the Airport. These uses are primarily located within Safety Compatibility Zone 6, but extend into Safety Compatibility Zone 3. Northeast of the Airport, within the City of Porterville, residential and commercial areas are located within the Airport Influence Area, but outside Safety Compatibility Zone 6. The Porterville Wastewater Treatment Facility has 880 acres in the reclamation area near the Airport. Approximately 630 acres of the reclamation area are irrigated with reclaimed water and 250 acres are dry farmed and do not receive irrigation effluent. Approximately 66 acres of the reclamation area are available for groundwater recharge when irrigation is not required. In 2011, 71 percent of the total effluent was used for irrigation (March through October) and 29 percent was percolated (November through February). The City has adopted a goal of reducing percolation to less than 50 percent of the annual wastewater effluent flow. Both the City and County General Plans identify land use patterns that are generally consistent with the ALUC policies expressed in Sections 1 through 4. However, the City's General Plan suggests that sewage treatment ponds and recycling centers may be included in industrial areas near the Airport. These uses would be prohibited by ALUC policies without some additional consideration for potential bird-strike hazards. The City's General Plan includes the Airport as a key aviation facility within the Circulation Element and cites the need for consistency between land uses in the Airport environs and the CALUP. Land Use controls within the Porterville Municipal Airport Influence Area are provided by the City of Porterville General Plan and Zoning Ordinance and the Tulare County General Plan and Zoning Ordinance. The City of Porterville has established the "Airport Environs (AE) Overlay District" (Chapter 500) within its zoning ordinance. The AE Overlay District ordinance provides Tulare County Comprehensive Airport Land Use Plan 5-12 a comprehensive set of compatibility guidelines for noise exposure, safety, aircraft overflight and airspace protection. However, the Airport Safety Zones documented in the "Airport Environs (AE) Overlay District" zoning ordinance Map 500-2 are similar in character and associated restrictions, but different in size (generally smaller) to those established by the ALUC in the CALUP Update. The impact of this difference is that some areas that should be safety protected are not subject to the restrictions of the ordinance. These differences have been noted as inconsistencies in the CEQA documentation supporting this Plan and will need to be resolved through ongoing discussions between the City and the ALUC. [page 5-10 and 5-11]"[215] Also, as

[213] Tulare County Comprehensive Airport Land Use Plan (CALUP). Page 5-10. Accessed June 2022 at: https://tularecounty.ca.gov/rma/rma-documents/planning-documents/tulare-county-comprehensive-airport-land-use-plan/

[214] Ibid.

[215] Ibid 5-10 and 5-11

indicated in the CALUP's Land Compatibility Matrix (Table 3-1)[216] which provides land use compatibility for all Safety Zones (i.e., 1 through 6), Service Commercial and Manufacturing & Processing uses are compatible with Safety Zones 2 and 6 which are within the proposed Project site.

Project Impact Analysis

a) Less Than Significant Impact: The proposed Project site would be accessed/egress from Avenue 124, east of SR 65 and includes the development of a 50,000 square foot light industrial park, along with associated parking. According to the Tulare County General Plan 2030 Update, SR 65, from the southern limit of Porterville to Avenue 96, is an Arterial with a LOS of C with an annual average daily traffic volume of 26,000.[217]

Trip generation volumes for the proposed Project were calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition. The ADT, AM, and PM Peak hour rates and the peak hour direction splits for ITE Land Use Code 110 (Light Industrial) were used to estimate traffic volumes generated by the proposed Project. The results of the trip generation calculations show that the Project would generate approximately 244 daily trips, 33 during the PM peak hour and 37 trips during the AM peak hour of a typical weekday. Adding the 244 daily trips to the existing traffic volume on SR 65 would increase the average daily traffic volume by less than 1.0% (specifically, 0.0938%) which would not significantly affect traffic flow on the roadway.

The proposed Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system nor would it conflict with an applicable congestion management program. The development of the industrial park would not result in an increase in population and would generate minimal amounts of traffic; therefore, new or modified intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit would not be required. Therefore, the proposed Project would result in a less than significant impact to this Checklist Item.

b) Less Than Significant Impact: In 2020 the County of Tulare prepared the County of Tulare Draft SB 743 Guidelines for the implementation of Senate Bill 743 in the unincorporated area of Tulare County. SB 743 was passed by the legislature and signed into law in the fall of 2013. This legislation led to a change in the way that transportation impacts will be measured under the California Environmental Quality Act (CEQA). Starting on July 1, 2020, automobile delay and level of service (LOS) may no longer be used as the performance measure to determine the transportation impacts of land development projects under CEQA and the new performance measure will be vehicle miles traveled (VMT). The VMT analysis prepared by expert consultant Ruettgers & Schuler (included in Attachment D of this MND) provides the analysis of the proposed Project's impact to VMT and is summarized herein.

Trip Generation

Trip generation volumes were calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition. The ADT, AM, and PM Peak hour rates and the peak hour direction splits for ITE Land Use Code 110 (Light Industrial) were used to estimate traffic volumes generated by the proposed Project. The results of the trip generation calculations show that the Project would generate approximately 244 daily trips, 33 during the PM peak hour and 37 trips during the AM peak hour of a typical weekday.

Vehicle Miles Traveled (VMT) Evaluation

Guidelines for assessing project VMT as part of a transportation impact analysis under CEQA are contained in the "County of Tulare SB 743 Guidelines," dated June 8, 2002. The advisory contains recommendations regarding VMT assessment, significance thresholds and mitigation measures. Under CEQA, lead agencies have the authority to establish their own VMT significance thresholds and analysis methodologies or rely on thresholds and methodologies recommended by other agencies, provided such guidelines are supported by substantial evidence.

The Tulare County advisory provides "screening thresholds" for identifying whether a land use project should be expected to result in a less than significant transportation impact under CEQA. Projects meeting one or more of these criteria would not be required to undergo a detailed VMT analysis. One of the screening thresholds is described as "Small Projects." Small projects are

[216] Op. Cit. 3-2 through 3-5.

[217] Tulare County General Plan 2030 Update. Recirculated Draft Environmental Impact Report. Chapter 3.2- Transportation. Page 3.2-6. Accessed January 2022 at: http://generalplan.co.tulare.ca.us/documents/GP/002Board%20of%20Supervisors%20Materials/001BOS%20Agenda%20Items%20-%20Public%20Hearing%20August,%2028%202012/002Attachment%20A.%20FEIR/001Exhibit%201.%20FEIR%20Exec%20Summary%20&%20Chap%201-6/Recirculated%20Draft%20EIR.pdf.

presumed to have a less than significant transportation impact. The guidelines define a small project to be a project that generated less than 500 trips per day.

The proposed industrial building project would fall within the small project category since the project is anticipated to generate 244 daily trips, which is less than the 500-trip threshold. Therefore, the project would "screen out" and would result in less than significant impacts to this Checklist Item.

c) Less Than Significant Impact: As previously discussed, site access/egress will occur onto/from the northeast corner of the Project site, from/onto County-maintained Avenue 124. Construction of the proposed Project would require the delivery of construction-related equipment and facility materials, some of which may require transport by oversize vehicles. The use of oversize vehicles during construction can create a hazard to the public by limiting motorist views on roadways and by the obstruction of space. Construction-related oversize vehicle loads must comply with permit-related and other requirements of the California Vehicle Code and the California Streets and Highway Code. California Highway Patrol escorts may be required at the discretion of Caltrans and the County and would be detailed in respective oversize load permits. Due to the rural nature of the area roads and flat terrain, construction-related vehicles are not anticipated to incur hazards traveling to and from the Project site. Furthermore, the proposed Project would not include a design feature or use vehicles with incompatible uses that would create a hazard on the roadways surrounding the Project site. Any impacts to this Checklist Item would be less than significant.

d) No Impact: As previously discussed, site access/egress will occur from/onto the northeast corner of the Project site, from/onto County-maintained Avenue 124. Emergency access to the site will also be via Avenue 124 and adequate space will be maintained, and prioritized, for emergency vehicle use as required. As such, there will be a less than significant impact to this resource.

Cumulative Impact Analysis

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, Tulare County 2030 General Plan EIR, City of Visalia General Plan EIR, and VMT analysis provided by Ruettgers & Schuler Civil Engineering (provided in Attachment D).

The Project is consistent the Tulare County 2030 General Plan and as such, the Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Further, it will not 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. The proposed industrial building project would fall within the small project category as defined in Tulare County's SB 743 Guidelines. As the Project is anticipated to generate 244 daily trips, which is less than the 500-trip threshold, it would "screen out" and would result in less than significant impacts to this Checklist Item. The Project will not result in a change in air traffic patterns, including either increase in traffic levels or a change in location that results in substantial safety risks. The tentative design of the industrial park is a square with one access/egress point along Avenue 124. As such, it will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, (e.g., farm equipment) and it will include adequate emergency access. Lastly, the Project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Project development will result in less than significant cumulative impacts to Traffic and Transportation.

18. TRIBAL CULTURAL RESOURCES

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☒	☐	☐

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

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Cultural Resources, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Environmental Setting

The Project area is located approximately four miles south of the City of Porterville, in an agricultural area of the San Joaquin Valley. The site is currently vacant but has historically been agriculturally productive. Surrounding areas include agricultural production, commercial, and SR 65 is immediately west of the site.

"Tulare County lies within a culturally rich province of the San Joaquin Valley. Studies of the prehistory of the area show inhabitants of the San Joaquin Valley maintained fairly dense populations situated along the banks of major waterways, wetlands, and streams. Tulare County was inhabited by aboriginal California Native American groups consisting of the Southern Valley Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Of the main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory."[218]

Also, please see discussion at Item 5 Cultural Resources.

Records Search Results

A search by the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS) to identify areas previously surveyed and identify known cultural resources present within or in close proximity to the Project Study Area was conducted on January 11, 2022 (see Attachment C). No recorded cultural resource studies were conducted within the project site or immediate vicinity. There are no recorded cultural resources within the project area, and it is not known if any exist in most of the area. There is one recorded resource within the one-half mile radius, an historic era railroad.

Native American Consultation

The Native American Heritage Commission (NAHC) maintains a contact list of Native American Tribes as having traditional lands located within the County's jurisdiction. A search of the Sacred Lands Inventory on file with the Native American Heritage Commission (NAHC) was also requested on May 27, 2022 and was returned on July __, 2022, with ["negative"] results (see Attachment C). Pursuant to AB 52 Tulare County RMA staff contacted eight (8) Native American Tribes (see Attachment E) by e-mail on June 2, 2022 regarding the Project. Additional notices were sent via certified mail on May 30-31, 2022, per the Tribal contact list provided with the Sacred Lands File search response letter. As of June __, 2022, the County has received one e-mail response, from the Tubatulabal Tribe indicating that they had no comments on the Project. [As such, the County is awaiting completion of the 30-day response time to finalize the opportunity to participate in the consultation process.]

Regulatory Setting

Federal

The National Historic Preservation Act

The National Historic Preservation Act (NHPA) of 1966, which has been amended several times, was passed to acknowledge the importance of protecting our nation's heritage from federal development. The NHPA sets federal historic preservation policy, establishes partnerships between the Federal government and states and the Federal government and tribes, creates the **National Register of Historic Places** and **National Historic Landmarks** programs, mandates the selection of qualified **State Historic Preservation Officers**, establishes the **Advisory Council on Historic Preservation**, charges Federal agencies with stewardship, and establishes the role of **Certified Local Governments** within the states.

[218] Tulare County General Plan 2030 Update. August 2012. Page 8-5. Accessed May 2022 at: http://generalplan.co.tulare.ca.us/documents.html, then scroll to Recirculated Draft EIR, the click on *"Appendix B-Background Report"*

Title I of the statute established the National Register of Historic Places to create a national listing of historic properties (districts, sites, buildings, structures, and objects) significant in American history, architecture, archeology, engineering, and culture. Title I also expanded the level of Federal concern to include the preservation of historic properties of local or State significance. It established State Historic Preservation Officers as partners in the national historic preservation program and also describes how local governments or Indian tribes may, in certain circumstances, carry out SHPO functions.

Implementation of Section 106 of Title I has been critical to archeology and archeological preservation in the United States. Section 106 requires federal agencies to take into account the effects of their actions on historic properties by identifying historic properties, assessing adverse effects, and resolving those adverse effects. The process is initiated by the federal agency, and includes comment and input from stakeholders at the local and State levels, as well as the Advisory Council on Historic Preservation. After the procedures for implementing Section 106 were established (6 CFR 800), the field of professional archeology expanded throughout governments and the private sector to meet the need for compliance.

Section 110 requires all federal agencies to establish -- in conjunction with the Secretary of the Interior -- their own historic preservation programs for the identification, evaluation, and protection of historic properties, including archeological properties. Determinations of Eligibility for the National Register are established during Phase II archeological surveys.

Title II

Title II of NHPA establishes the Advisory Council on Historic Preservation, an independent Federal agency. The Council and its staff advise Federal agencies on their roles in the national historic preservation program, especially Section 106. The ACHP also develops advice and training to support Federal agencies.

Title IV

Title IV of the statute established the National Center for Preservation Technology and Training, part of the National Park Service. NCPTT contributes research and training to archeological preservation practice.

Statute and regulation texts:

- **National Historic Preservation Act** (16 U.S. Code 470 et seq.), statute text.
- **National Register of Historic Places** (36 CFR 60), regulation text.
- **Procedures for State, Tribal, and Local Government Historic Preservation Programs** (36 CFR 61), regulation text.
- **Determinations of Eligibility for Inclusion in the National Register of Historic Places** (36 CFR 63), regulation text.
- **Protection of Historic Properties** (36 CFR 800), regulation text.[219]

State

California State Office of Historic Preservation (OHP)

"The California State Office of Historic Preservation (OHP) is responsible for administering federally and state mandated historic preservation programs to further the identification, evaluation, registration and protection of California's irreplaceable archaeological and historical resources under the direction of the State Historic Preservation Officer (SHPO), a gubernatorial appointee, and the State Historical Resources Commission."[220]

"OHP's responsibilities include identifying, evaluating, and registering historic properties; ensuring compliance with federal and state regulatory obligations; encouraging the adoption of economic incentives programs designed to benefit property owners; encouraging economic revitalization by promoting a historic preservation ethic through preservation education and public awareness and, most significantly, by demonstrating leadership and stewardship for historic preservation in California."[221]

A historical resource may be eligible for inclusion in the California Register of Historical Resources (CRHR) if it:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important to our past;

[219] National Park Service. Accessed June 2022 at: National Historic Preservation Act of 1966 - Archeology (U.S. National Park Service) (nps.gov)
[220] Office of Historic Preservation. Mission and Responsibilities. Accessed June 2022 at: http://ohp.parks.ca.gov/?page_id=1066.
[221] Ibid.

- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.[222]

Native American Heritage Commission

"The Native American Heritage Commission (NAHC), created in statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources -- ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California. The NAHC is also charged with ensuring California Native American tribes' accessibility to ancient Native American cultural resources on public lands, overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the California Native American Graves Protection and Repatriation Act (CalNAGPRA), among many other powers and duties."[223]

Tribal Consultation Requirements: AB 52 (Gatto, 2014)

The Public Resources Code has established that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. (Pub. Resources Code, § 21080.3.1.) If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact.[224]

CEQA Guidelines: Archaeological Resources

Section 15064.5(c) of CEQA Guidelines provides specific guidance on the treatment of archaeological resources as noted below.[225][226]

(1) When a Project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subdivision (a).
(2) If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.
(3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c–f) do not apply to surveys and site evaluation activities intended to determine whether the Project location contains unique archaeological resources.
(4) If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the Project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.

CEQA Guidelines: Human Remains

Public Resources Code Sections 5097.94 and 5097.98 provide guidance on the disposition of Native American burials (human remains), and fall within the jurisdiction of the Native American Heritage Commission:[227]

(d) When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the Project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop an agreement for treating

[222] Office of Historic Preservation. California Register of Historic Places. Accessed June 2022 at: http://www.ohp.parks.ca.gov/?page_id=21238.

[223] Native American Heritage Commission. Welcome. Accessed June 2022 at: http://nahc.ca.gov/.

[224] Office of Planning and Research. Technical Advisory: AB 52 and Tribal Cultural Resources in CEQA (June 2017). Page 3. Accessed June 2022 at: https://www.opr.ca.gov/docs/20200224-AB_52_Technical_Advisory_Feb_2020.pdf

[225] Office of Historic Preservation. CEQA Basics. Accessed June 2022 at: https://ohp.parks.ca.gov/?page_id=21721.

[226] CEQA Guidelines, Section 15064.5 - Determining the Significance of Impacts to Archaeological and Historical Resources. Accessed June 2022 at: https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources/division-6-resources-agency/chapter-3-guidelines-for-implementation-of-the-california-environmental-quality-act/article-5-preliminary-review-of-projects-and-conduct-of-initial-study/section-150645-determining-the-significance-of-impacts-to-archaeological-and-historical-resources

[227] Op. Cit.

or disposing of, with appropriate dignity, the human remains and any Items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from:

(3) The general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).

(4) The requirements of CEQA and the Coastal Act.

(e) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:

(1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

(C) The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and

(D) If the coroner determines the remains to be Native American:

4. The coroner shall contact the Native American Heritage Commission within 24 hours.
5. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
6. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or

(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

(C) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.

(D) The descendant identified fails to make a recommendation; or

(C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

(f) As part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place

Local

Tulare County General Plan 2030 Update

The General Plan has a number of policies that apply to Projects within Tulare County. General Plan policies that relate to the proposed Project are listed as follows:

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project:

ERM-6.1 Evaluation of Cultural and Archaeological Resources wherein the County shall participate in and support efforts to identify its significant cultural and archaeological resources using appropriate State and Federal standards;

ERM-6.2 Protection of Resources with Potential State or Federal Designations wherein the County shall protect cultural and archaeological sites with demonstrated potential for placement on the National Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources;

ERM-6.3 Alteration of Sites with Identified Cultural Resources which states that when planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development can be permitted in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and Mitigation Measures proposed for any impacts the development may have on the resource;

ERM-6.4 Mitigation which states that if preservation of cultural resources is not feasible, every effort shall be made to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records;

ERM-6.9 Confidentiality of Archaeological Sites wherein the County shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts; and

ERM-6.10 Grading Cultural Resources Sites wherein the County shall ensure all grading activities conform to the County's Grading Ordinance and California Code of Regulations, Title 20, § 2501 et. seq.

Project Impact Analysis

a) and b) Less Than Significant Impact With Mitigation: As noted earlier, a records search by the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS) identified one recorded (an historic era railroad); a non-Native American resource. A search of the Sacred Lands Inventory on file with the Native American Heritage Commission (NAHC) was also requested on May 27, 2022 and was returned on July __, 2022, with ["negative"] results (see Attachment C). Pursuant to AB 52 Tulare County RMA staff contacted eight (8) Native American Tribes (see Attachment E) by e-mail on June 2, 2022 regarding the Project. Additional notices were sent via certified mail on May 30-31, 2022, per the Tribal contact list provided with the Sacred Lands File search response letter. As of June __, 2022, the County has received one e-mail response, from the Tubatulabal Tribe indicating that they had no comments on the Project. [As such, the County is awaiting completion of the 30-day response time to finalize the opportunity to participate in the consultation process.] However, as an abundance of caution, in the unlikely event that subsurface resources are located, **Mitigation Measures 5-1** through **5-3** as specified at Item 5 Cultural Resources would be implemented thereby reducing the potential level of impact to this resource as less than significant for resources listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or to a resource consider significant to a California Native American tribe.

Mitigation Measures 5-1 through **5-3** (which can be found in their entirety in Attachment E of this IS/MND), as applicable, would reduce potential Project-specific impacts related to this Checklist Item to less than significant.

Summary of Mitigation Measures:

5-1. Discovery of resources during excavation, suspension of work, retention of qualified archaeologist/paleontologist, implementation of measures to protect resources.

5-2. Cessation of work activities, County notification, determination of significance, actions to be taken as determined by a qualified archaeologist/paleontologist, treatment plan, collaboration with affected Native American Tribe.

5-3. Inadvertent discovery of human remains during excavation, cessation of excavation or disturbance, contact of Coroner/Sheriff, contact NAHC, and dignified reburial.

Therefore, implementation of Mitigation Measure 5-1 through 5-3 would result in a less than significant impact to this item.

Cumulative Impact Analysis

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan background Report, and Tulare County 2030 General Plan EIR.

It is not anticipated that Native American remains or other cultural will be found at the proposed Project site. However, consistent with CEQA requirements, **Mitigation Measures 5-1** through **5-3** are included in the unlikely event that if Native American remains are unearthed during any ground disturbance activities, or if any cultural resources are discovered, such finds will be mitigated to less than significant Project-specific and Cumulative Impacts.

Mitigation Measure(s) See **Mitigation Measures 5-1** through **5-3** in their entirety in Attachment F.

19.	UTILITIES AND SERVICE SYSTEMS				
Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Utilities and Service Systems, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Environmental Setting

The Project area is located approximately four miles south of the City of Porterville, in an agricultural area of the San Joaquin Valley. The site is currently vacant but has historically been agriculturally productive. Surrounding areas include agricultural production, commercial, and SR 65 is immediately west of the site.

"Tulare County and special districts provide many important services to County residents and businesses in unincorporated communities and hamlets such as water, wastewater, storm drainage, solid waste removal, utilities, communications, fire protection, law enforcement, and a number of other community facilities and services (schools, community centers, etc.)."[228]

"Water districts supply water to communities and hamlets throughout the County. Most communities and some hamlets have wastewater treatment systems; however, several communities including Three Rivers, Plainview, Alpaugh, and Ducor rely on individual septic systems. Storm drainage facilities are generally constructed and maintained in conjunction with transportation improvements or new subdivisions in communities. Solid waste collection in the County is divided into service areas, as determined by the Board of Supervisors, with one license for each area. Southern California Edison provides electric service to the south and central areas of Tulare County while PG&E provides electric service in the north. The [Southern California] Gas Company is the primary provider of natural gas throughout the County."[229] The site will be serviced by Southern California Edison.

Regulatory Setting

Federal

U.S. Environmental Protection Agency (U.S. EPA) - Federal Regulation Tile 40, Part 503

[228] Tulare County General Plan 2030 Update. Page 14-3.

[229] Ibid.

In 1993, the U.S. Environmental Protection Agency (U.S. EPA) promulgated Standards for the Use or Disposal of Sewage Sludge (Code of Federal Regulations Title 40, Part 503), which establish pollutant limitations, operational standards for pathogen and vector attraction reduction, management practices, and other provisions intended to protect public health and the environment from any reasonably anticipated adverse conditions from potential waste constituents and pathogenic organisms.

This part establishes standards, which consist of general requirements, pollutant limits, management practices, and operational standards, for the final use or disposal of sewage sludge generated during the treatment of domestic sewage in a treatment works. Standards are included in this part for sewage sludge applied to the land, placed on a surface disposal site, or fired in a sewage sludge incinerator. Also included in this part are pathogen and alternative vector attraction reduction requirements for sewage sludge applied to the land or placed on a surface disposal site.

In addition, the standards in this part include the frequency of monitoring and recordkeeping requirements when sewage sludge is applied to the land, placed on a surface disposal site, or fired in a sewage sludge incinerator. Also included in this part are reporting requirements for Class I sludge management facilities, publicly owned treatment works (POTWs) with a design flow rate equal to or greater than one million gallons per day, and POTWs that serve 10,000 people or more.[230]

Resource Conservation and Recovery Act (RCRA)[231]

Congress passed RCRA on October 21, 1976 to address the increasing problems the nation faced from our growing volume of municipal and industrial waste. RCRA, which amended the Solid Waste Disposal Act of 1965, set national goals for:

a) Protecting human health and the environment from the potential hazards of waste disposal.
b) Conserving energy and natural resources.
c) Reducing the amount of waste generated.
d) Ensuring that wastes are managed in an environmentally-sound manner
e) To achieve these goals, RCRA established three distinct, yet interrelated, programs:
f) The solid waste program, under RCRA Subtitle D, encourages states to develop comprehensive plans to manage nonhazardous industrial solid waste and municipal solid waste, sets criteria for municipal solid waste landfills and other solid waste disposal facilities, and prohibits the open dumping of solid waste.
g) The hazardous waste program, under RCRA Subtitle C, establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal — in effect, from "cradle to grave."
h) The underground storage tank (UST) program, under RCRA Subtitle I, regulates underground storage tanks containing hazardous substances and petroleum products. RCRA banned all open dumping of waste, encouraged source reduction and recycling, and promoted the safe disposal of municipal waste. RCRA also mandated strict controls over the treatment, storage, and disposal of hazardous waste.

State

The Integrated Waste Management Act (Assembly Bill 939)

In 1989 the California legislature passed the Integrated Waste Management Act of 1989, known as AB 939. The bill mandates a reduction of waste being disposed: jurisdictions were required to meet diversion goals of 25% by 1995 and 50% by the year 2000. AB 939 also established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance.

State Water Quality Control Board

"The State Water Resources Control Board (State Water Board) was created by the Legislature in 1967. The joint authority of water allocation and water quality protection enables the State Water Board to provide comprehensive protection for California's waters. The State Water Board consists of five full-time salaried members, each filling a different specialty position. Board members are appointed to four-year terms by the Governor and confirmed by the Senate. There are nine Regional Water Quality Control Boards (Regional Boards). The mission of the Regional Boards is to develop and enforce water quality objectives and implementation plans that will best protect the State's waters, recognizing local differences in climate, topography, geology and hydrology. Each Regional Board has seven part-time members appointed by the Governor and confirmed by the Senate. Regional Boards develop "basin plans"

[230] Title 40: Protection of Environment Part 503: Standards for the Use of Disposal of Sewage Sludge. Accessed May 2022 at: https://www.ecfr.gov/current/title-40/chapter-I/subchapter-O/part-503?toc=1.

[231] United States Environmental Protection Agency. Accessed May 2022 at: https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act ; then click on "EPA History: RCRA".

for their hydrologic areas, issue waste discharge requirements, take enforcement action against violators, and monitor water quality. The task of protecting and enforcing the many uses of water, including the needs of industry, agriculture, municipal districts, and the environment is an ongoing challenge for the State and Regional Water Quality Control Boards."[232]

Regional Water Quality Control Board (RWQCB)

"There are nine Regional Water Quality Control Boards (Regional Boards). The mission of the Regional Boards is to develop and enforce water quality objectives and implementation plans that will best protect the State's waters, recognizing local differences in climate, topography, geology and hydrology. Each Regional Board has seven part-time members appointed by the Governor and confirmed by the Senate. Regional Boards develop "basin plans" for their hydrologic areas, issue waste discharge requirements, take enforcement action against violators, and monitor water quality."[233]

The Regional Water Quality Control Board – Biosolids

In California, the beneficial reuse of treated municipal sewage sludge *(a.k.a.,* biosolids*)* generally must comply with the California Water Code in addition to meeting the requirements specified in Part 503 in Title 40 of the Code of Federal Regulations.

In July 2004, the State Water Resources Control Board adopted Water Quality Order No. 2004-12-DWQ (General Order), and certified a supporting statewide Programmatic Environmental Impact Report (PEIR)

The General Order incorporates the minimum standards established by the Part 503 Rule and expands upon them to fulfill obligations to the California Water Code. However, since California does not have delegated authority to implement the Part 503 Rule, the General Order does not replace the Part 503 Rule. The General Order also does not preempt or supersede the authority of local agencies to prohibit, restrict, or control the use of biosolids subject to their jurisdiction, as allowed by law.

Persons interested in seeking coverage under the General Order should contact the appropriate Regional Water Quality Control Board. Only applicants who submit a complete *Notice of Intent* (NOI), appropriate application fee, and are issued a Notice of Applicability by the executive officer of the appropriate Regional Water Quality Control Board are authorized to land apply biosolids at an agricultural, horticultural, silvicultural, or land reclamation site as a soil amendment under the General Order.

State Water Resources Control Board, Divisions of Drinking Water and Clean Water

Recycled water regulations are administered by both Central RWQCB and the California State Water Resources Control Board (SWRCB). The regulations governing recycled water are found in a combination of sources, including the Health and Safety Code, Water Code, and Titles 22 and 17 of the California Code of Regulations (CCR). Issues related to the treatment and distribution of recycled water are generally under the permitting authority of RWQCB and the Clean Water Division of the SWRCB.

State NPDES General Construction Permit

The State NPDES General Construction Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that uses storm water "Best Management Practices" to control runoff, erosion and sedimentation from the site both during and after construction. The SWPPP has two major objectives: (1) to help identify the sources of sediments and other pollutants that affect the quality of storm water discharges; and (2) to describe and ensure the implementation of practices to reduce sediment and other pollutants in storm water discharges.

CalRecycle

CalRecycle (formerly the California Integrated Waste Management Board) governs solid waste regulations on the state level, delegating local permitting, enforcement, and inspection responsibilities to Local Enforcement Agencies (LEA). Regulations authored by CalRecycle (Title 14) were integrated with related regulations adopted by the State Water Resources Control Board (SWRCB) pertaining to landfills (Title 23, Chapter 15) to form CCR Title 27.

California Public Utilities Commission

[232] State Water Board Website. Accessed May 2022 at: http://www.waterboards.ca.gov/about_us/water_boards_structure/mission.html.
[233] Ibid.

The California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies, in addition to authorizing video franchises. In 1911, the CPUC was established by Constitutional Amendment as the Railroad Commission. In 1912, the Legislature passed the Public Utilities Act, expanding the Commission's regulatory authority to include natural gas, electric, telephone, and water companies as well as railroads and marine transportation companies. In 1946, the Commission was renamed the California Public Utilities Commission. It is tasked with ensuring safe, reliable utility service is available to consumers, setting retail energy rates, and protecting against fraud.

Local

County of Tulare Solid Waste Services

Assembly Bill 939 requires cities and counties to reduce their solid waste volumes by 25 percent by 1995 and 50 percent by the year 2000. To achieve this reduction in volume, AB 939 requires local entities to devise a materials recovery facility by composting organic materials; recycling paper, metal, glass, and plastic; and by diverting household hazardous waste to the Kettlemen Hills waste facility.

Tulare County General Plan 2030 Update

As the Project will not utilize any new or expanded water, wastewater treatment or storm water drainage, natural gas, or telecommunications facilities, the applicable Tulare County General Plan 2030 Update policies for this resource are limited to the following for this resource item:

PFS-2.1 Water Supply where in the County shall work with agencies providing water service to ensure that there is an adequate quantity and quality of water for all uses, including water for fire protection, by, at a minimum, requiring a demonstration by the agency providing water service of sufficient and reliable water supplies and water management measures for proposed urban development;

PFS-2.3 Well Testing where in the County shall require new development that includes the use of water wells to be accompanied by evidence that the site can produce the required volume of water without impacting the ability of existing wells to meet their needs;

PFS-2.4 Water Connections where in the County shall require all new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing water district service areas, or zones of benefit, to connect to the community water system, where such system exists. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the water system when service becomes readily available;

PFS-2.5 New Systems or Individual Wells where connection to a community water system is not feasible per PFS-2.4: Water Connections, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity;

PFS-3.1 Private Sewage Disposal Standards where in the County shall maintain adequate standards for private sewage disposal systems (e.g., septic tanks) to protect water quality and public health;

PFS-3.2 Adequate Capacity where in the County shall require development proposals to ensure the intensity and timing of growth is consistent with the availability of adequate wastewater treatment and disposal capacity;

PFS-3.4 Alternative Rural Wastewater Systems where in the County shall consider alternative rural wastewater systems for areas outside of community UDBs and HDBs that do not have current systems or system capacity. For individual users, such systems include elevated leach fields, sand filtration systems, evapotranspiration beds, osmosis units, and holding tanks. For larger generators or groups of users, alternative systems, including communal septic tank/leach field systems, package treatment plants, lagoon systems, and land treatment, can be considered;

PFS-4.1 Stormwater Management Plans where in the County shall oversee, as per Community Plan Content Table PF-2.1 and Specific Plan Content, Hamlet Plans Policy PF-3.3, and Table LU-4.3, the preparation and adoption of stormwater management plans for communities and hamlets to reduce flood risk, protect soils from erosion, control stormwater, and minimize impacts on existing drainage facilities, and develop funding mechanisms as a part of the Community Plan and Hamlet Plan process;

PFS-4.2 Site Improvements where in the County shall ensure that new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, and Area Plans includes adequate stormwater drainage systems. This includes adequate capture, transport, and detention/retention of stormwater;

PFS-4.3 Development Requirements where in the County shall encourage project designs that minimize drainage concentrations and impervious coverage, avoid floodplain areas, and where feasible, provide a natural watercourse appearance;

PFS-4.4 Stormwater Retention Facilities where in the County shall require on-site detention/retention facilities and velocity reducers when necessary to maintain existing (pre-development) storm flows and velocities in natural drainage systems. The County shall encourage the multi-purpose design of these facilities to aid in active groundwater recharge;

PFS-4.5 Detention/Retention Basins Design where in the County shall require that stormwater detention/retention basins be visually unobtrusive and provide a secondary use, such as recreation, when feasible;

PFS-4.6 Agency Coordination where in the County shall work with the Army Corps of Engineers and other appropriate agencies to develop stormwater detention/retention facilities and recharge facilities that enhance flood protection and improve groundwater recharge;

PFS-4.7 NPDES Enforcement where in the County shall continue to monitor and enforce provisions to control non-point source water pollution contained in the U.S. Environmental Protection Agency National Pollution Discharge Elimination System (NPDES) program;

PFS-5.1 Land Use Compatibility with Solid Waste Facilities where in the County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive and/or incompatible land uses;

PFS-5.3 Solid Waste Reduction wherein the County shall promote the maximum feasible use of solid waste reduction, recycling, and composting of waste, strive to reduce commercial and industrial waste on an annual basis, and pursue financing mechanisms for solid waste reduction programs;
PFS-5.4 County Usage of Recycled Materials and Products wherein the County shall encourage all industries and government agencies in the County to use recycled materials and products where economically feasible*;*

PFS-5.8 Hazardous Waste Disposal Capabilities wherein the County shall require the proper disposal and recycling of hazardous materials in accordance with the County's Hazardous Waste Management Plan; and

PFS-5.9 Agricultural Waste wherein the County shall investigate waste disposal and reuse needs for agricultural wastes for energy and other beneficial uses and shall change County plans accordingly.

Project Impact Analysis

a) Less Than Significant with Mitigation: The Project will require that utilities such as electric power, stormwater and wastewater treatment be extended to the site. Water will be supplied by an existing 50hp domestic well. Stormwater will be collected on-site and directed to the dry creekbed xeriscaping that will surround the site (with the exception of the ingress/egress point on the northeast portion of the site). A septic system will be installed within the site to support restroom facilities and sewage needs of the Project. Extension or construction of utilities will be the responsibility of the Project Applicant. The improvements required to tie into existing utilities are included in the Project Description and the environmental impacts of extending these utilities are analyzed within this MND under applicable CEQA Appendix G topics. Mitigation measures have been included throughout this document which are applicable to these activities and are listed below.

Section 4 – Biological Resources

- 4-1 through 4-4 to protect Swainson's hawk
- 4-5 through 4-9 to protect San Joaquin kit fox
- 4-10 and 4-11 to protect American Badger
- 4-12 through 4-14 to protect nesting raptors and migratory birds including Tricolored blackbird
- 4-15 through 4-18 to protect Pallid and Hoary Bats

Section 5 – Cultural Resources

- 5-1 and 5-2 to protect underground cultural resources

Section 8 – Greenhouse Gas Emissions

- 8-1 and 8-2 to reduce greenhouse gas emissions

As such, impacts are less than significant.

b) As described in Section 10 – Hydrology and Water Quality, the proposed Project site is located in the Tulare Lake Basin, an area significantly affected by overdraft. The Department of Water Resources (DWR) has estimated the groundwater by hydrologic region and for the Tulare Lake Basin. DWR estimates a total overdraft of 820,000 acre-feet per year (which is the largest overdraft projected in the state, and approximately 56 percent of the statewide total overdraft). The Project site is located within the Tule Sub-basin portion of the regional area and is within the Eastern Tule GSA Boundary. The site is currently vacant and disked for weed control; however, has historically been utilized for agricultural production. The proposed Project will draw water from an existing on site domestic well; however, will do so within the regulations of the Eastern Tule GSA, including paying fees per acre-foot of water extracted to offset the GSA probation and intervention activities. As such, there are less than significant impacts resulting from decreased groundwater supplies.

c) No Impact: There are no wastewater treatment providers in the Project area that could provide wastewater services/connection to the Project. Therefore, the proposed Project would install a septic system for its wastewater needs. The system will be designed to be adequate to treat the wastewater needs of the proposed use and the system will be reviewed by the Tulare County Health and Human Services Agency, Health Services Division, to accommodate wastewater generated. Therefore, no Project-specific impacts related to this Checklist Item will occur.

d) and e) Less Than Significant Impact: The Tulare County Solid Waste Department has verified that the nearest landfill (Teapot Dome landfill) has sufficient capacity to accommodate solid waste generated by the Project. As such, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and it will comply with federal, state, and local management and reduction statutes and regulations related to solid waste as applicable.

Cumulative Impact Analysis:

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, General Plan Background Report, and/or Tulare County 2030 General Plan EIR.

The Project would not require or result in the relocation or construction of new or expanded water facilities as there are sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. A septic and leach line system will be installed as there are no wastewater treatment providers in the Project area that could provide wastewater services/connection to the Project. A Stormwater detention will be provided on site, as such, there is no need to construct or expand storm water drainage facilities. Lastly, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and it will comply with federal, state, and local management and reduction statutes and regulations related to solid waste. As such, after implementing the project design feature in regards to wastewater conveyance, the Project would result in a less than significant impact.

Mitigation Measure(s): None Required.

The proposed Project will result in less than significant Project-specific impact with mitigation and thus will result in less than significant Cumulative impact with mitigation.

20.	**WILDFIRES**				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:		**SIGNIFICANT IMPACT**	**LESS THAN SIGNIFICANT IMPACT WITH MITIGATION**	**LESS THAN SIGNIFICANT IMPACT**	**NO IMPACT**
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may	☐	☐	☐	☒

	exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				
d)	Expose people or structures to significant risks, including downslope or downstream flooding, or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, Wildfires, etc. contained in the Tulare County General Plan 2030 Update and Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Environmental Setting

The Project area is located approximately four miles south of the City of Porterville, in an agricultural area of the San Joaquin Valley. The site is currently vacant but has historically been agriculturally productive. Surrounding areas include agricultural production, commercial, and SR 65 is immediately west of the site.

"A wildfire is an uncontrolled fire spreading through vegetative fuels. Wildfires can be caused by human activities (such as arson or campfires) or by natural events (such as lightning). Wildfires often occur in forests or other areas with ample vegetation. Wildfires differ from other fires due to their large size, the speed at which the fires can spread, and the ability of the fire to change direction unexpectedly and to jump gaps, such as roads, rivers, and fire breaks. In areas where structures and other human development meet or intermingle with wildland or vegetative fuels (referred to as the wildland urban interface or WUI), wildfires can cause significant property damage and present extreme threats to public health and safety. The following three factors contribute significantly to wildfire behavior and can be used to identify wildfire hazard areas.

Topography: As slope increases, the rate of wildfire spread increases. South-facing slopes are also subject to more solar radiation, making them drier and thereby intensifying wildfire behavior. However, ridgetops may mark the end of wildfire spread because fire spreads more slowly or may even be unable to spread downhill.

Fuel: The type and condition of vegetation plays a significant role in the occurrence and spread of wildfires. Certain types of plants are more susceptible to burning or will burn with greater intensity, and non-native plants may be more susceptible to burning than native species. Dense or overgrown vegetation increases the amount of fuel load. The ratio of living to dead plant matter is also important. The risk of fire increases significantly during periods of prolonged drought, as the moisture content of both living and dead plant matter decreases; or when a disease or infestation has caused widespread damage. The fuel's continuity, both horizontally and vertically, is also an important factor.

Weather: The most variable factor affecting the behavior of wildfires is weather. Temperature, humidity, wind, and lightning can affect chances for ignition and spread of fire. Extreme weather, such as high temperatures and low humidity, can lead to extreme wildfire activity. By contrast, cooling and higher humidity often signal reduced wildfire occurrence and easier containment. Years of precipitation followed by warmer years tend to encourage more widespread fires and longer burn periods. Also, since the mid-1980s, earlier snowmelt and associated warming due to global climate change has been associated with longer and more severe wildfire seasons in the western U.S.

Wildfires can have serious effects on the local environment, beyond the removal of vegetation. Soil exposed to intense heat may lose its capability to absorb moisture and support life. Exposed soils erode quickly and enhance siltation of rivers and streams, thereby enhancing flood potential, harming aquatic life, and degrading water quality. Lands stripped of vegetation are also subject to increased debris flow hazards, as described above. Wildfires can also greatly affect the air quality of the surrounding area.

Local responsibility areas generally include incorporated cities, cultivated agriculture lands and portions of the desert. Local responsibility area fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to the local government. The fire hazard severity zones for the area of local responsibility in the County are shown on Figure B-4 (Appendix B, Hazard Figures [in the MJLHMP). Fire severity zones are depicted for the Cities of Porterville and Woodlake in Figures B-13 and B-20 (Appendix B, Hazard Figures MJLHMP).

State responsibility area is a legal term defining the area where the State has financial responsibility for wildfire protection. Incorporated cities and Federal ownership are not included. The prevention and suppression of fires in all areas that are not State responsibility areas are primarily the responsibility of local or Federal agencies.

The portion of the County that transitions from the valley floor into the foothills and mountains is characterized by high to very high threat of wildfire; this includes the cities of Porterville and Woodlake, the jurisdiction of Tulare County Office of Education (TCOE), the Tule River Tribe Reservation and areas of the County unincorporated. Steeper terrain in these areas increases the threat of wildfire. The western portion of the County has little or no threat of wildfire. The risk of wildfire increases where human access exists in high fire hazard severity zones, such as the Sierra Nevada Mountains and foothills, because of a greater chance for human carelessness and because of historic and current fire management practices.

Impact of Climate Change

Climate and weather have long been acknowledged as playing key roles in wildfire activity, and global warming is expected to exacerbate fire impacts on natural and urban ecosystems. Predicting future fire regimes requires an understanding of how temperature and precipitation interact to control fire activity.[7] Since 2012, record drought and record temperatures, have weakened trees throughout California, resulting in millions of acres of failing forestland that then become vulnerable to disease and infestation. Infestations, such as those caused by native bark beetles, have caused tree mortality of epidemic proportions. The scale of tree mortality in California contributes to significantly increased wildfire risks, and presents life safety risks due to falling trees that can injure or kill people. The immediate consequence of tree mortality on California forestlands increases the potential for wildfires, further spread of forest insect tree damage, threats to critical public safety infrastructure from falling trees, reduced forest carbon stocks, loss of commercial timber values to landowners, and diminished wildlife habitat. Due to these increased risks, the County proclaimed states of emergency for tree mortality.

In addition, and in response to the millions of dead trees, a State of Emergency Proclamation was issued by the Governor. A Tree Mortality Task Force, comprised of State and Federal agencies led by CAL FIRE, Cal OES and the Governor's office has identified six counties as high hazard zones due to dead and dying trees and the hazards, this tree mortality presents. The 10 counties include: Amadore, Calaveras, El Dorado, Fresno, Kern, Madera, Mariposa, Placer, Tulare, and Tuolumne. Both the State's and the County's Tree Mortality Task Forces are structured as a Multi-Agency Coordination Group and meet monthly to exchange information and updates among stakeholders. Participants are encouraged to discuss needs and concerns, and leverage each other's subject matter expertise and resources to further response efforts."[234]

The Project's location does not lend itself to wildfire risk as it is not within a fire hazard severity zone (as identified by CalFire[235]), lacks slope/terrain conducive to wildfire spread, lacks vegetation which would fuel wildfire (i.e., dense vegetation consisting of shrubs and bushes, dead or dying trees caused by drought or pest infestation (i.e., bark beetle), is surrounded by predominantly agriculturally productive lands, and, as noted earlier, is in the valley portion of the County which has little or no threat of wildfire.

Regulatory Setting

Federal

None that apply to the Project.

State

Senate Bill 1241 (Kehoe, 2012)

"Wildfire: Senate Bill 1241 (Kehoe, 2012) required the Office of Planning and Research, the Natural Resources Agency, and CalFire to develop "amendments to the initial study checklist of the [CEQA Guidelines] for the inclusion of questions related to fire hazard impacts for projects located on lands classified as state responsibility areas, as defined in section 4102, and on lands classified as very high fire hazard severity zones, as defined in subdivision (i) of section 51177 of the Government Code." (Pub. Resources Code, § 21083.01 (emphasis added).) The Agency added several questions addressing this issue. Notably, while SB 1241 required the questions to address specific locations, it did not necessarily limit the analysis to those locations, and so the Agency posed the questions for projects located within "or near" those zones. Lead agencies will be best placed to determine precisely where such analysis is needed outside of the specified zones."[236]

[234] Tulare County 2018 Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP). March 2018. Pages 70-72. Accessed May 2022 at: https://oes.tularecounty.ca.gov/oes/mitigation/tulare-county-mjlhmp/

[235] California Department of Forestry and Fire Protection. 2007. Fire Hazard Severity Zones in SRA – Tulare County. https://osfm.fire.ca.gov/media/6830/fhszs_map54.pdf.

[236] MJLHMP. Page 70.

"The safety elements of local general plans will also describe potential hazards, including: "any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence; liquefaction; and other seismic hazards …, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires." (Gov. Code § 65302(g)(1).) Hazards associated with flooding, wildfire and climate change require special consideration. (Id. at subd. (g)(2)-(g)(4).) Lead agencies must "discuss any inconsistencies between the proposed project and applicable general plans" related to a project's potential environmental impacts in a project's environmental review. (State CEQA Guidelines § 15125(d).) Local governments may regulate land use to protect public health and welfare pursuant to their police power. (Cal. Const., art. XI, § 7; California Building Industry Assn. v. City of San Jose (2015) 61 Cal. 4th 435, 455 ("so long as a land use restriction or regulation bears a reasonable relationship to the public welfare, the restriction or regulation is constitutionally permissible.)"[237]

CAL FIRE - Tulare Unit Strategic Fire Plan

As summarized in the 2017 Tulare Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP), "The Plan is a local road map to create and maintain defensible landscapes in order to protect vital assets. It seeks to reduce firefighting cost and property loss, increase public and firefighter safety, minimize wildfire risk to communities and contribute to ecosystem health. The Plan identifies pre-suppression projects including opportunities for reducing structural ignitability, and the identification of potential fuel reduction projects and techniques for minimizing those risks. The central goals that are critical to reducing and preventing the impacts of fire revolve around both suppression efforts and fire prevention efforts. The MJLHMP fire hazard analysis and fire related mitigation measures will be provided to Cal Fire to support the Tulare Unit Strategic Fire Plan."[238]

Cal Fire publishes Fire Hazard Severity Zone Maps for all regions in California, which can be viewed here. The fire hazard measurement used as the basis for these maps includes the speed at which a wildfire moves, the amount of heat the fire produces, and most importantly, the burning fire brands that the fire sends ahead of the flaming front. Lead agencies and project proponents can review the Cal Fire maps to determine whether a given project site will be subject to the new CEQA wildfire impacts analysis.

Local

Tulare County General Plan

The Project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: The following Tulare County General Plan 2030 Update policies could apply to this Project if it were located on sloped areas, fire hazards areas, lands susceptible to landslides, subsidence/settlement, contamination, and/or flooding; potential for wildland fires; etc.:

HS-6.1 New Building Fire Hazards - The County shall ensure that all building permits in urban areas, as well as areas with potential for wildland fires, are reviewed by the County Fire Chief;

HS-6.5 Fire Risk Recommendations - The County shall encourage the County Fire Chief to make recommendations to property owners regarding hazards associated with the use of materials, types of structures, location of structures and subdivisions, road widths, location of fire hydrants, water supply, and other important considerations regarding fire hazard that may be technically feasible but not included in present ordinances or policies;

HS-6.7 Water Supply System – The County 8hall require that water supply systems be adequate to serve the size and configuration of land developments, including satisfying fire flow requirements. Standards as set forth in the subdivision ordinance shall be maintained and improved as necessary;

HS-7.1 Coordinate Emergency Response – Service with Government Agencies wherein the County shall coordinate emergency response with local, State, and Federal governmental agencies, community organizations, volunteer agencies, and other response partners during emergencies or disasters utilizing SEMS and NIMS; and

HS-7.2 Mutual Aid Agreement - The County shall participate in established local, State, and Federal mutual aid systems. Where necessary and appropriate, the County shall enter into agreements to ensure the effective provision of emergency services, such as mass care, heavy rescue, hazardous materials, or other specialized function.

[237] Ibid. Pages 38 and 39.

[238] Ibid Table 3-1: Legal & Regulatory Capabilities. 14.

Project Impact Analysis

a) – d) ***No Impact:*** The proposal is to develop 3.8-acres of a 29.29-acre site into a 50,000 s.f. light industrial park. To support the industrial park, 10 ADA parking stalls, 42 typical parking stalls and 12 loading docks will also be constructed. The proposed Project does not propose any other new developments or any changes to the existing surrounding land uses. As shown in the Fire Hazard Severity Zones in SRA Map noted earlier, the proposed Project site is not located in a State Responsibility Area (SRA).

The Project will not exacerbate wildfire risks or expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, due to slope, prevailing winds, and other factors. Project development will not expose people or structures to significant risks, including downslope or downstream flooding, or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the proposed Project will result in no impact related to this resource. Therefore, there will be no impact to the Wildfires resource.

Cumulative Impact Analysis

The geographic area of this cumulative analysis is Tulare County. This cumulative analysis is based on the information provided in the Tulare County 2030 General Plan, Tulare County General Plan Background Report, and the Tulare County 2030 General Plan EIR. For the reasons stated above, Items 20 a) through d) do not apply to the Project as it is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As such, no Project-specific Impact or Cumulative Impacts will occur.

21. MANDATORY FINDINGS OF SIGNIFICANCE

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal species, 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?	☐	☐	☒	☐

The discussions regarding Environmental Setting, Regulatory Setting, CEQA requirements, etc. contained in the Component B Prosperity, Component C Environment, and Component D Infrastructure of the Tulare County General Plan 2030 Update, and Chapter 3.0 Environmental Analysis of the Tulare County Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site-specific facts, data, information, etc., are included in this discussion.

Project Impact Analysis:

The analysis conducted in this Initial Study/Mitigated Negative Declaration results in a determination that the Project will have a less than significant effect on the local environment. As noted earlier, the proposed Project is to change the zoning from AE-10 to M-1 and construct a 50,000 square foot industrial park with 10 ADA parking stalls, 42 parking stalls, 12 loading docks, a dry creek bed xeriscaping around the perimeter on a portion of a 29.00-acre parcel.

a) **Less Than Significant Impact With Mitigation:** As the proposed Project does not result in significant loss of habitat or direct impact to these special status species, implementation of **Mitigation Measures 4-1** through **4-18**, (which can be found in their entirety in Attachment E of this IS/MND), as applicable, would result in a less than significant impact to this resource. The proposed Project does not result in significant loss of habitat or direct impact to these special status species, a less than significant cumulative impact will occur. Also as noted earlier, the Project site consists of and is surrounded by developed and/or highly disturbed lands that do not support important movement corridors for native wildlife. Birds using the Pacific flyway will continue to do so following project development. The potential for impacts to biological resources from the construction and operation of the proposed Project will be less than significant with the incorporation of the **Mitigation Measures 4-1** through **4-18** as contained in Item 4, Biological Resources, of this document. It is not anticipated that Native American remains or other cultural will be found at the proposed Project site. However, consistent with CEQA requirements, as described in Item 5, Cultural Resources and Item 18, Tribal Resources, **Mitigation Measures 5-1** through **5-3** are included in the unlikely event that if Native American remains are unearthed during any ground disturbance activities, or if any cultural resources are discovered, such finds will be mitigated to less than significant. Accordingly, the proposed Project will involve no potential for significant impacts due to degradation of the quality of the environment, substantial reductions in the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reduction in the number or restriction of the range of a rare or endangered plant or animal or elimination of important examples of the major periods of California history or prehistory. As such, the impact will be less than significant for biological resources and less than significant with mitigation for cultural and tribal cultural resources.

b) **Less Than Significant Impact:** Projects considered in a cumulative analysis include those that would be constructed concurrently with the Project and those that would be in operation at the same time as the Project. The cumulative projects considered in this analysis are limited to projects that would result in similar impacts to the Project due to their potential to collectively contribute to significant cumulative impacts, as well as other development projects that would be located in the vicinity of the Project.

Tulare County staff have determined that there are no projects that could have the potential to contribute to cumulative impacts. The Project was determined to have less than to no impacts to all resources with the exception of the biological resources, cultural resources (including Tribal Cultural Resources), hydrology, noise, wastewater, and traffic, with incorporation/implementation of mitigation measures and project design features identified earlier.

The majority of the potential impacts resulting from the Project will be short term, temporary, and intermittent occurring during Project construction-related activities; and with negligible impacts resulting from Project operation as discussed in the earlier environmental analysis. Because construction-related impacts are of a short duration, temporary, intermittent, and localized, they would have to occur concurrently and in proximity of other projects in order to have a cumulative impact. Construction-related impacts (which are primarily associated with air quality, biological resources, noise, and traffic) are not likely to act cumulatively with any other projects in a manner that would result in significant impacts.

This Project (as described in Items 3 and 8) will have short-term impacts with regard to air quality and greenhouse gases during construction-related activities. However, the emissions associated with this Project are minor as compared to baseline emissions levels as quantified in Items 3 and 8, and are not considered cumulatively considerable pursuant to guidelines from the Air District. (See Impact 3(c) for a complete discussion of the Project's cumulative air quality impacts.) The proposed Project would implement the applicable SJVAPCD Best Performance Standards; therefore, reducing the Project specific and cumulative impacts to a less than significant level. Additionally, **Mitigation Measures 8-1** and **8-2** are incorporated to ensure compliance with the Tulare County CAP.

As discussed in Item 4, the Project site consists of disturbed, vacant, undeveloped land. As the Project site is not suitable habitat or known to host any special status species, when combined cumulatively with other projects, the Project would not result in impacts to biological resources that are cumulatively considerable. As indicated at Item 5, the Project site does not contain any known cultural or tribal cultural resources. However, as an abundance of caution, **Mitigation Measures 4-1** through **4-18** and **5-1** through **5-3** have been incorporated into this IS/MND.

Impacts to aesthetics from the proposed Project would be minimal as the industrial businesses are commonly found within the agricultural setting and when adjacent to or near a major transportation corridor such as SRs 65 and 190. The contribution of the Project would not be cumulatively considerable. Thus, the proposed Project would result in less than significant cumulative impact to Aesthetics.

No archaeological or historic resources were located on the project site. With implementation of the cultural resource mitigation measures called for in Impact 5, the Project would not cause cumulatively considerable cultural resource impacts because impacts to unknown cultural resources would be minimized.

The Project also will not cause cumulatively considerable geology and soils impacts, as Project-specific impacts will be less than significant and will not be anticipated to combine with impacts caused by the cumulative projects identified by the County.

The Project will not cause cumulatively considerable impacts related to hazards and hazardous materials. While small amounts of hazardous materials may be used or transported as a result of construction-related activities as the Project develops, these activities will occur in compliance with applicable laws and regulations, and any impacts resulting from use, transport, disposal, or accident or upset conditions will be localized in nature. As a result, any Project-level impacts will not have the potential to contribute to hazards associated with other projects because these impacts would only occur intermittently, if at all. When fully builtout, it is likely that the tenants will store small amounts of typical hazardous materials, such as fuel (e.g., gasoline for small tractor equipment) and lubricants. The storage, transport, and use of these materials will comply with Local, State, and Federal regulatory requirements.

The Project will not cause cumulatively considerable hydrology and water quality-related impacts. The Project applicant will be required to implement a SWPPP to reduce impacts and will not cause discharge to any surface or groundwater sources or alter the course of any stream or river. Nor will the Project change runoff patterns in the area.

The Project will not cause cumulatively considerable land use and planning impacts. The Project is consistent with all applicable land use planning policies (that is Tulare County 2030 General Plan). As a result, the Project's impacts will not be cumulatively significant.

The Project also will not combine noise-related impacts with that of other projects to cause cumulatively considerable impacts. Construction-related activities will cause short-term, temporary, and intermittent increases in noise in the area, and could occur at the same time as other noise-causing events in the area. However, no other concurrent construction project are anticipated to occur adjacent to or near the Project site, and operational noise will be minimal. As a result, the Project is not anticipated to considerably contribute to cumulative noise impacts during construction or operation.

Therefore, a less than significant Project-specific impact related to this Checklist Item will occur.

As indicated in the discussion of Item 15 a) through f), earlier, the proposed Project will not significantly impact the fire or police response times, schools, parks, or other facilities. Therefore, less than significant Project-specific or Cumulative Impacts related to this Checklist Item will occur. As discussed in Item 16 a) and b there will be no need to construct or expand any recreational facilities, as such, there would be no adverse physical effect on the environment. Therefore, there would be a less than significant impact to this resource.

As indicated at the discussion of Item 17 Transportation, the proposed Project is consistent the Tulare County 2030 General Plan. As such, the Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Further, it will not 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. As indicated in Item 17 b), the proposed industrial building project would fall within the small project category as defined in Tulare County's SB 743 Guidelines. As the Project is anticipated to generate 244 daily trips, which is less than the 500-trip threshold, it would "screen out" and would result in less than significant impacts. Also, the Project will not result in a change in air traffic patterns, including either increase in traffic levels or a change in location that results in substantial safety risks; it will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, (e.g., farm equipment) and it will include adequate emergency access; and it will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The Project would not require or result in the relocation or construction of new or expanded water facilities there are sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Stormwater detention will be provided on site, as such, there is no need to construct or expand storm water drainage facilities. Lastly, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and it will comply with federal, state, and local management and reduction statutes and regulations related to solid waste. As such, the Project would result in a less than significant impact

Finally, regarding the Wildfires resource, as noted earlier (at Items 20 a) through d)) does not apply to the Project as it is not located in state responsibility areas or lands classified as very high fire hazard severity zones. As such, no Project-specific Impact or Cumulative Impacts will occur.

Each of the cumulative projects considered in this section would be required to comply with project-specific mitigation measures, project design features, and/or conditions of approval, as well as applicable General Plans, zoning ordinances, laws and policies. The implementation of the identified Project-specific mitigation measures and compliance with applicable codes, compliance with the Tulare County General Plan, identified Best Management Practices, ordinances, laws and other required regulations will reduce the magnitude of any contribution to cumulative impacts to a less than significant level. Lastly, projects are also required to comply with other entities'/agencies' (e.g., San Valley Air Pollution Control District, Regional Water Quality Control Board, etc.) applicable rules, regulations, standards, orders, permits, thresholds, etc., which would then also contribute to minimizing or entirely avoiding adverse impacts.

c) Less Than Significant Impact: The proposed Project will not result in substantial adverse effect on human beings, either directly or indirectly. Mitigation Measures (see **Mitigation Measures 4-1** through **4-18**, **5-1** through **5-3**, **8-1** and **8-2**) are provided to reduce the Project's potential effects on Biological Resources, Cultural/Tribal Cultural Resources, and Greenhouse Gas Emissions, to less than significant. No additional mitigation measures will be required. Therefore, implementation of the proposed Project would result in a less than significant impact.

ATTACHMENT "A"

Air Quality / Greenhouse Gases / Energy

To: Crawford & Bowen Planning, Inc.
Attn: Ms. Emily Bowen, LEED AP
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Visalia, California 93291
emily@candbplanning.com

From: Johnson Johnson and Miller Air Quality Consulting Services
Contact: Richard Miller, Air Quality and Climate Change Specialist
rmiller.jjm.environmental@gmail.com
kjohnson.jjm.environmental@gmail.com

Setton Project

Date: January 25, 2022

Subject: Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum

This Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum was prepared to evaluate whether the estimated criteria air pollutant, ozone precursor, toxic air contaminant (TAC), and/or greenhouse gas (GHG) emissions generated from construction and/or operation of the Setton Project (proposed project or project) would cause significant impacts to air, GHG, or energy resources. The methodology follows the Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) prepared by the San Joaquin Valley Air Pollution Control District (SJVAPCD) for the quantification of emissions and evaluation of potential impacts to air resources.[1] The GHG Analysis follows and the SJVAPCD's Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under the California Environmental Quality Act (CEQA)[2] and the Tulare County Climate Action Plan to determine significance.

Project Location and Description

The applicant/owner is requesting a Zone Change from Exclusive Agriculture (AE-10) to Light Industrial (M-1) in order to construct a 50,000-square-foot industrial building with associated loading docks, parking spaces, and xeriscaping. The project site is currently vacant and occupies a portion of a 29-acre parcel located on the southeast corner of California Route 65 and Avenue 124, approximately 3 miles south of the City of Porterville. The Assessor's Parcel Number (APN) associated with the project site is 302-124-003. This area is located on the edge of and outside the main residential area of the City of Porterville. This property is located along a major highway near Villa Park Trucking, N & S Market, Pearson Ranch Industrial Park, Porterville Airport, and the future home of Eagle Mountain Casino.

The proposed building would total 50,000 square feet and would be built to suit. The building would be able to accommodate eight (8) tenants at 6,250 sq. ft. per tenant.

The site plan for the proposed project is overlaid at the project location in Figure 1, with a closer image of the site plan shown in Figure 2. The project's location and site plan are included as part of Attachment A.

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[1] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed November 30, 2021.

[2] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. December 17. Website: https://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf. Accessed September 20, 2021.

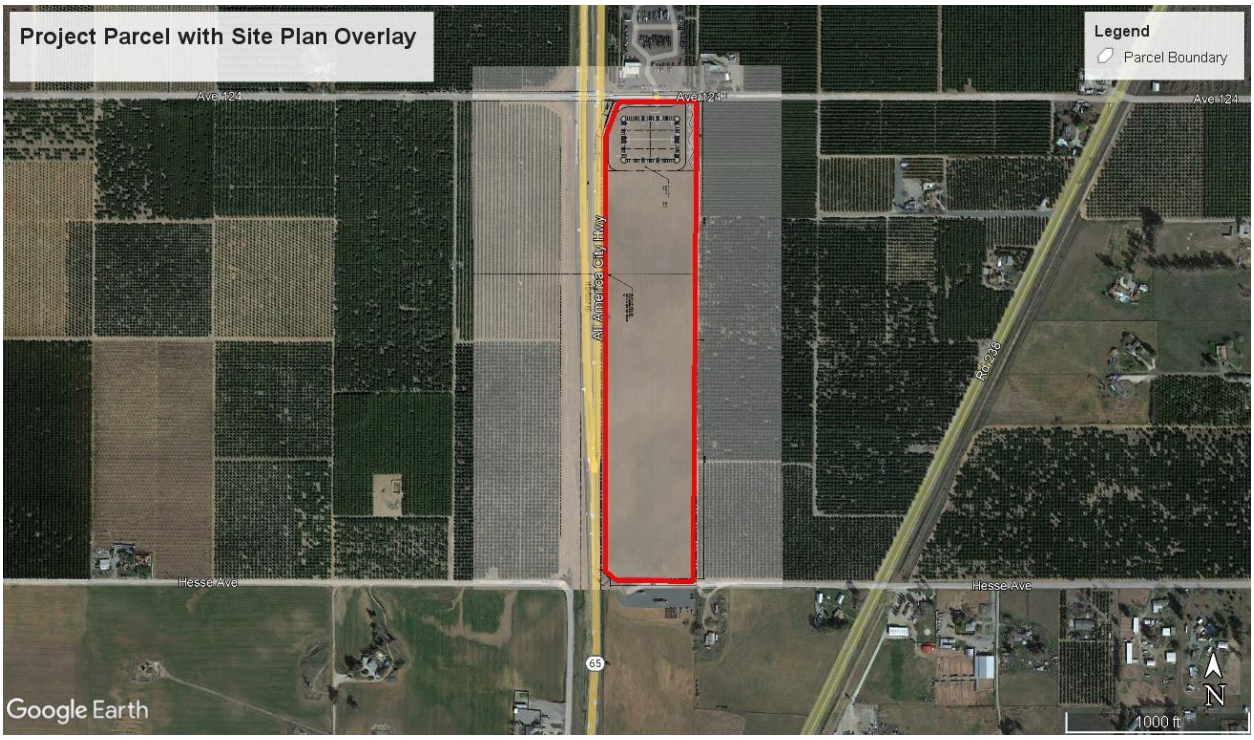

Figure 1 – Project Parcel with Site Plan Overlay

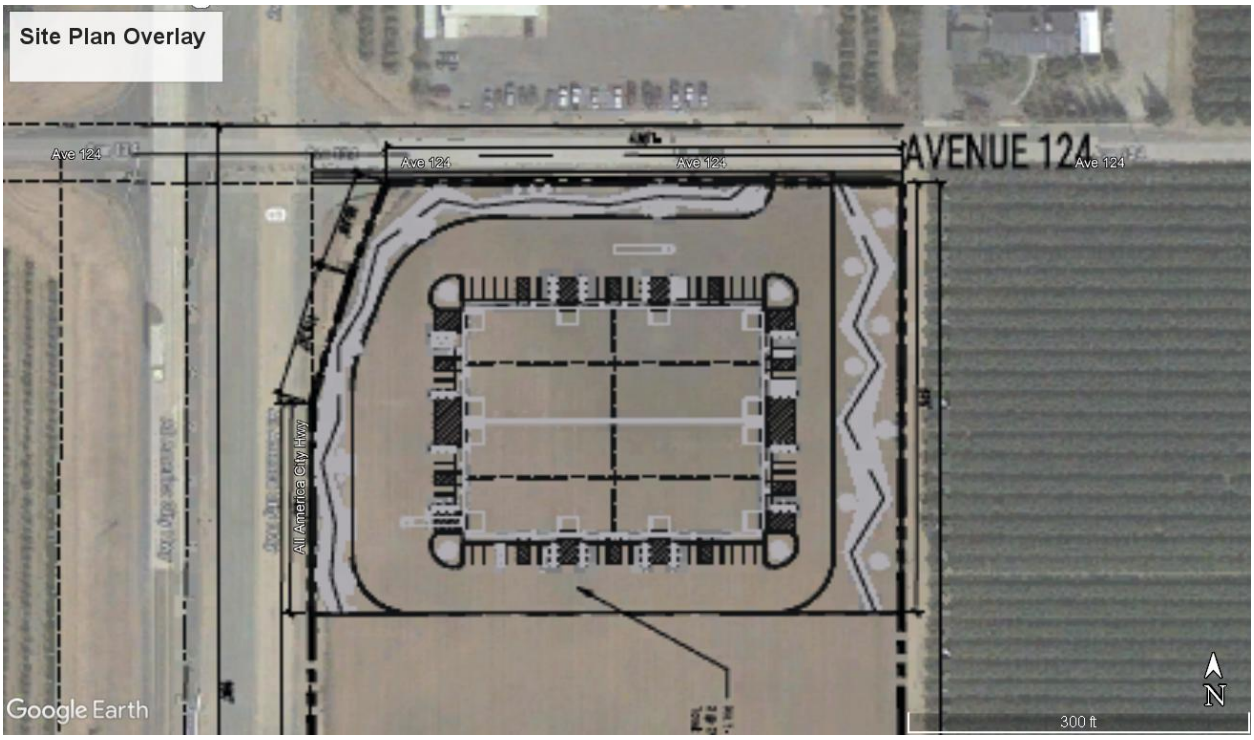

Figure 2 – Proposed Project Site Plan Overlay

Local Setting

Air Quality

Tulare County General Plan

Because the project is located within an unincorporated portion of Tulare County, the County of Tulare's General Plan was reviewed. The County of Tulare General Plan includes the following policies related to air quality that are relevant to the proposed project:[3]

AQ-1.1 Cooperation with Other Agencies: The County shall cooperate with other local, regional, Federal, and State agencies in developing and implementing air quality plans to achieve State and federal Ambient Air Quality Standards. The County shall partner with the SJVAPCD, Tulare County Association of Governments (TCAG), and the California Air Resource Board to achieve better air quality conditions locally and regionally.

AQ-1.2 Cooperation with Local Jurisdictions: The County shall participate with cities, surrounding counties, and regional agencies to address cross-jurisdictional transportation and air quality issues.

AQ-1.3 Cumulative Air Quality Impacts: The County shall require development to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts. Applicants shall be required to propose alternatives as part of the State CEQA process that reduce air emissions and enhance, rather than harm, the environment.

AQ-1.4 Air Quality Land Use Compatibility: The County shall evaluate the compatibility of industrial or other developments which are likely to cause undesirable air pollution with regard to proximity to sensitive land uses, and wind direction and circulation in an effort to alleviate effects upon sensitive receptors.

AQ-1.5 California Environmental Quality Act (CEQA) Compliance: The County shall ensure that air quality impacts identified during the CEQA review process are consistently and reasonable mitigated when feasible.

AQ-2.2 Indirect Source Review: The County shall require major development projects, as defined by the SJVAPCD, to reasonably mitigate air quality impacts associated with the project. The County shall notify developers of SJVAPCD Rule 9510 – Indirect Source Review requirements and work with SJVAPCD to determine mitigations, as feasible, that may include, but are not limited to the following:

1. Providing bicycle access and parking facilities,

2. Increasing density,

3. Encouraging mixed use developments,

4. Providing walkable and pedestrian-oriented neighborhoods,

5. Providing increased access to public transportation,

[3] Tulare County General Plan 2030 Update, Part 1 – Goals and Policies.

6. Providing preferential parking for high-occupancy vehicles, carpools, or alternative fuels vehicles, and

7. Establishing telecommuting programs or satellite work centers.

AQ-3.2 Infill near Employment: The County shall identify opportunities for infill development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.

AQ-3.4 Landscape: The County shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing CO2, producing oxygen, providing shade that reduces energy required for cooling, and filtering particulates. These principles include, but are not limited to, the incorporation of parks, landscaped medians, and landscaping within development.

AQ-3.6 Mixed Land Uses: The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

AQ-4.1 Air Pollution Control Technology: The County shall utilize the BACM and RACM as adopted by the County to support SJVAPCD air quality attainment plans to achieve and maintain healthful air quality and high visibility standards. These measures shall be applied to new development approvals and permit modifications as appropriate.

AQ-4.2 Dust Suppression Measures: The County shall require developers to implement dust suppression measures during excavation, grading, and site preparation activities consistent with SJVAPCD Regulation VIII – Fugitive Dust Prohibitions. Techniques may include, but are not limited to, the following:

1. Site watering or application of dust suppressants,

2. Phasing or extension of grading operations,

3. Covering of stockpiles,

4. Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour), and

5. Re-vegetation of graded areas.

Greenhouse and Energy

Tulare County Climate Action Plan

Tulare County adopted the Tulare County Climate Action Plan (CAP) in 2012. The CAP was updated in 2018 to establish updated GHG reduction targets to align with the SB 32 GHG reduction targets.

The 2018 CAP Update incorporates new baseline and future year inventories and updates the County's strategy to address the SB 32 2030 target. The 2030 target requires the State to reduce emissions by 40 percent below 1990 levels from the 2017 Scoping Plan and County data. The CAP identifies the County's fair share of reductions required to maintain consistency with the State target.

The CAP provides a CEQA consistency checklist for project review of projects below a certain size limit. Proposed development projects that are consistent with the emission reduction and adaptation measures included in the CAP and the programs that are developed as a result of the CAP, would be considered to have a less than significant cumulative impact on climate change and emissions consistent with CEQA Guidelines Section 15064(h)(3) (as amended to comply with SB 97).

Tulare County General Plan

The Tulare County General Plan contains policies that aim to reduce GHG emissions. The CAP (described above) references the General Plan policies as tools for reducing GHG emissions. These policies are divided into the categories of Transportation Strategies, Building Energy Efficiency, Water Conservation Energy Savings, Solid Waste Reduction and Recycling, and Agricultural Programs and Incentives. The policies are aimed at County action and do not specifically mandate action at the project level. Therefore, compliance with established and applicable regulations would ensure consistency with GHG reduction measures contained in the Tulare County 2030 General Plan.

Modeling Parameters and Assumptions

The following modeling parameters and assumptions were used to generate criteria air pollutant, GHG, and TAC emissions for the proposed project.

Air Pollutants and GHGs Assessed

Criteria Pollutants Assessed

The following criteria air pollutants were assessed in this analysis: reactive organic gases (ROG),[4] oxides of nitrogen (NO_X), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Note that the proposed project would emit ozone precursors ROG and NO_X. However, the proposed project would not directly emit ozone since it is formed in the atmosphere during the photochemical reaction of ozone precursors.

General descriptions and most relevant effects from pollutant exposure of the criteria pollutants of concern are listed below.

[4] Note: Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably. VOC = volatile organic compounds

Table 1: Descriptions of Criteria Pollutants of Concern

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Ozone	Ozone is a photochemical pollutant as it is not emitted directly into the atmosphere, but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), nitrous oxides (NO_X), and sunlight. Ozone is a regional pollutant that is generated over a large area and is transported and spread by the wind.	Ozone is a secondary pollutant; thus, it is not emitted directly into the lower level of the atmosphere. The primary sources of ozone precursors (VOC and NO_X) are mobile sources (on-road and off-road vehicle exhaust).	Irritate respiratory system; reduce lung function; breathing pattern changes; reduction of breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; some immunological changes; increased mortality risk; vegetation and property damage.
Particulate matter (PM_{10}) Particulate matter ($PM_{2.5}$)	Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM_{10} refers to particulate matter that is between 2.5 and 10 microns in diameter, (one micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter, about one-thirtieth the size of the average human hair.	Stationary sources include fuel or wood combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal, and recycling. Mobile or transportation related sources are from vehicle exhaust and road dust. Secondary particles form from reactions in the atmosphere.	• Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. • Long-term exposure: reduced lung function; chronic bronchitis; changes in lung morphology; death.
Nitrogen dioxide (NO_2)	During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides—NO_X (NO, NO_2, NO_3, N_2O, N_2O_3, N_2O_4, and N_2O_5). NO_X is a precursor to ozone, PM_{10}, and $PM_{2.5}$ formation. NO_X can react with compounds to form nitric acid and related small particles and result in particulate matter (PM) related health effects.	NO_X is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. Nitrogen dioxide forms quickly from NO_X emissions. NO_2 concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations.	Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contributions to atmospheric discoloration; increased visits to hospital for respiratory illnesses.

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Carbon monoxide (CO)	CO is a colorless, odorless, toxic gas. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood.	CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources.	Ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death.
Sulfur dioxide (SO_2)	Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 parts per million (ppm), the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SO_X) include sulfur dioxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below state and federal standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and PM_{10}.	Human caused sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethyl sulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The sulfur dioxide levels in the State are well below the maximum standards.	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.
Source: U.S. Environmental Protection Agency (EPA). Criteria Air Pollutants. Website: https://www.epa.gov/criteria-air-pollutants. Accessed October 30, 2021.			

GHGs Assessed

This analysis was restricted to GHGs identified by AB 32, which include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). The proposed project would generate a variety of GHGs, including several defined by AB 32 such as CO_2, CH_4, and N_2O.

Water vapor could be emitted from evaporated water used for landscaping and other uses, but this is not a significant impact because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks rather than emissions from project-related activities.

Ozone is a GHG; however, unlike the other GHGs, ozone in the troposphere is relatively short-lived and can be reduced in the troposphere on a daily basis. Stratospheric ozone can be reduced through reactions with other pollutants.

Certain GHGs defined by AB 32 would not be emitted by the project. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the project would emit perfluorocarbons or sulfur hexafluoride.

Certain GHGs defined by AB 32 would not be emitted by the project. HFCs, PFCs, SF_6, and NF_3 are typically used in certain industrial applications, none of which would be used for typical commercial or gas station operations. Therefore, it is not anticipated that the proposed project would emit those GHGs.

GHG emissions associated with the proposed project construction as well as future operations were estimated using CO_2 equivalent (CO_2e) emissions as a proxy for all GHG emissions. In order to obtain the CO_2e, an individual GHG is multiplied by its Global Warming Potential (GWP). The GWP designates on a pound for pound basis the potency of the GHG compared to CO_2.

Toxic Air Contaminants Assessed

Toxic Air Contaminants

A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

The California Almanac of Emissions and Air Quality—2009 Edition presents the relevant concentration and cancer risk data for the ten TACs that pose the most substantial health risk in California based on available data.[5] The ten TACs are acetaldehyde, benzene, 1.3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (DPM).

Some studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10-year research program demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk.[6] In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

DPM

For purposes of this study, DPM exhaust emissions are represented as PM_{10}.

The project would generate passenger vehicle and truck trips from employees, visitors, deliveries, and service vehicles traveling to and from the project site. The main source of DPM from the long-term operations of the proposed project would be from combustion of diesel fuel in diesel-powered engines in on-road trucks, while additional DPM would be emitted from on-site equipment. On-site motor vehicle emissions refer to DPM exhaust emissions from the motor vehicle traffic that would travel and idle within the project site each day.

Asbestos

Asbestos is the name given to a number of naturally occurring fibrous silicate minerals that have been mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. The three most common types of asbestos are chrysotile, amosite, and crocidolite. Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings.

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[5] California Air Resources Board (CARB). 2009. The California Almanac of Emissions and Air Quality—2009 Edition. Website: https://www.arb.ca.gov/aqd/almanac/almanac09/almanac2009 all.pdf.

[6] California Air Resources Board (CARB). 1998. The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines. Website: www.arb.ca.gov/toxics/dieseltac/factsht1.pdf.

Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the United States. Exposure to asbestos is a health threat; exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease that causes scarring of the lungs). Exposure to asbestos can occur during demolition or remodeling of buildings that were constructed prior to the 1977 ban on asbestos for use in buildings. Exposure to naturally occurring asbestos can occur during soil-disturbing activities in areas with deposits present.

Model Selection

Air pollutant emissions can be estimated by using emission factors and a level of activity. Emission factors are the emission rate of a pollutant given the activity over time; for example, grams of NO_X per horsepower-hour. CARB has published emission factors for on-road mobile vehicles/trucks in the EMFAC mobile source emissions model and emission factors for off-road equipment and vehicles in the OFFROAD emissions model. An air emissions model (or calculator) combines the emission factors and the various levels of activity and outputs the emissions for the various pieces of equipment.

The project is located in Tulare County and within the San Joaquin Valley Air Basin. The modeling follows SJVAPCD guidance where applicable from its GAMAQI. The models used in this analysis are summarized as follows:

- Construction emissions: CalEEMod, version 2020.4.0
- Operational emissions: CalEEMod, version 2020.4.0
- EMFAC 2017
- American Meteorological Society/ Environmental Protection Agency Regulatory Model (AERMOD), version 21112

Criteria Pollutants and GHG Emissions

The California Emissions Estimator Model (CalEEMod) is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, CalEEMod identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user.

CalEEMod was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California Air Districts. Default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California Air Districts to account for local requirements and conditions.

CalEEMod is a comprehensive tool for quantifying air quality impacts from land use projects located throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as preparing CEQA or National Environmental Policy Act documents, conducting pre-project planning, and, verifying compliance with local air quality rules and regulations, etc.

CalEEMod version CalEEMod.2020.4.0 was used to estimate construction and operational impacts of the proposed project. CalEEMod version was the most recent version of CalEEMod at the time emissions were estimated.

Assumptions

Construction Modeling Assumptions

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from on-site and off-site activities. On-site emissions principally consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM_{10}) from disturbed soil. Additionally, paving operations and application of architectural coatings would release VOC emissions. Off-site emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM_{10} and $PM_{2.5}$).

Schedule

Based on estimates provided by the project applicant, the project was assumed to begin construction as early as August 2022 with buildout completed after four (4) months. CalEEMod includes default equipment lists and construction schedules. Where project-specific information was unknown, CalEEMod default values were used.

Table 2 shows the conceptual construction schedule for the proposed project. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario, since emission factors for construction equipment decrease as the analysis year increases due to improvements in technology and more stringent regulatory requirements. Therefore, construction emission estimates would decrease if the construction schedule moved to later years. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required per CEQA guidelines. The site-specific construction fleet may vary due to specific project needs at the time of construction.

Table 2: Project Construction Schedule

Construction Task	Start Date	End Date	Workdays	Notes
Site Preparation	8/01/2022	8/05/2022	5	
Grading	8/06/2022	8/17/2022	8	
Building Construction	8/18/2022	12/19/2022	88	Adjusted to match applicant-provided schedule
Paving	8/18/2022	9/12/2022	18	
Architectural Coating	11/30/2022	12/23/2022	18	
Source: CalEEMod Output and Additional Supporting Information (Attachment A).				

Equipment

Construction equipment for each construction activity is shown in Table 3.

Table 3: Project Construction Equipment

Construction Task	Equipment Type	Pieces of Equipment	Usage (hours/day)	Horsepower	Load Factor	Fuel Type
Site Preparation	Rubber Tired Dozers	3	8	247	0.40	Diesel
	Tractors/Loaders/Backhoes	4	8	97	0.37	Diesel

Construction Task	Equipment Type	Pieces of Equipment	Usage (hours/day)	Horsepower	Load Factor	Fuel Type
Grading	Excavators	1	8	158	0.38	Diesel
	Graders	1	8	187	0.41	Diesel
	Rubber Tired Dozers	1	8	247	0.40	Diesel
	Tractors/Loaders/Backhoes	3	8	97	0.37	Diesel
Building Construction	Cranes	3	6.1	231	0.29	Diesel
	Forklifts	8	7.8	89	0.20	Diesel
	Generator Sets	3	7	84	0.74	Diesel
	Tractors/Loaders/Backhoes	8	6.9	97	0.37	Diesel
	Welders	3	7	46	0.45	Diesel
Paving	Cement and Mortar Mixers	2	6	9	0.56	Diesel
	Pavers	1	8	130	0.42	Diesel
	Paving Equipment	2	6	132	0.36	Diesel
	Rollers	2	6	80	0.38	Diesel
	Tractors/Loaders/Backhoes	1	8	97	0.37	Diesel
Architectural Coating	Air Compressors	1	6	78	0.48	Diesel
Source: CalEEMod Output and Additional Supporting Information (Attachment A).						

Vehicles Trips

Table 4 provides a summary of the construction-related vehicle trips. CalEEMod default values were used to estimate the number of construction-related vehicle trips. Additional haul trips were added to each construction activity to account for the mobilization of off-road equipment. Additional vendor trips were included in the paving phase to account for delivery of materials.

The default values for hauling trips are based on the assumption that a truck can haul 20 tons (or 16 cubic yards) of material per load. If one load of material is delivered, CalEEMod assumes that one haul truck importing material will also have a return trip with an empty truck (e.g., 2 one-way trips). Based on applicant-provided information, it was assumed that the project would require 300 tons of cut to be exported and up to 500 tons of fill to be imported.

The fleet mix for worker trips is light-duty passenger vehicles to light-duty trucks. The vendor trips fleet mix is composed of a mixture of medium and heavy-duty diesel trucks. The hauling trips were assumed to be 100 percent heavy-duty diesel truck trips. CalEEMod default trip lengths for a project in Tulare County were used for the construction trips.

Table 4: Construction Vehicle Trips

Construction Task	Worker Trips per Day	Vendor Trips per Day	Total Haul Truck Trips
Site Preparation	18	0	14
Grading	15	0	91
Building Construction	79	31	50

Paving	20	4	16
Architectural Coating	16	0	2

Notes:

Additional haul trips for mobilization/demobilization of on-site equipment. Haul trips associated with import and export from cut and fill are included in the grading phase. Vendor trips added to the paving phase for delivery of materials.

Source: CalEEMod Output and Additional Supporting Information (Attachment A).

Operational Modeling Assumptions

Operational emissions are those emissions that would occur during long-term operations of the proposed project.

Motor Vehicles

Motor vehicle emissions refer to exhaust and road dust emissions from the automobiles that would travel to and from the proposed project site.

Project-specific information included an estimate of 54 peak-hour trips during the AM hours and 51 peak-hour trips during the PM hours. Based on this information, an estimate of daily trips was derived by multiplying the 54 peak-hour trips by ten (10) for a total of 540 total daily trips. The project's daily trips were then split into passenger vehicle and truck trips based on based on fleet mixes identified in warehouse/industrial use studies that included land uses similar to the proposed project. Table 5 presents trip generation characteristics for projected trips for the Setton Project.

Table 5: Project Trip Generation Calculations

Description	Passenger Vehicles	Trucks	Total Daily Trips
Daily Trips (trips per day)	368	172	540
Fleet Mix	68.15%	31.85%	—

Source of daily trip rate: Based on ten (10) times 54 peak-hour trips.

Source of fleet mix: Fleet mix adjusted based on warehouse studies to reflect similar land uses as included in the project. Specifically, the fleet mix was calculated by averaging the fleet mixes for the following land uses presented in the Fontana Truck Trip Generation Study: light warehouse, light industrial, heavy industrial, and industrial park. The Fontana Truck Trip Generation Study can be used to supplement ITE data and provides the following information:

- Total vehicle trip generation rates and equations; and
- Large truck mix (percentages for four classifications of vehicles).

Source of information obtained from the Fontana Truck Trip Generation Study: Appendix I of the San Bernardino County CMP, 2003 Update – Trip Generation Rates and Truck Percentages for Industrial and Warehouse Uses.

Trip Lengths and Vehicle Fleet Mix

The CalEEMod default round trip lengths for Tulare County were used in this analysis. Trip lengths are for primary trips. Trip purposes are primary, diverted, and pass-by trips. Diverted trips take a slightly different path than a primary trip. The CalEEMod default rates for percentages of primary, diverted, and pass-by trips were used for the passenger vehicle run.

The vehicle fleet mix is defined as the mix of motor vehicle classes active during the operation of the proposed project. Emission factors are assigned to the expected vehicle mix as a function of vehicle class, speed, and fuel use (gasoline- and diesel-powered vehicles).

Industrial land use projects can be expected to have longer than average truck trip lengths compared to the default trip length in CalEEMod (7.3 miles to 9.5 miles for urban areas of Tulare County). To estimate mobile-source emissions from trucks during project operations, a one-way truck trip length of 50 miles was assumed based on recommendations from the SJVAPCD for industrial projects. To apply a longer trip length for trucks and to show a clear breakdown of emissions, modeling of the project's operations was split into two separate CalEEMod runs: (1) area-source emissions, energy-source emissions, and passenger vehicle mobile-source emissions; and (2) truck mobile-source emissions. The vehicle types in the first operational run were adjusted so that only passenger vehicles were represented, while the second run included trucks only. The adjusted fleet mixes used the CalEEMod default fleet mix as the basis; the calculations for the adjusted fleet mix are included as part of Attachment A.

Transportation Refrigeration Units

As no cold storage is envisioned as part of the proposed project, it is not anticipated that any trucks would be equipped with a Transportation Refrigeration Unit (TRU).

Area Sources

Consumer Products

Consumer products are various solvents used in non-industrial applications, which emit VOCs during their product use. "Consumer Product" means a chemically formulated product used by household and institutional consumers, including but not limited to: detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. It does not include other paint products, furniture coatings, or architectural coatings. CalEEMod includes default consumer product use rates based on building square footage. The default emission factors developed for CalEEMod were used for consumer products associated with parking uses and the general consumer product category.

Architectural Coatings (Painting)

Paints release VOC emissions during application and drying. The buildings in the project would be repainted on occasion. The project is required to comply with the SJVAPCD Rule 4601—Architectural Coatings. The rule required flat paints to meet a standard of 50 grams per liter (g/l) and gloss paints 100 g/l by 2012 for an average rate of 65 g/l. Effective January 1, 2022, nonflat gloss and semigloss paints will also be required to meet the 50 g/l standard, providing lower VOC emissions for buildings constructed after that date. Therefore, the analysis uses the 50 g/l emission factor for the analysis.

Landscaping Emissions

CalEEMod estimates a total of 180 days for which landscaping equipment would be used to estimate potential emissions for the proposed project.

Indirect Emissions

For GHG emissions, CalEEMod contains calculations to estimate indirect GHG emissions. Indirect emissions are emissions where the location of consumption or activity is different from where actual emissions are generated. For example, electricity would be consumed at the proposed project site; however, emissions associated with producing that electricity are generated off-site at a power plant. Since the electricity can vary greatly based on locations, the user should override these values if they have more specific information regarding their specific water supply and treatment.

Energy Use

Electricity used by the project (for lighting, etc.) would result in emissions from the power plants that would generate electricity distributed on the electrical power grid. Electricity emissions estimates are only used in the GHG analysis.

The project would generate emissions from the combustion of natural gas for water heaters, heat, etc. CalEEMod has two categories for natural gas consumption: Title 24 and non-Title 24.

The emissions associated with the building electricity and natural gas usage (non-hearth) were estimated based on the land use type and size. Values for a project served by Southern California Edison (SCE) were used in the analysis.

The Renewable Electricity Standards took effect in 2020. The Renewable Electricity Standard requires that electricity providers include a minimum of 33 percent renewable energy in their portfolios by the year 2020. CalEEMod 2020.4.0 includes SCE emission factor based on actual rates reported by the utility.

The 2020.4.0 CalEEMod default emission factors for SCE are as follows:

- Carbon dioxide: 390.98 lbs/MWh
- Methane: 0.033 lb/MWh
- Nitrous oxide: 0.004 lb/MWh

The utilities in California will be required to increase the use of renewable energy sources to 60 percent by 2030.

Other Indirect Emissions (Water Use, Wastewater Use, and Solid Waste)

CalEEMod includes calculations for indirect GHG emissions for electricity consumption, water consumption, and solid waste disposal. For water consumption, CalEEMod calculates embedded energy (e.g., treatment, conveyance, distribution) associated with providing each gallon of potable water to the project. For solid waste disposal, GHG emissions are associated with the disposal of solid waste generated by the proposed project into landfills. CalEEMod default data were used for inputs associated with solid waste.

Offroad Equipment

Yard Tractor

It is anticipated that a yard tractor could be used to move trailers for four (4) to six (6) hours per day for each tenant. Emissions from the on-site use of a yard tractors were estimated using emission factors from CARB Offroad 2017. For the purposes of providing a conservative estimate, it was assumed that eight (8) yard tractors would each be used for six (6) hours per day and seven (7) days a week. The calculations used to estimate emissions from the use of on-site yard tractors are included as part of Attachment A.

Stationary Equipment

Proposed or future stationary sources would require permits from the SJVAPCD prior to their installation or operation. Any future equipment that would be considered a stationary source would need to meet SJVAPCD emission limits for regulated pollutants pursuant to Rule 2201. The equipment will also meet SJVAPCD BPS for GHG emissions.

The project includes backup generator and fire pumps located at the south/east portion of portion of the project site. The emergency generator was assumed to be compressed natural gas based on applicant-provided information. The generator was assumed to operate up to 100 hours per year for maintenance and testing. Two fire pumps were also included in the regional emission estimates prepared for the project and were assumed to operate up to 100 hours per year.

Vegetation

There is currently limited carbon sequestration occurring in the portion of the site where construction will occur in the form of existing shrubbery. The project site has been previously tilled from agricultural use and is currently vacant with little to no shrubbery currently on-site. Landscaping is proposed as part of the project in the form of xeriscaping and will meet any requirements set forth by the County of Tulare. For this analysis, it was assumed that the loss and addition of carbon sequestration that are due to the proposed project would be balanced; therefore, emissions due to carbon sequestration were not included.

Refrigerants

No new buildings requiring cold storage are envisioned as part of proposed project. Buildings equipped with air conditioning systems would utilize small systems not subject to CARB's Refrigeration Management Program.

Health Risk Assessment Assumptions

An HRA was completed to evaluate potential health risks associated with the generation of TACs during operational activities associated with the proposed project. Assumptions used in the HRA are summarized below, while complete calculations parameters are provided as part of Attachment B.

Model Selection and Parameters

An air dispersion model is a mathematical formulation used to estimate the air quality impacts at specific locations (receptors) surrounding a source of emissions given the rate of emissions and prevailing meteorological conditions. The air dispersion model applied in this assessment was the United States Environmental Protection Agency (EPA) AERMOD (version 21112) air dispersion model. Specifically, AERMOD was used to estimate levels of air emissions at sensitive receptor locations from potential sources of project-generated TACs. The use of AERMOD provides a refined methodology for estimating construction impacts by utilizing long-term, measured representative meteorological data for the project site and a representative construction schedule.

The modeling analysis also considered the spatial distribution and elevation of each emitting source in relation to the sensitive receptors. Direction-dependent calculations were obtained by identifying the Universal Transverse Mercator (UTM) coordinates for each source location. Terrain elevations were obtained for the project site using the AERMAP model, the AERMOD terrain data pre-processor. Elevation data for the area were obtained and included in the model runs to account for complex terrain. The air dispersion model assessment used meteorological data from the Porterville 23149 Station, which is located approximately 1.99 miles northwest of the project site. The meteorological data used was preprocessed for use with AERMOD by the SJVAPCD and included data for the years 2006 to 2009; all years were used in the assessment. To evaluate the proposed project's localized impacts at the point of maximum impact, all receptors were placed within the breathing zone at 1.5 meters above ground level.

Emissions were assumed to occur over a 24-hour-per-day, 365 day-per-year averaging period. It is anticipated that operational times will be typical of other industrial use or warehouse-style projects, with truck deliveries that could occur any time in a 24-hour period. Detailed parameters and complete calculations are contained in Attachment B. Attachment B also includes a representation of the DPM modeling parameters, including modeled on-site vehicle travel, vehicle idling locations, and locations of sensitive receptors within approximately 1,000 feet of the project boundary.

Air Toxics Generated during Operations—DPM

The project would generate passenger vehicle and truck trips from visitors, vendors, and employees traveling to and from the project site. Customers visits to the property are expected to be limited, since

the proposed operations is expected to involve light industrial uses. The main source of DPM from the long-term operations of the proposed project would be from combustion of diesel fuel in diesel-powered engines in on-road trucks. On-site motor vehicle emissions refer to DPM exhaust emissions from the motor vehicle traffic that would travel and idle within the project site each day.

The vehicle fleet mix representation in CalEEMod for trucks consists of Light-Heavy-Duty trucks (LHDT), Medium-Heavy-Duty trucks (MHDT), and Heavy-Heavy-Duty trucks (HHDT). For the purpose of emissions, it was assumed that the truck fleet mix would consist of 100 percent heavy-heavy duty (4+ axle) trucks. Emission factors are assigned to the expected vehicle mix as a function of vehicle age, vehicle class, speed, and fuel type. The operational fleet mix used to assess emissions from the proposed project is included in Attachments A and B.

Each operational emission source to be evaluated requires geometrical and emission release specifications for use in the air dispersion model. The emission source configurations applied in this assessment of operational DPM emissions are shown in Table 6.

Table 6: Summary of Select Operational Emission Source Configurations

Emission Source Type	Relevant Assumptions
On-site Truck Traffic	• Configuration: line volume source • Release height: 10.2 feet (3.1 meters) • Vehicle Speed: 5 mph • Vehicle types: heavy-heavy duty trucks (HHDT) • Emission factors: EMFAC 2017
On-site Truck Idling	• Configuration: four line volume sources, covering the docking areas • Release height: 10.2 feet (3.1 meters) • Vehicle type: HHDT diesel trucks • Emission factors: EMFAC 2017 • Number of diesel truck idling instances per day: 172 (based on one occurrence per truck trip)
Off-site Truck Traffic	• Configuration: line volume source • Four (4) travel links were identified; two (2) from the project to outlying areas within 1,000 feet of the project site and two (2) to traveling to the project site • Vehicle speeds: 25 mph (trucks) • Vehicle type: HHDT diesel trucks • Emission factors: EMFAC 2017
Facility Operations	• 365 days per year, 24 hours per day • Emissions from the use of yard tractors were included in the operational HRA
Source: Attachment B.	

Operational emissions for the proposed project were assessed assuming the first year of operations would occur in 2023. Exhaust emissions of DPM (as PM_{10} exhaust) were estimated using EMFAC2017. It was assumed that emission factors were constant for the years beyond 2023, which provides a conservative estimate of DPM emissions and associated health risks. DPM emissions are expected to

decline as older, higher polluting vehicles continue to be replaced by newer cleaner vehicles. This decline is not fully accounted for in the HRA completed for the proposed project. The emission factors, AERMOD data, and emission estimation spreadsheets used to estimate motor vehicle DPM emissions during project operations are provided in Attachment B.

Cancer Risk

The model was run to obtain annual average concentration in micrograms per cubic meter [µg/m³] at residential sensitive receptor locations. Consistent with SJVAPCD guidance, a health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 70-year exposure scenario. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA Human Health Evaluation Manual (1991) and OEHHA's 2015 Guidance Manual.[7,8]

Based on the OEHHA methodology, the residential inhalation cancer risk from the annual average DPM concentrations is calculated by multiplying the daily inhalation or oral dose, by a cancer potency factor, the age sensitivity factor (ASF), the frequency of time spent at home (for residents only), and the exposure duration divided by averaging time, to yield the excess cancer risk. These factors are discussed in more detail below. Cancer risk must be separately calculated for specified age groups, because of age differences in sensitivity to carcinogens and age differences in intake rates (per kg body weight). Separate risk estimates for these age groups provide a health-protective estimate of cancer risk by accounting for greater susceptibility in early life, including both age-related sensitivity and amount of exposure.

Exposure through inhalation (Dose-air) is a function the breathing rate, the exposure frequency, and the concentration of a substance in the air. For residential exposure, the breathing rates are determined for specific age groups, so Dose-air is calculated for each of these age groups, 3rd trimester, 0<2, 2<9, 2<16, 16<30 and 16-70 years. To estimate cancer risk, the dose was estimated by applying the following formula to each ground-level concentration:

$$\text{Dose-air} = (C_{air} * \{BR/BW\} * A * EF * 10^{-6})$$

Where:

Dose-air	=	dose through inhalation (mg/kg/day)
Cair	=	air concentration (µg/m³) from air dispersion model
{BR/BW}	=	daily breathing rate normalized to body weight (L/kg body weight – day) (361 L\kg BW-day for 3rd Trimester, 1,090 L/kg BW-day for 0<2 years, 631 L/kg BW-day for 2<9 years, 572 L/kg BW-day for 2<16 years, 261 L/kg BW-day for 16<30 years, and 233 L/kg BW-day 16<70 years)
A	=	Inhalation absorption factor (unitless [1])
EF	=	exposure frequency (unitless), days/365 days (0.96 [approximately 350 days per year])

[7] U.S. Environmental Protection Agency (EPA). 1991. Human Health Evaluation Manual. Website: https://www.epa.gov/sites/default/files/2015-11/documents/defaultExposureParams.pdf. Accessed October 12, 2021.

[8] California Office of Environmental Health Hazards Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments. February. Website: http://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed November 13, 2021.

10^{-6}	=	conversion factor (micrograms to milligrams, liters to cubic meters)

OEHHA developed ASFs to take into account the increased sensitivity to carcinogens during early-in-life exposure. In the absence of chemical-specific data, OEHHA recommends a default ASF of 10 for the third trimester to age 2 years, an ASF of 3 for ages 2 through 15 years to account for potential increased sensitivity to carcinogens during childhood and an ASF of 1 for ages 16 through 70 years.

Fraction of time at home (FAH) during the day is used to adjust exposure duration and cancer risk from a specific facility's emissions, based on the assumption that exposure to the facility's emissions are not occurring away from home. The following FAH values were used in this assessment:

- From the third trimester to age <2 years: 100 percent (the OEHHA-recommended value is 85 percent of time is spent at home; however, 100 percent was assumed in order to present a conservative analysis);
- From age 2 through <16 years: 100 percent (the OEHHA-recommended value is 72 percent of time is spent at home; however, 100 percent was assumed in order to present a conservative analysis); and
- From age 16 years and greater: 73 percent (the OEHHA-recommended value is 73 percent of time is spent at home).

To estimate the cancer risk, the dose is multiplied by the cancer potency factor, the ASF, the exposure duration divided by averaging time, and the frequency of time spent at home (for residents only):

$Risk_{inh\text{-}res} = (Dose_{air} * CPH * ASF * ED/AT * FAH)$

Where:

$Risk_{inh\text{-}res}$	=	residential inhalation cancer risk (potential chances per million)
$Dose_{air}$	=	daily dose through inhalation (mg/kg-day)
CPF	=	inhalation cancer potency factor ($mg/kg\text{-}day^{-1}$)
ASF	=	age sensitivity factor for a specified age group (unitless)
ED	=	exposure duration (in years) for a specified age group
AT	=	averaging time of lifetime cancer risk (years)
FAH	=	fraction of time spent at home (unitless)

Chronic Non-Cancer Hazard

Non-cancer chronic impacts are calculated by dividing the annual average concentration by the Reference Exposure Level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The following equation was used to determine the non-cancer risk:

Hazard Quotient = C_i/REL_i

Where:

C_i	=	Concentration in the air of substance i (annual average concentration in µg/m^3)
REL_i	=	Chronic noncancer Reference Exposure Level for substance i (µg/m^3)

Thresholds

Air pollutant emissions have regional effects and localized effects. This analysis assesses the regional effects of the project's criteria pollutant emissions in comparison to SJVAPCD thresholds of significance for short-term construction activities and long-term operation of the project. Localized emissions from project construction and operation are also assessed using concentration-based thresholds that determine if the project would result in a localized exceedance of any ambient air quality standards or would make a cumulatively considerable contribution to an existing exceedance.

The primary pollutants of concern during project construction and operation are ROG, NO_X, PM_{10}, and $PM_{2.5}$. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for ROG and NO_X; SO_X, CO, PM_{10}, and $PM_{2.5}$.

Ozone is a secondary pollutant that can be formed miles away from the source of emissions through reactions of ROG and NO_X emissions in the presence of sunlight. Therefore, ROG and NO_X are termed ozone precursors. The San Joaquin Valley Air Basin (SJVAB) often exceeds the state and national ozone standards. Therefore, if the project emits a substantial quantity of ozone precursors, the project may contribute to an exceedance of the ozone standard. The SJVAB also exceeds air quality standards for PM_{10}, and $PM_{2.5}$; therefore, substantial project emissions may contribute to an exceedance for these pollutants.

The SJVAPCD adopted significance thresholds for construction-related and operational ROG, NO_X, PM, CO, and SO_X, these thresholds are included in Table 7.

Table 7: SJVAPCD Proposed Project-Level Air Quality CEQA Thresholds of Significance

Pollutant	Significance Threshold	
	Construction Emissions (tons/year)	Operational Emission (tons/year)
CO	100	100
NO_X	10	10
ROG	10	10
SO_X	27	27
PM_{10}	15	15
$PM_{2.5}$	15	15

Source: SJVAPCD. 2015. Guidance for Assessing and Mitigating Air Quality Impacts. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed December 30, 2022.

Fugitive Dust

Construction

Fugitive dust would be generated from site grading and other earth-moving activities. Most of this fugitive dust would remain localized and would be deposited near the project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from the project site. Therefore, adherence to Regulation VIII would be required during construction of the proposed project. Regulation VIII would require fugitive dust control measures that are consistent with best management practices (BMPs) established by the SJVAPCD to reduce the proposed project's construction-generated fugitive dust impacts to a less than significant level.

The SJVAPCD (SJVAPCD or District) adopted Regulation VIII in 1993 and its most recent amendments became effective on October 1, 2004. This is a basic summary of the regulation's requirements as they apply to construction sites. These regulations affect all workers at a regulated construction site, including everyone from the landowner to the subcontractors. Violations of Regulation VIII are subject to enforcement action including fines.[9]

Visible Dust Emissions may not exceed 20 percent opacity during periods when soil is being disturbed by equipment or by wind at any time. Visible Dust Emissions opacity of 20 percent means dust that would obstruct an observer's view of an object by 20 percent. District inspectors are state certified to evaluate visible emissions. Dust control may be achieved by applying water before/during earthwork and onto unpaved traffic areas, phasing work to limit dust, and setting up wind fences to limit windblown dust.

Soil Stabilization is required at regulated construction sites after normal working hours and on weekends and holidays. This requirement also applies to inactive construction areas such as phased projects where disturbed land is left unattended. Applying water to form a visible crust on the soil and restricting vehicle access are often effective for short-term stabilization of disturbed surface areas. Long-term methods including applying dust suppressants and establishing vegetative cover.

Carryout and Trackout occur when materials from emptied or loaded vehicles falls onto a paved surface or shoulder of a public road or when materials adhere to vehicle tires and are deposited onto a paved surface or shoulder of a public road. Should either occur, the material must be cleaned up at least daily, and immediately if it extends more than 50 feet from the exit point onto a paved road. The appropriate clean-up methods require the complete removal and cleanup of mud and dirt from the paved surface and shoulder. Using a blower device or dry sweeping with any mechanical device other than a PM_{10}-efficient street sweeper is a violation. Larger construction sites, or sites with a high amount of traffic on one or more days, must prevent carryout and trackout from occurring by installing gravel pads, grizzlies, wheel washers, paved interior roads, or a combination thereof at each exit point from the site. In many cases, cleaning up trackout with water is also prohibited as it may lead to plugged storm drains. Prevention is the best method.

Unpaved Access and Haul Roads, as well as unpaved vehicle and equipment traffic areas at construction sites must have dust control. Speed limit signs limiting vehicle speed to 15 mph or less at construction sites must be posted every 500 feet on uncontrolled and unpaved roads.

Storage Piles and Bulk Materials have handling, storage, and transportation requirements that include applying water when handling materials, wetting or covering stored materials, and installing wind barriers to limit visible dust emissions. Also, limiting vehicle speeds, loading haul trucks with a freeboard of six inches or greater along with applying water to the top of the load, and covering the cargo compartments

[9] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2007. Compliance Assistance Bulletin. Website: http://www.valleyair.org/busind/comply/pm10/forms/RegVIIICAB.pdf. Accessed May 29, 2021.

are effective measures for reducing visible dust emissions and carryout from vehicles transporting bulk materials.

Dust Control Plans identify the dust sources and describe the dust control measures that will be implemented before, during, and after any dust generating activity for the duration of the project. Owners or operators are required to submit plans to the SJVAPCD at least 30 days prior to commencing the work for the following:

- Residential developments of ten or more acres of disturbed surface area.
- Non-residential developments of five or more acres of disturbed surface area.
- The relocation of more than 2,500 cubic yards per day of materials on at least three days.

Operations may not commence until the SJAVPCD has approved the Dust Control Plan. A copy of the plan must be on site and available to workers and District employees. All work on the site is subject to the requirements of the approved dust control plan. A failure to abide by the plan by anyone on site may be subject to enforcement action. Owners or operators of construction projects that are at least one acre in size and where a Dust Control Plan is not required, must provide written notification to the SJVAPCD at least 48 hours in advance of any earthmoving activity.

Record Keeping is required to document compliance with the rules and must be kept for each day any dust control measure is used. The SJVAPCD has developed record forms for water application, street sweeping, and "permanent" controls such as applying long term dust palliatives, vegetation, ground cover materials, paving, or other durable materials. Records must be kept for one year after the end of dust generating activities (Title V sources must keep records for five years).

Exemptions exist for several activities. Those occurring above 3,000 feet in elevation are exempt from all Regulation VIII requirements. Further, Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities exempts the following construction and earthmoving activities:

- Blasting activities permitted by California Division of Industrial Safety.
- Maintenance or remodeling of existing buildings provided the addition is less than 50% of the size of the existing building or less than 10,000 square feet (due to asbestos concerns, contact the SJVAPCD at least two weeks ahead of time).
- Additions to single family dwellings.
- The disking of weeds and vegetation for fire prevention on sites smaller than ½ acre.
- Spreading of daily landfill cover to preserve public health and safety and to comply with California Integrated Waste Management Board requirements.

Nuisances are prohibited at all times because District Rule 4102 – Nuisance applies to all construction sources of fugitive dust, whether or not they are exempt from Regulation VIII. It is important to monitor dust-generating activities and implement appropriate dust control measures to limit the public's exposure to fugitive dust.

Rule 2201—New and Modified Stationary Source Review Rule. The review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards.

Addressing Air Quality CEQA Impact Questions

Table 8: Summary of Air Quality Impact Analysis

Air Quality *Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.*	
Would the project:	**Significance Finding**
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant Impact
b) 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?	Less than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less than Significant Impact
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	Less than Significant Impact

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

Less Than Significant Impact.

Air Quality Plans (AQPs) are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine if the Air Basin can reach attainment for the ambient air quality standards. The proposed project site is located within the jurisdictional boundaries of the SJVAPCD. To show attainment of the standards, the SJVAPCD analyzes the growth projections in the Valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The SJVAPCD then formulates a control strategy to reach attainment that includes both State and SJVAPCD regulations and other local programs and measures. For projects that include stationary sources of emissions, the SJVAPCD relies on project compliance with Rule 2201—New and Modified Stationary Source Review to ensure that growth in stationary source emissions would not interfere with the applicable AQP. Projects exceeding the offset thresholds included in the rule are required to purchase offsets in the form of Emission Reduction Credits (ERCs).

The CEQA Guidelines indicate that a significant impact would occur if the project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable AQP. An additional criterion regarding the project's implementation of control measures was assessed to provide further evidence of the project's consistency with current AQPs. This document proposes the following criteria for determining project consistency with the current AQPs:

1. Will the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQPs? This measure is determined by comparison to the regional and localized thresholds identified by the District for Regional and Local Air Pollutants.

2. Will the project comply with applicable control measures in the AQPs?

The use of the criteria listed above is a standard approach for CEQA analysis of projects in the SJVAPCD's jurisdiction, as well as within other air districts, for the following reasons:

- Significant contribution to existing or new exceedances of the air quality standards would be inconsistent with the goal of attaining the air quality standards.
- AQP emissions inventories and attainment modeling are based on growth assumptions for the area within the air district's jurisdiction.
- AQPs rely on a set of air district-initiated control measures as well as implementation of federal and state measures to reduce emissions within their jurisdictions, with the goal of attaining the air quality standards.

Contribution to Air Quality Violations

As discussed in Impact AIR-2 below, emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ associated with the proposed project would not exceed the SJVAPCD's significance thresholds (see Table 9 and Table 10). Therefore, the proposed project would not be considered to obstruct implementation of the applicable air quality plan or be in conflict with the applicable air quality plan.

Air Quality Plan Control Measures

The AQP contains a number of control measures that are enforceable requirements through the adoption of rules and regulations. The following rules and regulations are relevant to the project:

Rule 2201—New and Modified Stationary Source Review Rule. The review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards

Rule 4201—Particulate Matter Concentration. This rule shall apply to any source operation that emits or may emit dust, fumes, or total suspended particulate matter.

Rule 4309—Boilers, Steam Generators, and Process Heaters. The purpose of this rule is to limit emissions of oxides of nitrogen (NO_X) and carbon monoxide (CO) from boilers, steam generators, and process heaters. This rule applies to any gaseous fuel or liquid fuel fired boiler, steam generator, or process heater with a total rated heat input greater than 5 million Btu per hour.

Rule 4601—Architectural Coatings. The purpose of this rule is to limit Volatile Organic Compounds (VOC) emissions from architectural coatings. Emissions are reduced by limits on VOC content and providing requirements on coatings storage, cleanup, and labeling. Only compliant components are available for purchase in the San Joaquin Valley.

Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. If asphalt paving will be used, then the paving operations will be subject to Rule 4641. This regulation is enforced on the asphalt provider.

Rule 4702—Internal Combustion Engines. The purpose of this rule is to limit the emissions of NO_X, carbon monoxide (CO), VOC, and sulfur oxides (SO_X) from internal combustion engines. If the project includes emergency generators, the equipment is required to comply with Rule 4702.

Regulation VIII—Fugitive PM_{10} Prohibitions. This regulation is a control measure that is one main strategies from the 2006 PM_{10} for reducing the PM_{10} emissions that are part of fugitive dust. Projects over 10 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. Rule 8021 regulates construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, etc. All development projects that involve soil disturbance are subject to at least one provision of the Regulation VIII series of rules.

The project would comply with all applicable CARB and SJVAPCD rules and regulations. Therefore, the project complies with this criterion and would not conflict with or obstruct implementation of the applicable air quality attainment plan.

Conclusion

The project's emissions would be less than significant for all criteria pollutants and would not result in inconsistency with the AQP for this criterion. The project would comply with all applicable rules and regulations from the applicable air quality plans. Considering the project's less-than-significant contribution to air quality violations and the project's adherence to applicable rules and regulations, the project would not be considered inconsistent with the AQP; the impact would be less than significant.

b) 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?

Less Than Significant Impact.

To result in a less than significant impact, emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the SJVAPCD's in its GAMAQI. The SJVAB is in nonattainment for ozone, PM_{10} (State only), and $PM_{2.5}$. Ozone is a secondary pollutant that can be formed miles from the source of emissions, through reactions of ROG and NO_X emissions in the presence of sunlight. Therefore, ROG and NO_X are termed ozone precursors. As such, the primary pollutants of concern during project construction and operation are ROG, NO_X, PM_{10}, and $PM_{2.5}$. The air quality standards were set to protect public health, including the health of sensitive individuals (such as children, the elderly, and the infirm). Therefore, when the concentration of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would adverse experience health effects. However, the health effects are a factor of the dose-response curve. Concentration of the pollutant in the air (dose), the length of time exposed, and the response of the individual are factors involved in the severity and nature of health impacts. If a significant health impact results from project emissions, it does not mean that 100 percent of the population would experience health effects.

Since the SJVAB is nonattainment for ozone, PM_{10}, and $PM_{2.5}$, it is considered to have an existing significant cumulative health impact without the project. When this occurs, the analysis considers whether the project's contribution to the existing violation of air quality standards is cumulatively considerable. The SJVAPCD regional thresholds for NO_X, ROG/VOC, PM_{10}, or $PM_{2.5}$ are applied as cumulative contribution thresholds. Projects that exceed the regional thresholds would have a cumulatively considerable health impact.

The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_X, ROG, SO_X, PM_{10}, and $PM_{2.5}$. Air pollutant emissions have both regional and localized effects. The project's regional emissions are compared to the applicable SJVAPCD below.

Criteria Pollutant Emission Estimates

Construction Emissions (Regional)

Construction emissions associated with the project are shown in Table 9. As shown in Table 9, the emissions are below the significance thresholds and, therefore, are less than significant on a project basis.

Table 9: Summary of Construction-Generated Emissions of Criteria Air Pollutants – Unmitigated

Emissions Source	Emissions (Tons/Year)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	0.01	0.08	0.05	<0.01	0.03	0.02
Grading	0.01	0.09	0.06	<0.01	0.02	0.01
Building Construction	0.21	1.89	2.01	<0.01	0.13	0.10
Paving	0.01	0.09	0.12	<0.01	0.01	<0.01
Architectural Coating	0.15	0.01	0.02	<0.01	<0.01	<0.01
Project Total	**0.39**	**2.17**	**2.26**	**<0.01**	**0.18**	**0.13**
Significance Thresholds	**10**	**10**	**100**	**27**	**15**	**15**
Exceed Significance Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

PM_{10} and $PM_{2.5}$ emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM_{10} Prohibitions.

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A).

Totals may not appear to sum exactly due to rounding.

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed December 30, 2021.

Operational Emissions (Regional)—Non-Permitted

Operational emissions occur over the lifetime of the project. The SJVAPCD considers permitted and non-permitted emission sources separately when making significance determinations. In addition, the annual operational emissions are also considered separately from construction emissions. Operational emissions are shown in Table 10.

The emissions output for project operation at full buildout for 2023 are summarized in Table 10. As shown in Table 10, the operational emissions would be less than the thresholds of significance for all criteria air pollutants.

Table 10: Summary of Operational Emissions of Criteria Air Pollutants – Unmitigated

Source	Emissions (tons/year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	0.22	<0.01	<0.01	<0.01	<0.01	<0.01
Energy	<0.01	0.04	0.04	<0.01	<0.01	<0.01
Mobile (Passenger Vehicles)	0.12	0.11	1.23	<0.01	0.36	0.10
Mobile (Trucks)	0.18	7.74	1.70	0.04	1.44	0.46
Yard Tractors	<0.01	0.10	<0.01	<0.01	0.01	0.01
Annual Total (2023)	**0.52**	**8.00**	**2.97**	**0.04**	**1.81**	**0.57**
Significance Thresholds	**10**	**10**	**100**	**27**	**15**	**15**
Exceed Significance Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

Emissions were quantified using CalEEMod based on project details and estimated operating year for the proposed project. Totals may not sum exactly due to rounding.

Source: CalEEMod Output and Additional Supporting Information (Attachment A).

Operational Emissions (Regional)—Permitted

The SJVAPCD GAMAQI recommends assessing the emissions from permitted sources of emissions separate from non-permitted sources. The SJVAPCD's permitting process ensures that emissions of criteria pollutants from permitted equipment and activities at stationary sources are reduced or mitigated to below the SJVAPCD's thresholds of significance. SJVAPCD implementation of New Source Review (NSR) ensures that there is no net increase in emissions above specified thresholds from new and modified Stationary Sources subject to the rule for all nonattainment pollutants and their precursors. Permitted sources emitting more than the NSR Offset Thresholds for any criteria pollutant must, in general, offset all emission increases in excess of the thresholds.

The project will include stationary sources that require SJVAPCD permits, such as an emergency generator. The emissions were assessed using the CalEEMod stationary source component. The SJVAPCD will prepare an engineering evaluation of all permitted equipment to determine the controls required to achieve best available control technology (BACT) requirements. The permitted emissions are dependent on the control technology selected and any process limits included in the permit conditions.

Permitted sources will be required to comply with SJVAPCD BACT requirements. Compliance with regulations would ensure that the project's stationary sources would not exceed SJVAPCD thresholds of significance; therefore, the project's estimated permitted emissions would be less than significant.

Table 11: Summary of Operational Emissions of Criteria Air Pollutants (Stationary Sources)

Source	Emissions (tons/year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Emergency Generator - CNG (543 HP)	0.239	0.018	0.622	<0.001	0.001	0.001
Two Fire Pumps - Diesel (11 HP each)	0.002	0.009	0.009	<0.001	0.001	0.001
Annual Total from Stationary Sources	0.241	0.028	0.631	<0.001	0.002	0.002
Significance Thresholds	**10**	**10**	**100**	**27**	**15**	**15**
Exceed Significance Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

Emissions were quantified using CalEEMod based on project details and estimated operating year for the proposed project. Totals may not sum exactly due to rounding.

Source: CalEEMod Output and Additional Supporting Information (Attachment A).

Conclusion

As shown in Table 9 and Table 10, the project's regional emissions would not exceed the applicable regional criteria pollutant emissions quantitative thresholds. In addition, any permitted sources will be required to comply with SJVAPCD BACT requirements. Therefore, the project would not result in significant cumulative health impacts.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

Emissions occurring at or near the project have the potential to create a localized impact that could expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. The SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

The closest existing sensitive receptor (to the site area) is a rural residence located approximately 110 feet to the northeast of the project site.

Localized Impacts

Emissions occurring at or near the project have the potential to create a localized impact also referred to as an air pollutant hotspot. Localized emissions are considered significant if when combined with background emissions, they would result in exceedance of any health-based air quality standard. In locations that already exceed standards for these pollutants, significance is based on a significant impact level (SIL) that represents the amount that is considered a cumulatively considerable contribution to an

existing violation of an air quality standard. The pollutants of concern for localized impact in the SJVAB are NO_2, SO_X, and CO.

The SJVAPCD has provided guidance for screening localized impacts in the GAMAQI that establishes a screening threshold of 100 pounds per day of any criteria pollutant. If a project exceeds 100 pounds per day of any criteria pollutant, then ambient air quality modeling would be necessary. If the project does not exceed 100 pounds per day of any criteria pollutant, then it can be assumed that it would not cause a violation of an ambient air quality standard.

Construction: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X

Local construction impacts would be short-term in nature lasting only during the duration of construction. As shown in Table 12 below, on-site construction emissions would be less than 100 pounds per day for each of the criteria pollutants. To present a conservative estimate, on-site emissions for on-road construction vehicles were included in the localized analysis. Based on the SJVAPCD's guidance, the construction emissions would not cause an ambient air quality standard violation.

Table 12: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X for Construction

Source	On-site Emissions (pounds per day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation	3.22	33.16	19.88	10.46	6.03
Grading	2.00	21.12	15.57	4.14	2.41
Building Construction	4.68	41.42	43.78	2.15	2.00
Paving	1.41	9.62	12.40	0.49	0.45
Architectural Coating	16.33	1.42	1.94	0.09	0.08
Overlap Paving & Building Construction	6.09	51.03	56.18	2.64	2.45
Overlap Building Construction & Architectural Coating	21.01	42.84	45.72	2.23	2.08
Maximum Daily On-site Emissions	**21.01**	**51.03**	**56.18**	**10.46**	**6.03**
Significance Thresholds	—	100	100	100	100
Exceed Significance Thresholds?	—	No	No	No	No

Note: Overlap of construction activities is based on the construction schedule shown in Table 2 and Attachment A.

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A).

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed December 30, 2021.

Operation: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X

Localized impacts could occur in areas with a single large source of emissions such as a power plant or with multiple sources concentrated in a small area such as a distribution center. The maximum daily operational emissions would occur at project buildout, which was assumed to occur in 2023. Operational emissions include those generated on-site by area sources such as consumer products, and landscape maintenance, energy use from natural gas combustion, and motor vehicles operation at the project site.

Motor vehicle emissions are estimated for on-site operations using trip lengths for on-site travel. The trip lengths used to analyze on-site emissions was selected by measuring possible on-site paths using Google Earth; the length for the longest measured route was selected to present a conservative estimate of on-site emissions.

As shown in Table 13 below, Operational modeling of on-site emissions for the project indicate that the project would not exceed 100 pounds per day for each of the criteria pollutants. Therefore, based on the SJVAPCD's guidance, the operational emissions would not cause an ambient air quality standard violation. As such, impacts would be less than significant.

Table 13: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X for Operations

Source	On-site Emissions (pounds per day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Area	<0.01	0.01	<0.01	<0.01
Energy	0.23	0.19	0.02	0.02
Mobile - Passenger Vehicles Trips	0.25	2.67	0.09	0.02
Mobile - Truck Trips	2.50	1.98	0.05	0.02
Yard Tractor	0.57	<0.01	0.04	0.04
Total	**3.55**	**4.85**	**0.20**	**0.10**
Significance Thresholds	100	100	100	100
Exceed Significance Thresholds?	No	No	No	No

Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A). Maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ were highest in the Winter scenario.

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed December 30, 2021.

Toxic Air Contaminants

Construction

Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD's current threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million). The SJVAPCD's 2015 GAMAQI does not currently recommend analysis of TAC emissions from project construction activities, but instead focuses on projects with operational emissions that would expose sensitive receptors over a typical lifetime of 70 years. In addition, the most intense construction activities of the project's construction would occur during site preparation and grading phases over a short period. Building construction, especially for tilt-up buildings commonly used for new construction of warehouse-style buildings, typically requires limited amounts of diesel equipment relative to site clearing activities.

Operations

For reasons previously discussed (see Modeling Parameters and Assumptions), an analysis of TACs (including DPM) was performed using the EPA-approved AERMOD model, which is an air dispersion model accepted by the SJVAPCD for preparing HRAs. AERMOD version 21112 was used for this

analysis. Consistent with SJVAPCD guidance, the health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 70-year exposure scenario. Results of the HRA are summarized in Table 14. The complete HRA prepared for the proposed project, including calculations and AERMOD output data, are included in Attachment B.

Table 14: Summary of the Health Impacts from Operations of the Proposed Project (70-year Scenario)

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index
70-Year Exposure at the DPM MER (from DPM Emissions)	7.41	0.002
Applicable Threshold of Significance	**20**	**1**
Threshold Exceeded?	**No**	**No**

Notes:
MER = Maximally Exposed Receptor
Setton Project Operational Total DPM MER UTM: (316366.81, 3987559.00)
Source: Attachment B.

As shown in Table 14, the project would not exceed the cancer risk, chronic risk, and acute risk threshold levels. The primary source of the emissions responsible for chronic risk are from diesel trucks. DPM does not have an acute risk factor. Since the project does not exceed the applicable SJVAPCD thresholds for cancer risk, acute risk, or chronic risk, the impact related to the project's potential to expose sensitive receptors to substantial pollutant concentrations would be less than significant.

Valley Fever

Valley fever, or coccidioidomycosis, is an infection caused by inhalation of the spores of the fungus, *Coccidioides immitis* (*C. immitis*). The spores live in soil and can live for an extended time in harsh environmental conditions. Activities or conditions that increase the amount of fugitive dust contribute to greater exposure, and they include dust storms, grading, and recreational off-road activities.

The San Joaquin Valley is considered an endemic area for Valley fever. The San Joaquin Valley is considered an endemic area for Valley fever. During 2000–2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per 100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare, and Merced counties) and Central Coast (San Luis Obispo County) regions.[10] California experienced 7,392 new probable or confirmed cases of Valley fever in 2020. A total of 311 Valley fever cases were reported in Tulare County in 2020.[11]

[10] Centers for Disease Control and Prevention (CDC). 2020. Regional Analysis of Coccidioidomycosis Incidence—California, 2000–2018. Website: https://www.cdc.gov/mmwr/volumes/69/wr/mm6948a4.htm?s_cid=mm6948a4_e. Accessed March 17, 2021.

[11] California Department of Public Health (CDPH). 2021. Coccidioidomycosis in California Provisional Monthly Report January 2021. Website: https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciinCA ProvisionalMonthlyReport.pdf. Accessed January 15, 2022.

The distribution of *C. immitis* within endemic areas is not uniform and growth sites are commonly small (a few tens of meters) and widely scattered. Known sites appear to have some ecological factors in common suggesting that certain physical, chemical, and biological conditions are more favorable for *C. immitis* growth. Avoidance, when possible, of sites favorable for the occurrence of *C. immitis* is a prudent risk management strategy. Listed below are ecologic factors and sites favorable for the occurrence of *C. immitis*:

1) Rodent burrows (often a favorable site for *C. immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface)
2) Old (prehistoric) Indian campsites near fire pits
3) Areas with sparse vegetation and alkaline soils
4) Areas with high salinity soils
5) Areas adjacent to arroyos (where residual moisture may be available)
6) Packrat middens
7) Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils
8) Sandy, well-aerated soil with relatively high water-holding capacities

Sites within endemic areas less favorable for the occurrence of *C. immitis* include:

1) Cultivated fields
2) Heavily vegetated areas (e.g., grassy lawns)
3) Higher elevations (above 7,000 feet)
4) Areas where commercial fertilizers (e.g., ammonium sulfate) have been applied
5) Areas that are continually wet
6) Paved (asphalt or concrete) or oiled areas
7) Soils containing abundant microorganisms
8) Heavily urbanized areas where there is little undisturbed virgin soil.[12]

The project is situated on a site previously disturbed that does not provide a suitable habitat for spores. Specifically, the project site has been previously disturbed and tilled from agricultural use with little to no shrubbery currently on-site. Therefore, implementation of the proposed project would have a low probability of the site having *C. immitis* growth sites and exposure to the spores from disturbed soil.

Although conditions are not favorable, construction activities could generate fugitive dust that contain *C. immitis* spores. The project will minimize the generation of fugitive dust during construction activities by complying with SJVAPCD's Regulation VIII. Therefore, this regulation, combined with the relatively low probability of the presence of *C. immitis* spores would reduce Valley fever impacts to less than significant.

[12] United States Geological Survey (USGS). 2000. Operational Guidelines (Version 1.0) for Geological Fieldwork in Areas Endemic for Coccidioidomycosis (Valley Fever), 2000, Open-File Report 2000-348. Website: https://pubs.usgs.gov/of/2000/0348/pdf/of00-348.pdf. Accessed November 8, 2021.

During operations, dust emissions are anticipated to be relatively small, because most of the project area where operational activities would occur would be occupied by the proposed industrial building and pavement. This condition would lessen the possibility of the project from providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Naturally Occurring Asbestos

Review of the map of areas where naturally occurring asbestos in California are likely to occur found no such areas in the project area. Therefore, development of the project is not anticipated to expose receptors to naturally occurring asbestos.[13] Impacts would be less than significant.

Impact Analysis Summary

In summary, the project would not exceed SJVAPCD localized emission daily screening levels for any criteria pollutant. The project is not a significant source of TAC emissions during construction or operation. The project is not in an area with suitable habitat for Valley fever spores and is not in area known to have naturally occurring asbestos. Therefore, the project would not result in significant impacts to sensitive receptors.

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

Less Than Significant Impact.

Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. The proposed project is of the first type only since it involves a potential new odor source and would not locate any new sensitive receptors.

Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

Although the project is less than one mile from the nearest sensitive receptor, the project is not expected to be a significant source of odors. The screening levels for these land use types are shown in Table 15.

[13] U.S. Geological Survey. 2011. Van Gosen, B.S., and Clinkenbeard, J.P. California Geological Survey Map Sheet 59. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Open-File Report 2011-1188 Website: https://pubs.usgs.gov/of/2011/1188/. Accessed December 31, 2021.

Table 15: Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Wastewater Treatment Facilities	2 miles
Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed December 30, 2021.	

Construction

During construction, various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and intermittent, which would decrease the likelihood of the odors concentrating in a single area or lingering for any notable period of time. As such, these odors would likely not be noticeable for extended periods of time beyond the project's site boundaries. The potential for odor impacts from construction of the proposed project would, therefore, be less than significant.

Operations

The development of the proposed project would not substantially increase objectionable odors in the area and would not introduce any new sensitive receptors to the area that could be affected by any existing objectionable odor sources in the area. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, asphalt batch plants, rendering plants, and other land uses outlined in Table 15. The proposed project would not engage in any of these activities. Minor sources of odors that would be associated with light industrial uses, such as exhaust from mobile sources (including diesel-fueled heavy trucks), are known to have temporary and less concentrated odors. Considering the low intensity of potential odor emissions, the proposed project's operational activities would not expose receptors to objectionable odor emissions. Therefore, the proposed project would not be considered to be a generator of objectionable odors during operations. As such, impacts would be less than significant.

Greenhouse Gas Emissions Estimation Summary and Greenhouse Gas Impact Analysis

Thresholds of Significance

San Joaquin Valley Air Pollution Control District

The SJVAPCD's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA presents a tiered approach to analyzing project significance with respect to GHG emissions. Project GHG emissions are considered less than significant if they can meet any of the following conditions, evaluated in the order presented:

- Project is exempt from CEQA requirements;
- Project complies with an approved GHG emission reduction plan or GHG mitigation program;
- Project implements Best Performance Standards (BPS); or
- Project demonstrates that specific GHG emissions would be reduced or mitigated by at least 29 percent compared to Business-as-Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period.

The SJVAPCD's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA includes thresholds based on whether the project will reduce or mitigate GHG levels by 29 percent from BAU levels compared with 2005 levels by 2020.[14] This level of GHG reduction is based on the target established by CARB's AB 32 Scoping Plan, approved in 2008. First occupancy at the project site is expected to occur in 2023. This date is past the AB 32 2020 milestone year. Given recent legislative and legal scrutiny on post-2020 compliance, additional discussion is provided to show progress towards GHG reduction goals identified in CARB's 2017 Scoping Plan for the year 2030. Additionally, although not included in a formal GHG reduction plan, Executive Order S-3-05 also includes a goal of reducing GHG emissions 80 percent below 1990 levels by 2050 and Executive Order B-55-18 set the goal to achieve carbon neutrality statewide by 2045.

Newhall Ranch

The California Supreme Court decision in the *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife, the Newhall Land and Farming Company* (62 Cal.4th 204 [2015], and known as the Newhall Ranch decision), confirmed that the use of BAU analysis (e.g., 29 percent below BAU), a performance-based approach, would be satisfactory. However, for a project-level analysis that uses CARB's statewide BAU targets, substantial evidence must be presented to support the use of those targets for a particular project at a specific location. The court noted that this may require examination of the data behind the statewide model and adjustment to the levels of reduction from BAU used for project evaluation. To date, neither CARB nor any lead agencies have provided any guidance on how to adjust AB 32's statewide BAU target for use at the project level.

The regulations in the State's 2008 Scoping Plan have been adopted and the State is on track to meet the 2020 target and achieve continued progress towards meeting the 2017 Scoping Plan target for 2030.

In the Newhall case, the Supreme Court was concerned that new development may need to reduce GHG emissions more than existing development to demonstrate it is meeting its fair share of reductions. New development does do more than its fair share through compliance with enhanced regulations, particularly with respect to motor vehicles, energy efficiency, and electricity generation. If no additional reductions are

[14] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. "Final Staff Report, Addressing Greenhouse Gas Emissions Impacts under the California Environmental Quality Act." Website: http://www.valleyair.org/programs/CCAP/11-05-09/1_CCAP_FINAL_CEQA_GHG_Draft_Staff_Report_Nov_05_2009.pdf. December 2009. Accessed October 30, 2021.

required from an individual project beyond that achieved by regulations, then the amount needed to reach the 2020 target is the amount of GHG emissions a project must reduce to comply with Statewide goals.

Project-level Thresholds

Section 15064.4(b) of the CEQA Guidelines' amendments for GHG emissions states that a lead agency may take into account the following three considerations in assessing the significance of impacts from GHG emissions.

- Consideration #1: The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Consideration #2: Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- Consideration #3: The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an Environmental Impact Report (EIR) must be prepared for the project.

In addition, Section 15064.7(c) of the CEQA Guidelines specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines § 15130(f)).

Per CEQA Guidelines § 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines § 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

The significance of the project's GHG emissions is evaluated consistent with CEQA Guidelines §15064.4(b)(2) by considering whether the project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The Tulare County CAP aims to reduce GHG emissions from development projects in Tulare County. The CAP builds on state and regional policies aimed at reducing GHG emissions consistent with the SB 32 2030 GHG reduction target. The CAP relies on policies of the Tulare County General Plan to guide development projects. In addition, the CAP provides specific guidelines for determining if new

development projects are consistent with the CAP. The CAP includes a progress report with metrics and benchmarks for tracking progress toward meeting the GHG reduction targets. The County's progress is on track for all metrics.

The CAP is utilized to determine the significance from the project's contribution of GHG emissions.

For informational purposes only, the analysis first quantifies project-related GHG emissions under a BAU scenario, and then compares these emissions with emissions that would occur when all project-related design features are accounted for, and when compliance with applicable regulatory measures is assumed. The standard and methodology are explained in further detail below.

Addressing Greenhouse Gas CEQA Impact Questions

Table 16: Summary of Greenhouse Gas Impact Analysis

Greenhouse Gas Emissions	
Would the project:	**Significance Finding**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant Impact with Mitigation
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant Impact with Mitigation

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

Less Than Significant Impact with Mitigation.

The CAP is utilized to determine the significance from the project's contribution of GHG emissions. The project's long-term GHG emissions are provided for informational purposes only.

Quantification of Greenhouse Gas Emissions for Informational Purposes

Construction

GHG emissions generated during all phases of construction were combined and are shown in Table 17. The SJVAPCD does not have a recommendation for assessing the significance of construction related emissions, however, other jurisdictions such as the Sacramento Metropolitan Air Quality Management District (SMAQMD) have concluded that construction emissions should be included since they may remain in the atmosphere for years after construction is complete. The SMAQMD has established quantitative significance thresholds of 1,100 MT CO_2e per year for the construction phases of land use projects.

Table 17: Summary of Construction-Generated Greenhouse Gas Emissions

Emissions Source	MT CO_{2e} per Year
Site Preparation	9
Grading	14
Building Construction	322
Paving	17
Architectural Coating	3
Project Construction Total	**365**
SMAQMD Significance Threshold (Shown for Informational Purposes Only)	**1,100**
Threshold Exceeded?	**No**

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent
Totals summed using unrounded numbers; totals may not appear to sum exactly due to rounding.
Source: CalEEMod Output and Additional Supporting Information (Attachment A).

Operations

Operational or long-term emissions occur over the life of the project. Sources of emissions may include motor vehicles and trucks, energy usage, water usage, waste generation, and area sources, such as landscaping activities and residential woodburning. Operational GHG emissions associated with the proposed project were estimated using CalEEMod 2020.4.0. Please see the "Assumptions" sections of this technical memorandum for details regarding assumptions and methodology used to estimate emissions. Complete CalEEMod output files and additional supporting information are also included in Attachment A.

Business-as-Usual Operational Emissions

Operational emissions under the business-as-usual scenario were modeled using CalEEMod 2020.4.0. Modeling assumptions for the year 2005 were used to represent 2020 business as usual conditions (without the benefit of regulations adopted to reduce GHG emissions). The CARB and SJVAPCD guidance recommend using regulatory conditions in 2002-2004 in the baseline scenario to represent conditions as if regulations had not been adopted to allow the effect of projected growth on achieving reduction targets to be clearly defined. CalEEMod defaults were used for project energy usage, water usage, waste generation, and area sources (architectural coating, consumer products, and landscaping). The vehicle fleet mixes were revised to reflect the project fleet mix identified for the buildout year.

Buildout Year Operational Emissions

Operational emissions for the year 2023 were modeled using CalEEMod. CalEEMod assumes compliance with some, but not all, applicable rules and regulations regarding energy efficiency, vehicle fuel efficiency, renewable energy usage, and other GHG reduction policies, as described in the CalEEMod User's Guide.[15]

The reductions obtained from each regulation and the source of the reduction amount used in the analysis are described below.

The following regulations are incorporated into the CalEEMod emission factors:

- Pavley I and Pavley II (LEV III) motor vehicle emission standards
- CARB Medium and Heavy-Duty Vehicle Regulation
- 2005, 2008, 2013, 2016, and 2019 Title 24 Energy Efficiency Standards

The following regulations have not been incorporated into the CalEEMod emission factors and require alternative methods to account for emission reductions provided by the regulations:

- Renewables Portfolio Standard (RPS) requirements for year 2030
- Green Building Code Standards (indoor water use)
- California Model Water Efficient Landscape Ordinance (outdoor water)
- CalRecycle 75 Percent Initiative (solid waste)

Title 24 reductions for 2013 and 2016 updates were added to CalEEMod 2016.3.2 and were carried into CalEEMod 2020.4.0. Title 24 reductions for 2019 were added to CalEEMod 2020.4.0.

[15] California Air Pollution Control Officers Association (CAPCOA). 2021. California Emission Estimator Model (CalEEMod) Version 2020.4.0 User's Guide. Website: https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/01_user-39-s-guide2020-4-0.pdf?sfvrsn=6. Accessed November 30, 2021.

RPS is not accounted for in CalEEMod 2020.4.0. Reductions from RPS for operational years 2030 and beyond are addressed by revising the electricity emission intensity factor in CalEEMod to account for the utility RPS rate forecast for 2030. The utilities will be required by SB 100 to increase the use of renewable energy sources to 60 percent by 2030. The latest power content label for SCE was used to estimate a revised CO_2 intensity factor for use in the modeling.

Reductions in emissions from solid waste are based on Tulare County achieving the CalRecycle 75 Percent Initiative by 2020 compared with a 45 percent baseline.[16] Reductions are taken using the CalEEMod mitigation component.

GHG reductions from some design features and compliance with regulations that are not otherwise accounted for can be quantified in CalEEMod. Note that CalEEMod nominally treats these design elements and conditions as "mitigation measures," despite their inclusion in the project description. Therefore, reported operational emissions are considered to represent unmitigated project conditions.

Operational GHG emissions by source are shown in Table 18. Full buildout of the project is anticipated to occur in 2023.

Table 18: Unmitigated Project Operational GHG Emissions (Buildout Year Scenario)

Emission Source	Emissions (MT CO_2e per year)	
	Business as Usual Total Emissions (MT CO_2e per year)	**Buildout Year (2023) Total Emissions with Regulations and Design Features (MT CO_2e per year)**
Area	0.003	0.002
Energy	167	135
Mobile (Passenger Vehicles)	427	304
Mobile (Trucks)	4,992	3,925
Yard Tractor	864	864
Waste	31	22
Water	27	22
Total	**6,508**	**5,272**
Reduction from BAU		1,236
Percent Reduction		19%
SJVAPCD Significance Threshold (Shown for Informational Proposes Only)		29%

MT CO_2e = metric tons of carbon dioxide equivalent.

Totals were calculated using unrounded emissions; totals may not appear to sum exactly due to rounding.

The project achieves the SJVAPCD 29 percent reduction from BAU threshold, and the 21.7 percent required to show consistency with AB 32 targets.

Source of SJVAPCD Significance Threshold: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Final Draft Guidance for Assessing and Mitigating Air Quality Impacts. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed November 30, 2021.

Source of Business as Usual Emissions: CalEEMod output for the buildout year BAU scenario (see Attachment A).

[16] California Department of Resources Recycling and Recovery (CalRecycle). 2016. California's 75 Percent Initiative: Defining the Future. Website: https://www.calrecycle.ca.gov/75percent#:~:text=The%20Legislature%20and%20Governor%20Brown,decreasing%20California's%20reliance%20on%20landfills. Accessed December 30, 2021.

Emission Source	Emissions (MT CO_2e per year)	
	Business as Usual Total Emissions (MT CO_2e per year)	**Buildout Year (2023) Total Emissions with Regulations and Design Features (MT CO_2e per year)**
Source of Buildout Year Emissions: CalEEMod output for the year 2023 (Attachment A).		

Emissions were assessed for full buildout operations in years 2023 and 2030. The 2030 scenario summarized in Table 19.

Table 19: Unmitigated Project Operational GHG Emissions (Year 2030 Scenario)

Emission Source	Emissions (MT CO_2e per year)	
	Business as Usual Total Emissions (MT CO_2e per year)	**2030 Year Total Emissions with Regulations and Design Features (MT CO_2e per year)**
Area	0.003	0.002
Energy	167	118
Mobile (Passenger Vehicles)	419	239
Mobile (Trucks)	4,992	3,417
Yard Tractor	864	864
Waste	31	22
Water	27	20
Total	**6,500**	**4,680**
Reduction from BAU		1,820
Percent Reduction		28%
Significance Threshold (Shown for Informational Purposes Only)		29%
MT CO_2e = metric tons of carbon dioxide equivalent. Totals were calculated using unrounded emissions; totals may not appear to sum exactly due to rounding. Source of Business-as-Usual Emissions: CalEEMod output for 2030 BAU scenario (see Attachment A). Source of 2030 Emissions: CalEEMod output for the year 2030 (Attachment A).		

As shown in Table 18 and Table 19, the project would achieve a 19 percent reduction from BAU at project buildout (2023) and 28 percent reduction from BAU by the year 2030 with adopted regulations and design features incorporated. However, significance for GHG emissions is analyzed by assessing the project's compliance with Consideration No. 3 regarding consistency with adopted plans to reduce GHG emissions.

The 2017 Scoping Plan includes new strategies that are not incorporated in the analysis above. Many measures that are likely to proceed include zero net energy buildings in future updates to Title 24 and enhanced motor vehicle fuel efficiency standards beyond 2025. The 2017 Scoping Plan identified an emission limit of 260 million metric tons of carbon dioxide equivalents ($MMTCO_2e$). The 2030 BAU Inventory is estimated to be 392 $MMTCO_2e$. The 2017 Scoping Plan identified that the bulk of its

reductions would come from the Electric Power, Industrial fuel combustion, and Transportation. The continuance of the Cap and Trade would provide additional reductions. Although the 2017 Scoping Plan largely relies on state actions to achieve the GHG emissions limit, the CARB considers local governments partners in achieving the State's goals for reducing GHG emissions. The 2017 Scoping Plan suggests that all new land use development implement feasible measures to reduce GHG emissions, however, it does not define feasible measures nor assign a required reduction amount to new development.

Regarding the years 2045 and 2050, there have been Executive Orders issued to address carbon neutrality and GHG reduction targets, respectively for those years, however, there are no existing GHG reduction measures or plans that specifically address those Orders. Historically, the State would take the lead in developing regulatory and market measures to achieve the required reductions. The proposed project would participate in the reductions through adherence with regulations and continued improvements to the motor vehicle efficiencies accessing the project site. Studies have shown that in order to meet the 2050 targets, aggressive pursuit of technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. Because of the technological shifts required and the unknown parameters of the regulatory framework in 2050, quantitatively analyzing the proposed project's impacts further relative to the 2050 goals is speculative for purposes of CEQA.

Impact Analysis (Project's Compliance with Consideration No. 3 Regarding Consistency with Adopted Plans to Reduce GHG Emissions)

The Tulare County CAP (2018) is a strategic planning document that identifies sources of GHG emissions within the County, presents current and future emissions estimates, identifies a GHG reduction target for future years, and presents strategic policies and actions to reduce emissions from the development project subject to CEQA. The GHG-reduction strategies in the Plan build key opportunities prioritized by County staff and members of the public.

To be consistent with the CAP, development projects less intense than a 500-unit subdivision or 100,000 square feet of retail or equivalent intensity for other uses can use the CAP consistency checklist. The checklist contains design features and measures that are used to determine consistency. The CAP Consistency Checklist is intended for use by Tulare County staff in performing a qualitative assessment of development projects subject to CEQA review and to identify projects that should include a quantitative analysis to determine if project emissions would result in a potentially significant impact on climate change.

Table 20 provides a checklist containing measures that will provide reductions necessary to achieve CAP consistency and assess the project's consistency against those measures.

Table 20: Climate Action Plan Consistency Checklist

Climate Action Plan Measure	Compliance Requirement	Consistency Assessment
Land Use: Project is consistent with the Tulare County General Plan policies listed in the CAP applicable to GHG emissions and sustainability.	Review for compliance during project review process.	**Consistent.** The Tulare County General Plan contains policies that aim to reduce GHG emissions. The CAP references the General Plan policies as tools for reducing GHG emissions. These policies are divided into the categories of Transportation Strategies, Building Energy Efficiency, Water Conservation Energy Savings, Solid Waste Reduction and Recycling, and Agricultural Programs and Incentives. The policies are aimed at County action and do not specifically

Climate Action Plan Measure	Compliance Requirement	Consistency Assessment
		mandate action at the project level. Therefore, compliance with established and applicable regulations would ensure consistency with GHG reduction measures contained in the Tulare County 2030 General Plan. Furthermore, the project would be subject to review by the County. As such, the project would be consistent with this CAP measure prior to the implementation of mitigation.
Land Use—Residential	Not applicable.	**Not applicable.** The project is not a residential development.
Land Use—Non-Residential: Retail and office projects should be constructed within the boundaries of Rural Communities, HDB, UDB, LDB, and in designated transportation corridors to provide needed local goods services to residents and the traveling public. Agricultural industrial projects may be constructed in rural locations as long as consistent with the General Plan.	Review development plans to ensure locations are appropriate for type of project that is proposed and consistent with County plans.	**Consistent.** The project would be subject to review by the County prior to the implementation of mitigation ensure compliance with this CAP measure.
Land Use Design—Projects that require construction of new roads or major intersection improvements provide a fair share of improvements such as sidewalks and pedestrian friendly crossings, and bike lanes/paths connecting to schools, shopping, and other uses consistent with County development standards.	Include roadway improvements as conditions of approval of subdivision or commercial site plan.	**Consistent.** The project would be subject to review by the County prior to the implementation of mitigation ensure applicability and compliance with this CAP measure.
Energy Efficiency: Project complies with current version of Title 24.	Provide copy of the Title 24 Report demonstrating compliance with the applicable standards with Building Permit application.	**Consistent.** Development included as part of the proposed project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received.
Renewable Energy: Project includes solar panels or other alternative energy source meeting County Solar Ordinance or new Title 24 standards whichever is more stringent.	Include solar on building plans and provide Title 24 compliance reports with Building Permit applications.	**Mitigation is required to ensure consistency.** Compliance with existing regulations only require solar ready roofs for industrial buildings and there are no other mechanisms, prior to the incorporation of mitigation, that would ensure the project would include solar panels or other carbon-free sourced energy.
EV Charging: Project meets charging installation/charging ready requirements of the CalGreen Code.	Include charging in building plans	**Mitigation is required to ensure consistency.** The project would be required to comply with mandatory requirements of the CalGreen Code (California Green Building Standards Code Section 5.106.5.3.2). Additionally, the project operator(s) can participate in incentives programs on electric

Climate Action Plan Measure	Compliance Requirement	Consistency Assessment
		vehicles and charging equipment for trucks once tenants have been identified. However, the compliance requirement for this CAP measure states that charging must be included in building plans. Therefore, MM GHG-2 is required to ensure the project applicant will provide documentation to Tulare County demonstrating that the project design provides electrical vehicle charging infrastructure that would meet charging installation/charging ready requirements of the CalGreen Code.
CalGreen Building Code Water: Project complies with indoor and outdoor water conservation measures.	Provide copy of report showing code compliance.	**Consistent.** The project would comply with the California Green Building Standards Code, which requires a 20 percent reduction in indoor water use. The project would also include xeriscaping, which will
Water Conservation Landscaping	Project complies with County water conservation ordinance requirements for landscaping.	**Consistent.** Development included as part of the project would comply with County water conservation ordinance requirements for landscaping. Specifically, landscaping is proposed as part of the project in the form of xeriscaping and will meet any requirements set forth by the County of Tulare.
Solid Waste: Project has access to recycling service for homes and businesses meeting CalRecycle requirements.	County verify that providers are in compliance with CalRecycle regulations regarding recycling and diversion of solid waste.	**Consistent.** This measure would apply to providers and not to individual development projects. The proposed project would be serviced by a provider subject to CalRecycle regulations regarding recycling and diversion of solid waste.
Large Employment Projects: Projects that will have large numbers of employees (over 100) are required to comply with Rule 9410 Employee Trip Reduction Plans (ETRIP). Provide a copy of the ETRIP plan to the County after approval of the plan by the SJVAPCD.	Employer is responsible for compliance with Rule 9410.	**Consistent.** Compliance with this CAP measure would not require implementation of mitigation to ensure compliance. Compliance with Rule 9410, which is an existing SJVAPCD regulation, would satisfy the requirements of this CAP measure.
Industrial Projects: Industrial projects that are large employers will comply with Rule 9410. Industrial process related GHG emissions are not under the County's regulatory authority but will require permits from the SJVAPCD and may be subject to Cap-and-Trade.	Employer is responsible for compliance with Rule 9410.	**Consistent.** Compliance with this CAP measure would not require implementation of mitigation to ensure compliance. Compliance with applicable rules and regulations would satisfy the requirements of this CAP measure.
Source of Checklist Questions: Tulare County 2018.		

As noted in Table 20, compliance with existing regulations does not ensure compliance with CAP measures requiring the inclusion of EV charging and renewable sourced energy. As such, mitigation measures (MMs) GHG-1 and GHG-2 are recommended for the project to be consistent with the 2018 Tulare County CAP Update.

With incorporation of MM GHG-1 and GHG-2, the project would be consistent with the Tulare County CAP.

MM GHG-1 Prior to issuance of building permits, the project applicant or project sponsor shall provide documentation to the County of Tulare demonstrating that the project design provides electrical vehicle charging infrastructure. The project shall be designed to incorporate a minimum of six percent of all vehicle parking spaces (including for trucks) with electric vehicle charging spaces and minimum eight percent of all spaces designated for clean air vehicles, consistent with the applicable California Green Building Standards Code Nonresidential Mandatory Measures (Section 5.106). Electric vehicle charging spaces must provide electrical vehicle charging infrastructure to support future installation of electric vehicle supply equipment and shall meet the design space requirements of California Green Building Standards Code Section 5.106.5.3.2.

MM GHG-2 Prior to the issuance of any certificate of occupancy for the proposed project, the project applicant or project sponsor shall provide the Tulare County with documentation, to the County's satisfaction, demonstrating that the project will include on-site renewable sources of electricity or the project's electricity demand will be supplied with 100 percent carbon-free electricity sources through the year 2045. These sources may include, but are not limited to, on-site renewable generation system(s) and Southern California Edison Green Rate and Community Renewables Program that offer 100 Percent of demand from solar electricity.

If an on-site generation system (e.g., solar) is selected to satisfy this mitigation measure, the system(s) shall be installed as part of the construction process and be functional upon commencement of project operation. Any on-site generation system shall meet the County Solar Ordinance standards, Title 24 standards, or requirements outlined in the County of Tulare Climate Action Plan (whichever is more stringent). If this option is selected, solar must be included as part of the final building plans submitted to the County.

If the project's electricity demand will be supplied with 100 percent carbon-free electricity sources through the year 2045 by purchasing power from sources that meet this requirement, documentation shall be provided to show compliance with this measure. The project applicant or project sponsor shall, prior to the issuance of the certificate of occupancy for the proposed project, provide the County with documentation demonstrating that the project's electricity demand will be supplied with 100 percent carbon-free electricity sources. These sources may include, but are not limited to, Southern California Edison Green Rate and Community Renewables Program. This documentation shall also demonstrate that 100 percent carbon-free electricity sources will be utilized through at least 2045. To monitor and ensure that 100 percent of electricity demand generated by the proposed project is supplied with 100 percent carbon-free electricity sources, the project applicant shall maintain records for the most recent 5 years of all electricity consumption and supply associated with the proposed project's operation and make these records available to the County upon request.

Table 21 provides an analysis of the project's consistency with the portion of the CAP Consistency Checklist that outlines the consistency methods and criteria used to determine if a project requires a quantitative analysis to determine significance related to GHG emissions.

Table 21: Climate Action Plan Consistency Checklist – Quantitative Analysis Requirements

Checklist Question	Consistency Assessment
Projects Requiring Quantitative Analysis	
1. Is the project inconsistent with one or more checklist questions?	**Quantitative Assessment Not Required with Incorporation of Mitigation.** The project's consistency with the CAP checklist questions is included in Table 20. As noted in Table 20, the project would not be inconsistent one or more checklist questions after incorporation of MM GHG-1 and MM GHG-2.
2. Does the project contain 500 or more residential units?	**Quantitative Assessment Not Required.** The project is industrial in nature and does not contain any residential units.
3. Does the project contain 100,000 square feet or more of retail space.	**Quantitative Assessment Not Required.** The project does not contain 100,000 square feet or more of retail space. The development contemplated as part of the proposed project includes a 50,000-square-foot industrial building with associated loading docks, parking spaces, and xeriscaping.
4. Does the project generate over 4,200 average daily trips?	**Quantitative Assessment Not Required.** The project is not anticipated to generate over 4,200 average daily trips. As shown in Table 5, it is estimated that the project would generate 540 average daily trip (368 daily passenger vehicle trips and 172 daily truck trips).
Source of Checklist Questions: Tulare County 2018.	

As noted in Table 21, the project would not require a quantitative assessment after incorporation of MM GHG-1 and MM GHG-2. In summary, the project would be consistent with the Tulare County CAP with incorporation of MM GHG-1 and MM GHG-2. As such, the project would not generate GHG emissions, either directly or indirectly, that would have a significant adverse impact on the environment.

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

Less Than Significant Impact with Mitigation.

The analysis contained above under Impact GHG-1 assesses the proposed project's compliance with Consideration No. 3 regarding consistency with adopted plans to reduce GHG emissions by assessing the project's consistency with the Tulare County CAP. In addition to the assessment provided under Impact GHG-1, the proposed project is also assessed for its consistency with CARB's adopted Scoping Plans.

Consistency with County of Tulare Climate Action Plan

As evaluated in Impact GHG-1, the proposed project would not conflict with the GHG reduction goals identified in the Tulare County CAP. Specifically, the project would be consistent with the Tulare County CAP with incorporation of MM GHG-1 and MM GHG-2. Therefore, implementation of MM GHG-1 and

MM GHG-2 would be required for the project to be considered less-than-significant regarding the project's potential to conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of GHGs.

Consistency with CARB's Adopted Scoping Plans

The State's regulatory program implementing the 2008 Scoping Plan is now fully mature. All regulations envisioned in the Scoping Plan have been adopted, and the effectiveness of those regulations has been estimated by the agencies during the adoption process and then tracked to verify their effectiveness after implementation. The combined effect of this successful effort is that the State now projects that it will meet the 2020 target and achieve continued progress toward meeting post-2020 targets. Governor Brown, in the introduction to Executive Order B-30-15, stated "California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32)."

The State's regulatory program is able to target both new and existing development because the two most important strategies, motor vehicle fuel efficiency and emissions from electricity generation, obtain reductions equally from existing sources and new sources. This is because all vehicle operators use cleaner low carbon fuels and buy vehicles subject to the fuel efficiency regulations and all building owners or operators purchase cleaner energy from the grid that is produced by increasing percentages of renewable fuels. This includes regulations on mobile sources such as the Pavley standards that apply to all vehicles purchased in California, the LCFS (Low Carbon Fuel Standard) that applies to all fuel sold in California, and the Renewable Portfolio Standard and Renewable Energy Standard under SB 100 that apply to utilities providing electricity to all California end users.

Moreover, the Scoping Plan strategy will achieve more than average reductions from energy and mobile source sectors that are the primary sources related to development projects and lower than average reductions from other sources such as agriculture. The proposed project's operational GHG emissions would principally be generated from electricity consumption and vehicle use (including heavy trucks), which are directly under the purview of the Scoping Plan strategy and have experienced reductions above the State average reduction. Considering this information, the proposed project would be consistent with the State's AB 32 and SB 32 GHG reduction goals. As such, the proposed project's GHG impacts would be less than significant.

Consistency Regarding GHG Reduction Goals for 2050 under Executive Order S-3-05

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed project would comply with whatever measures are enacted that State lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050. In its 2008 Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the First Scoping Plan Update; however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately." The 2017 Scoping Plan provides an intermediate target that is intended to achieve reasonable progress toward the 2050 target.

Accordingly, taking into account the proposed project's design features and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the proposed project would be consistent with State GHG Plans and would further the State's goals of

reducing GHG emissions 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050, and does not obstruct their attainment.

Energy

Environmental Setting

The proposed project would be served with electricity provided by SCE. SCE's 2019 Green Rate 50 percent option includes 67.5 percent eligible renewable resources, including wind, geothermal, solar, eligible hydroelectric, and biomass and biowaste; 4 percent large hydroelectric; 8.1 percent natural gas; 4.1 percent nuclear; 0.1 percent other; and 16.3 percent unspecified sources of power[17] SCE's 2019 Green Rate 100 percent option includes 100 percent eligible renewable resources, composed entirely of solar. Approximately 43 percent of the electricity that SCE delivered in 2020 was a combination of renewable and GHG-emissions-free resources.[18] SCE was ahead of schedule in meeting the California's RPS 2020 mandate of serving their load with at least 33 percent RPS-eligible resources. SCE would be required to meet California's RPS standards of 60 percent by 2030 and carbon-free sourced-electricity by 2045.[19]

Methodology

The energy requirements for the proposed project were determined using the construction and operational estimates generated from the Air Quality Analysis (refer to Attachment A for related CalEEMod output files). The calculation worksheets for diesel fuel consumption rates for off-road construction equipment and on-road vehicles are provided in Attachment C. Short-term construction energy consumption is discussed below.

Short-Term Construction

Off-Road Equipment

The proposed project is anticipated to begin construction in 2022. For modeling purposes, construction was assumed to be completed in a four-month period. Based on applicant-provided information, it is anticipated that the project would be constructed over a three (3) to four (4) month period. Table 22 provides estimates of the project's construction fuel consumption from off-road construction equipment for the entire project, categorized by construction activity.

Table 22: Construction Off-Road Fuel Consumption

Project Component	Construction Activity	Fuel Consumption (gallons)
Setton Project (On-site, Off-road Equipment Use)	Site Preparation	352
	Grading	441
	Building Construction	12,811
	Paving	618
	Architectural Coating	111
Total		**14,333**
Note: Totals may not appear to sum correctly due to rounding Source: Energy Consumption Calculations (Attachment C).		

[17] "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.
[18] Renewable sources included solar, wind, geothermal, biomass, and small hydroelectric sources. GHG-emissions-free sources of energy included nuclear and large hydroelectric. "GHG-emissions-free resources" refers to energy sources other than renewable energy resources that also do not result in GHG emissions, such as non-emitting nuclear and hydroelectric.
[19] Southern California Edison (SCE). 2020. 2019 Power Content Label. Website: https://www.sce.com/sites/default/files/inline-files/SCE_2019PowerContentLabel.pdf. Accessed October 4, 2021.

As shown in Table 22, use of off-road equipment associated with construction of the proposed project is estimated to consume approximately 14,333 gallons of diesel fuel over the entire construction duration. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the Tulare County region or other parts of California. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

On-Road Vehicles

On-road vehicles for construction workers, vendors, and haulers would require fuel for travel to and from the site during construction. Table 23 provides an estimate of the total on-road vehicle fuel usage during construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Table 23: Construction On-Road Fuel Consumption

Project Component	Total Annual Fuel Consumption (gallons)
Site Preparation	77
Grading	318
Building Construction	4,963
Paving	243
Architectural Coating	118
Total	**5,719**
Note: Totals may not appear to sum correctly due to rounding Source: Energy Consumption Calculations (Attachment C).	

Other Energy Consumption Anticipated During Project Construction

Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. As the on-site construction activities would be restricted to the permissible hours allowed in Tulare County, it is anticipated that the use of construction lighting would be minimal. Singlewide mobile office trailers, which are commonly used in construction staging areas, generally range in size from 160 square feet to 720 square feet. A typical 720-square-foot office trailer would consume approximately 2,744 kWh during the approximate 4-month construction phase (Attachment C).

Long-Term Operations

Transportation Energy Demand

Table 24 provides an estimate of the daily and annual fuel consumed by vehicles traveling to and from the proposed project. These estimates were derived using the same assumptions used in the operational air quality analysis for the proposed project.

Table 24: Long-Term Operational Vehicle Fuel Consumption

Vehicle Type	Total Daily Trips	Percent of Vehicle Trips	Daily VMT	Annual VMT	Average Fuel Economy (miles/ gallon)	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Vehicles	368	68.15%	2,643	964,833	28.45	95.4	34,824
Heavy-Heavy Trucks (HHDT)	172	31.85%	8,576	3,130,400	7.00	1,226.0	447,498
Total	**540**	**100%**	**11,219**	**4,095,233**	—	**1,321.4**	**482,322**

Notes:
Percent of Vehicle Trips and VMT provided by CalEEMod.
VMT = vehicle miles traveled
Source: Energy Consumption Calculations (Attachment C).

As shown above, daily vehicular fuel consumption is estimated to be 1,321 gallons of gasoline and diesel fuel combined. Annual consumption is estimated at 482,322 gallons.

Building Energy Demand

As shown in Table 25 and Table 26, the proposed project is estimated to demand 500,500 kilowatt-hours (KWhr) of electricity and 851,500 1,000-British Thermal Units (KBTU) of natural gas, respectively, on an annual basis.

Table 25: Long-Term Electricity Usage

Land Use	Total Electricity Demand (KWhr/year)
Industrial Park	483,000
Parking Lot	17,500
Other Asphalt Surfaces	0
Other Non-Asphalt Surfaces	0
Total	**500,500**
Source: Energy Consumption Calculations (Attachment C).	

Table 26: Long-Term Natural Gas Usage

Land Use	Total Natural Gas Demand (KBTU/year)
Industrial Park	851,500
Parking Lot	0
Other Asphalt Surfaces	0
Other Non-Asphalt Surfaces	0
Total	**851,500**

Source: Energy Consumption Calculations (Attachment C).

Addressing Energy CEQA Impact Questions

This section discusses potential energy impacts associated with the proposed project and provides mitigation measures where necessary.

Table 27: Summary of Energy Impact Analysis

Energy	
Would the project:	**Significance Finding**
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant Impact

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

Less Than Significant Impact.

This impact addresses the energy consumption from both the short-term construction and long-term operations are discussed separately below.

Construction Energy Demand

As summarized in Table 22 and Table 23, the proposed project would require 14,333 gallons of diesel fuel for construction off-road equipment and 5,719 gallons of gasoline and diesel for on-road vehicles during construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or other parts of the state. In addition, the overall construction schedule and process is already designed to be efficient in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region, and as such, impacts would be less than significant.

Long-Term Energy Demand

Building Energy Demand

Buildings and infrastructure constructed pursuant to the proposed project would comply with the versions of CCR Titles 20 and 24, including California Green Building Standards (CALGreen), that are applicable at the time that building permits are issued. The proposed project is estimated to demand 500,500 KWhr of electricity per year and 851,500 KBTU of natural gas per year. This would represent an increase in demand for electricity and natural gas.

It would be expected that building energy consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the region. Current state regulatory requirements for new building construction contained in the 2019 CALGreen and Title 24

standards would increase energy efficiency and reduce energy demand in comparison to existing commercial structures, and therefore would reduce actual environmental effects associated with energy use from the proposed project. Additionally, the CALGreen and Title 24 standards have increased efficiency standards through each update.

Therefore, while the proposed project would result in increased electricity and natural gas demand, the electricity and natural gas would be consumed more efficiently and would be typical of existing industrial development.

Based on the above information, the proposed project would not result in the inefficient or wasteful consumption of electricity or natural gas, and impacts would be less than significant.

Transportation Energy Demands

The daily vehicular fuel consumption is estimated to be 1,321 gallons of both gasoline and diesel fuel (95.4 gallons from passenger vehicles and 1,226 gallons from heavy trucks). Annual consumption is estimated at 482,322 gallons (34,824 from passenger vehicles and 447,498 gallons from heavy trucks). In addition, the proposed project would constitute development within an established community and would not be opening a new geographical area for development. As such, the proposed project would not result in unusually long trip lengths for future employees, vendors, or visitors. The property is located along a major highway near Villa Park Trucking, N & S Market, Pearson Ranch Industrial Park, Porterville Airport, and the future home of Eagle Mountain Casino. The proposed project would be well-positioned to accommodate an existing community. Vehicles accessing the site would be typical of vehicles accessing similar warehouse-type uses in the Tulare County and surrounding areas. For these reasons, it would be expected that vehicular fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar land use activities in the region, and impacts would be less than significant.

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

Less Than Significant Impact.

The Tulare County General Plan contains policies that aim to reduce GHG emissions. The Tulare County CAP (the 2018 CAP Update) references the General Plan policies as tools for reducing GHG emissions. These policies are divided into the categories of Transportation Strategies, Building Energy Efficiency, Water Conservation Energy Savings, Solid Waste Reduction and Recycling, and Agricultural Programs and Incentives. Polices identified in the CAP under the Building Energy Efficiency section are provided below.

- **AQ-3.5 Alternative Energy Design.** The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.
- **LU-7.15 Energy Conservation.** The County shall encourage the use of solar power and energy conservation building techniques in all new development.
- **ERM-4.1 Energy Conservation and Efficiency Measures.** The County shall encourage the use of solar energy, solar hot water panels, and other energy conservation and efficiency features in new construction and renovation of existing structures in accordance with State law.
- **ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation.** The County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating.

- **ERM-4.3 Local and State Programs.** The County shall participate, to the extent feasible, in local and State programs that strive to reduce the consumption of natural or man-made energy sources.
- **ERM-4.4 Promote Energy Conservation Awareness.** The County should coordinate with local utility providers to provide public education on energy conservation programs.
- **HS-1.4 Building and Codes.** Except as otherwise allowed by State law, the County shall ensure that all new buildings intended for human habitation are designed in compliance with the latest edition of the California Building Code, California Fire Code, and other adopted standards based on risk (e.g., seismic hazards, flooding), type of occupancy, and location (e.g., floodplain, fault).
- **ERM-4.6 Renewable Energy.** The County shall support efforts, when appropriately sited, for the development and use of alternative energy resources, including renewable energy such as wind and solar, biofuels and co-generation.
- **ERM-4.7 Reduce Energy Use in County Facilities.** Continue to integrate energy efficiency and conservation into all County functions.
- **ERM-4.8 Energy Efficiency Standards.** The County shall encourage renovations and new development to incorporate energy efficiency and conservation measures that exceed State Title 24 standards. When feasible, the County shall offer incentives for use of energy reduction measures such as expedited permit processing, reduced fees, and technical assistance.

The policies are aimed at County action and do not specifically mandate action at the project level. Therefore, compliance with established and applicable regulations would ensure consistency with GHG reduction measures contained in the Tulare County 2030 General Plan. Moreover, compliance with Title 24 standards would ensure that the proposed project would not conflict with any of the General Plan energy conservation policies related to the proposed project's building envelope, mechanical systems, and indoor and outdoor lighting. In addition, the proposed project would constitute development within an established community. The project site is currently vacant and occupies a portion of a 29-acre parcel located on the southeast corner of California Route 65 and Avenue 124, approximately 3 miles south of the City of Porterville. The site is located along a major highway near Villa Park Trucking, N & S Market, Pearson Ranch Industrial Park, Porterville Airport, and the future home of Eagle Mountain Casino. In addition, this area is located on the edge of and outside the main residential area of the City of Porterville. As such, the project would not be opening a new geographical area for development such that it would not result in unusually long trip lengths for future employees or vendors.

For the above reasons, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Attachments

Attachment A – CalEEMod Output and Additional Supporting Information

Attachment B – Health Risk Assessment

Attachment C – Energy Consumption Calculations

ATTACHMENT A

CalEEMod Output and Additional Supporting Information

CalEEMod Output and Additional Supporting Information

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

Setton Project - Project Construction and Operations (Passenger Vehicles + Building)

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	50.00	1000sqft	1.15	50,000.00	0
Other Asphalt Surfaces	1.46	Acre	1.46	63,597.60	0
Other Non-Asphalt Surfaces	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Area, Building Operations, and Passenger Vehicle Operations - 2023
Unmitigated construction

Land Use - Based on site plan and operational statement
50,000 square foot industrial park, parking, loading docks, and a dry creek bed xeriscaping

Construction Phase - Earliest anticipated construction start date: August 2022
Tilt-up building construction

Off-road Equipment -

Off-road Equipment - Increased construction equipment usage to match CalEEMod default total building construction HP hours.

Off-road Equipment -

Trips and VMT - Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).
Additional vendor trips added to the paving phase to account for delivery of materials.

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Grading - Import: 300 tons
Export: 500 tons

Architectural Coating - SJVAPCD Rule 4601 Architectural Coatings

Vehicle Trips - Passenger car trip generation rate
368 daily passenger trips

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation -

Fleet Mix - Passenger vehicles consisting of LDA, LDT1, LDT2, and MDV
Adjusted based on the 2023 operational year Tulare County fleet mix

Water Mitigation - Calgreen Code and MWELO water conservation compliance

Waste Mitigation - CalRecycle 75 Percent Initiative/CalRecycle 75% diversion mandate (30% reduction)

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	230.00	88.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.50	0.56
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT2	0.17	0.19
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	8.2580e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.18	0.20
tblFleetMix	MH	3.7510e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	6.4600e-004	0.00

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tblFleetMix	SBUS	1.5020e-003	0.00
tblFleetMix	UBUS	4.7100e-004	0.00
tblGrading	MaterialExported	0.00	500.00
tblGrading	MaterialImported	0.00	300.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	UsageHours	7.00	6.10
tblOffRoadEquipment	UsageHours	8.00	7.80
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	7.00	6.90
tblOffRoadEquipment	UsageHours	8.00	7.00
tblTripsAndVMT	HaulingTripNumber	0.00	14.00
tblTripsAndVMT	HaulingTripNumber	79.00	91.00
tblTripsAndVMT	HaulingTripNumber	0.00	50.00
tblTripsAndVMT	HaulingTripNumber	0.00	16.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleTrips	ST_TR	2.54	7.36
tblVehicleTrips	SU_TR	1.24	7.36
tblVehicleTrips	WD_TR	3.37	7.36

2.0 Emissions Summary

Setton Project - Project Construction and Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3895	2.1662	2.2649	4.1400e-003	0.1193	0.1073	0.2266	0.0503	0.1008	0.1511	0.0000	361.8247	361.8247	0.0760	5.9400e-003	365.4946
Maximum	**0.3895**	**2.1662**	**2.2649**	**4.1400e-003**	**0.1193**	**0.1073**	**0.2266**	**0.0503**	**0.1008**	**0.1511**	**0.0000**	**361.8247**	**361.8247**	**0.0760**	**5.9400e-003**	**365.4946**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3895	2.1662	2.2649	4.1400e-003	0.0767	0.1073	0.1840	0.0289	0.1008	0.1297	0.0000	361.8243	361.8243	0.0760	5.9400e-003	365.4943
Maximum	**0.3895**	**2.1662**	**2.2649**	**4.1400e-003**	**0.0767**	**0.1073**	**0.1840**	**0.0289**	**0.1008**	**0.1297**	**0.0000**	**361.8243**	**361.8243**	**0.0760**	**5.9400e-003**	**365.4943**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**35.71**	**0.00**	**18.81**	**42.60**	**0.00**	**14.18**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**

Setton Project - Project Construction and Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	8-1-2022	9-30-2022	1.0270	1.0270
		Highest	1.0270	1.0270

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2188	1.0000e-005	1.1600e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.4100e-003
Energy	4.5900e-003	0.0417	0.0351	2.5000e-004		3.1700e-003	3.1700e-003		3.1700e-003	3.1700e-003	0.0000	134.2007	134.2007	8.3600e-003	1.7400e-003	134.9287
Mobile	0.1168	0.1128	1.2299	3.2800e-003	0.3554	1.7500e-003	0.3571	0.0944	1.6200e-003	0.0960	0.0000	300.4921	300.4921	0.0120	0.0103	303.8681
Waste						0.0000	0.0000		0.0000	0.0000	12.5854	0.0000	12.5854	0.7438	0.0000	31.1799
Water						0.0000	0.0000		0.0000	0.0000	3.6683	11.0956	14.7638	0.3777	9.0100e-003	26.8912
Total	**0.3402**	**0.1545**	**1.2662**	**3.5300e-003**	**0.3554**	**4.9200e-003**	**0.3603**	**0.0944**	**4.7900e-003**	**0.0992**	**16.2537**	**445.7906**	**462.0443**	**1.1418**	**0.0211**	**496.8703**

Setton Project - Project Construction and Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2188	1.0000e-005	1.1600e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.4100e-003
Energy	4.5900e-003	0.0417	0.0351	2.5000e-004		3.1700e-003	3.1700e-003		3.1700e-003	3.1700e-003	0.0000	134.2007	134.2007	8.3600e-003	1.7400e-003	134.9287
Mobile	0.1168	0.1128	1.2299	3.2800e-003	0.3554	1.7500e-003	0.3571	0.0944	1.6200e-003	0.0960	0.0000	300.4921	300.4921	0.0120	0.0103	303.8681
Waste						0.0000	0.0000		0.0000	0.0000	8.8098	0.0000	8.8098	0.5206	0.0000	21.8259
Water						0.0000	0.0000		0.0000	0.0000	2.9346	8.8765	11.8111	0.3022	7.2100e-003	21.5130
Total	**0.3402**	**0.1545**	**1.2662**	**3.5300e-003**	**0.3554**	**4.9200e-003**	**0.3603**	**0.0944**	**4.7900e-003**	**0.0992**	**11.7444**	**443.5715**	**455.3159**	**0.8432**	**0.0193**	**482.1381**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**27.74**	**0.50**	**1.46**	**26.16**	**8.54**	**2.97**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	8/1/2022	8/5/2022	5	5	
2	Grading	Grading	8/6/2022	8/17/2022	5	8	
3	Building Construction	Building Construction	8/18/2022	12/19/2022	5	88	3-4 months (4 months assumed)

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

4	Paving	Paving	8/18/2022	9/12/2022	5	18	
5	Architectural Coating	Architectural Coating	11/30/2022	12/23/2022	5	18	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 3.18

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 8,316 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	3	6.10	231	0.29
Building Construction	Forklifts	8	7.80	89	0.20
Building Construction	Generator Sets	3	7.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	8	6.90	97	0.37
Building Construction	Welders	3	7.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	14.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	91.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	25	79.00	31.00	50.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	4.00	16.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	2.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9300e-003	0.0827	0.0492	1.0000e-004		4.0300e-003	4.0300e-003		3.7100e-003	3.7100e-003	0.0000	8.3599	8.3599	2.7000e-003	0.0000	8.4274
Total	**7.9300e-003**	**0.0827**	**0.0492**	**1.0000e-004**	**0.0491**	**4.0300e-003**	**0.0532**	**0.0253**	**3.7100e-003**	**0.0290**	**0.0000**	**8.3599**	**8.3599**	**2.7000e-003**	**0.0000**	**8.4274**

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

3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.0900e-003	2.1000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.4153	0.4153	0.0000	7.0000e-005	0.4349
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.3000e-004	1.3500e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2942	0.2942	1.0000e-005	1.0000e-005	0.2975
Total	**2.0000e-004**	**1.2200e-003**	**1.5600e-003**	**0.0000**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**1.3000e-004**	**1.0000e-005**	**1.4000e-004**	**0.0000**	**0.7095**	**0.7095**	**1.0000e-005**	**8.0000e-005**	**0.7323**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0221	0.0000	0.0221	0.0114	0.0000	0.0114	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9300e-003	0.0827	0.0492	1.0000e-004		4.0300e-003	4.0300e-003		3.7100e-003	3.7100e-003	0.0000	8.3598	8.3598	2.7000e-003	0.0000	8.4274
Total	**7.9300e-003**	**0.0827**	**0.0492**	**1.0000e-004**	**0.0221**	**4.0300e-003**	**0.0261**	**0.0114**	**3.7100e-003**	**0.0151**	**0.0000**	**8.3598**	**8.3598**	**2.7000e-003**	**0.0000**	**8.4274**

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

3.2 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.0900e-003	2.1000e-004	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.4153	0.4153	0.0000	7.0000e-005	0.4349
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.3000e-004	1.3500e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2942	0.2942	1.0000e-005	1.0000e-005	0.2975
Total	**2.0000e-004**	**1.2200e-003**	**1.5600e-003**	**0.0000**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**1.3000e-004**	**1.0000e-005**	**1.4000e-004**	**0.0000**	**0.7095**	**0.7095**	**1.0000e-005**	**8.0000e-005**	**0.7323**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0284	0.0000	0.0284	0.0137	0.0000	0.0137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7900e-003	0.0834	0.0611	1.2000e-004		3.7600e-003	3.7600e-003		3.4600e-003	3.4600e-003	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062
Total	**7.7900e-003**	**0.0834**	**0.0611**	**1.2000e-004**	**0.0284**	**3.7600e-003**	**0.0321**	**0.0137**	**3.4600e-003**	**0.0172**	**0.0000**	**10.4219**	**10.4219**	**3.3700e-003**	**0.0000**	**10.5062**

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

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.7000e-004	7.0700e-003	1.3300e-003	3.0000e-005	7.8000e-004	7.0000e-005	8.5000e-004	2.1000e-004	7.0000e-005	2.8000e-004	0.0000	2.6997	2.6997	2.0000e-005	4.2000e-004	2.8267
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.7000e-004	1.8000e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3922	0.3922	1.0000e-005	1.0000e-005	0.3966
Total	**4.0000e-004**	**7.2400e-003**	**3.1300e-003**	**3.0000e-005**	**1.2600e-003**	**7.0000e-005**	**1.3300e-003**	**3.4000e-004**	**7.0000e-005**	**4.1000e-004**	**0.0000**	**3.0920**	**3.0920**	**3.0000e-005**	**4.3000e-004**	**3.2233**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0128	0.0000	0.0128	6.1700e-003	0.0000	6.1700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7900e-003	0.0834	0.0611	1.2000e-004		3.7600e-003	3.7600e-003		3.4600e-003	3.4600e-003	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062
Total	**7.7900e-003**	**0.0834**	**0.0611**	**1.2000e-004**	**0.0128**	**3.7600e-003**	**0.0165**	**6.1700e-003**	**3.4600e-003**	**9.6300e-003**	**0.0000**	**10.4219**	**10.4219**	**3.3700e-003**	**0.0000**	**10.5062**

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

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.7000e-004	7.0700e-003	1.3300e-003	3.0000e-005	7.8000e-004	7.0000e-005	8.5000e-004	2.1000e-004	7.0000e-005	2.8000e-004	0.0000	2.6997	2.6997	2.0000e-005	4.2000e-004	2.8267
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.7000e-004	1.8000e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3922	0.3922	1.0000e-005	1.0000e-005	0.3966
Total	**4.0000e-004**	**7.2400e-003**	**3.1300e-003**	**3.0000e-005**	**1.2600e-003**	**7.0000e-005**	**1.3300e-003**	**3.4000e-004**	**7.0000e-005**	**4.1000e-004**	**0.0000**	**3.0920**	**3.0920**	**3.0000e-005**	**4.3000e-004**	**3.2233**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1966	1.7991	1.8863	3.1000e-003		0.0932	0.0932		0.0877	0.0877	0.0000	267.1031	267.1031	0.0639	0.0000	268.7017
Total	**0.1966**	**1.7991**	**1.8863**	**3.1000e-003**		**0.0932**	**0.0932**		**0.0877**	**0.0877**	**0.0000**	**267.1031**	**267.1031**	**0.0639**	**0.0000**	**268.7017**

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

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-004	3.8800e-003	7.3000e-004	2.0000e-005	4.3000e-004	4.0000e-005	4.7000e-004	1.2000e-004	4.0000e-005	1.5000e-004	0.0000	1.4834	1.4834	1.0000e-005	2.3000e-004	1.5531
Vendor	3.0400e-003	0.0762	0.0218	2.9000e-004	9.0200e-003	8.6000e-004	9.8800e-003	2.6100e-003	8.3000e-004	3.4300e-003	0.0000	27.5168	27.5168	1.9000e-004	4.1500e-003	28.7579
Worker	0.0133	9.7800e-003	0.1045	2.5000e-004	0.0277	1.5000e-004	0.0278	7.3600e-003	1.4000e-004	7.5000e-003	0.0000	22.7237	22.7237	8.5000e-004	7.8000e-004	22.9772
Total	**0.0164**	**0.0898**	**0.1269**	**5.6000e-004**	**0.0371**	**1.0500e-003**	**0.0382**	**0.0101**	**1.0100e-003**	**0.0111**	**0.0000**	**51.7238**	**51.7238**	**1.0500e-003**	**5.1600e-003**	**53.2881**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1966	1.7991	1.8863	3.1000e-003		0.0932	0.0932		0.0877	0.0877	0.0000	267.1028	267.1028	0.0639	0.0000	268.7014
Total	**0.1966**	**1.7991**	**1.8863**	**3.1000e-003**		**0.0932**	**0.0932**		**0.0877**	**0.0877**	**0.0000**	**267.1028**	**267.1028**	**0.0639**	**0.0000**	**268.7014**

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3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-004	3.8800e-003	7.3000e-004	2.0000e-005	4.3000e-004	4.0000e-005	4.7000e-004	1.2000e-004	4.0000e-005	1.5000e-004	0.0000	1.4834	1.4834	1.0000e-005	2.3000e-004	1.5531
Vendor	3.0400e-003	0.0762	0.0218	2.9000e-004	9.0200e-003	8.6000e-004	9.8800e-003	2.6100e-003	8.3000e-004	3.4300e-003	0.0000	27.5168	27.5168	1.9000e-004	4.1500e-003	28.7579
Worker	0.0133	9.7800e-003	0.1045	2.5000e-004	0.0277	1.5000e-004	0.0278	7.3600e-003	1.4000e-004	7.5000e-003	0.0000	22.7237	22.7237	8.5000e-004	7.8000e-004	22.9772
Total	**0.0164**	**0.0898**	**0.1269**	**5.6000e-004**	**0.0371**	**1.0500e-003**	**0.0382**	**0.0101**	**1.0100e-003**	**0.0111**	**0.0000**	**51.7238**	**51.7238**	**1.0500e-003**	**5.1600e-003**	**53.2881**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.7900e-003	0.0857	0.1098	1.7000e-004		4.3900e-003	4.3900e-003		4.0500e-003	4.0500e-003	0.0000	14.7383	14.7383	4.6300e-003	0.0000	14.8540
Paving	3.4200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0122**	**0.0857**	**0.1098**	**1.7000e-004**		**4.3900e-003**	**4.3900e-003**		**4.0500e-003**	**4.0500e-003**	**0.0000**	**14.7383**	**14.7383**	**4.6300e-003**	**0.0000**	**14.8540**

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3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.2400e-003	2.3000e-004	0.0000	1.4000e-004	1.0000e-005	1.5000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.4747	0.4747	0.0000	7.0000e-005	0.4970
Vendor	8.0000e-005	2.0100e-003	5.7000e-004	1.0000e-005	2.4000e-004	2.0000e-005	2.6000e-004	7.0000e-005	2.0000e-005	9.0000e-005	0.0000	0.7263	0.7263	0.0000	1.1000e-004	0.7590
Worker	6.9000e-004	5.1000e-004	5.4100e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1767	1.1767	4.0000e-005	4.0000e-005	1.1898
Total	**8.0000e-004**	**3.7600e-003**	**6.2100e-003**	**2.0000e-005**	**1.8100e-003**	**4.0000e-005**	**1.8500e-003**	**4.9000e-004**	**4.0000e-005**	**5.3000e-004**	**0.0000**	**2.3776**	**2.3776**	**4.0000e-005**	**2.2000e-004**	**2.4458**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.7900e-003	0.0857	0.1098	1.7000e-004		4.3900e-003	4.3900e-003		4.0500e-003	4.0500e-003	0.0000	14.7383	14.7383	4.6300e-003	0.0000	14.8540
Paving	3.4200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0122**	**0.0857**	**0.1098**	**1.7000e-004**		**4.3900e-003**	**4.3900e-003**		**4.0500e-003**	**4.0500e-003**	**0.0000**	**14.7383**	**14.7383**	**4.6300e-003**	**0.0000**	**14.8540**

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3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.2400e-003	2.3000e-004	0.0000	1.4000e-004	1.0000e-005	1.5000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.4747	0.4747	0.0000	7.0000e-005	0.4970
Vendor	8.0000e-005	2.0100e-003	5.7000e-004	1.0000e-005	2.4000e-004	2.0000e-005	2.6000e-004	7.0000e-005	2.0000e-005	9.0000e-005	0.0000	0.7263	0.7263	0.0000	1.1000e-004	0.7590
Worker	6.9000e-004	5.1000e-004	5.4100e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1767	1.1767	4.0000e-005	4.0000e-005	1.1898
Total	**8.0000e-004**	**3.7600e-003**	**6.2100e-003**	**2.0000e-005**	**1.8100e-003**	**4.0000e-005**	**1.8500e-003**	**4.9000e-004**	**4.0000e-005**	**5.3000e-004**	**0.0000**	**2.3776**	**2.3776**	**4.0000e-005**	**2.2000e-004**	**2.4458**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8400e-003	0.0127	0.0163	3.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004	0.0000	2.2979	2.2979	1.5000e-004	0.0000	2.3017
Total	**0.1466**	**0.0127**	**0.0163**	**3.0000e-005**		**7.4000e-004**	**7.4000e-004**		**7.4000e-004**	**7.4000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.5000e-004**	**0.0000**	**2.3017**

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3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.6000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0593	0.0593	0.0000	1.0000e-005	0.0621
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.1000e-004	4.3300e-003	1.0000e-005	1.1500e-003	1.0000e-005	1.1500e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	0.9414	0.9414	4.0000e-005	3.0000e-005	0.9519
Total	**5.5000e-004**	**5.7000e-004**	**4.3600e-003**	**1.0000e-005**	**1.1700e-003**	**1.0000e-005**	**1.1700e-003**	**3.0000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0007**	**1.0007**	**4.0000e-005**	**4.0000e-005**	**1.0140**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8400e-003	0.0127	0.0163	3.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004	0.0000	2.2979	2.2979	1.5000e-004	0.0000	2.3017
Total	**0.1466**	**0.0127**	**0.0163**	**3.0000e-005**		**7.4000e-004**	**7.4000e-004**		**7.4000e-004**	**7.4000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.5000e-004**	**0.0000**	**2.3017**

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

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	1.6000e-004	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0593	0.0593	0.0000	1.0000e-005	0.0621
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.1000e-004	4.3300e-003	1.0000e-005	1.1500e-003	1.0000e-005	1.1500e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	0.9414	0.9414	4.0000e-005	3.0000e-005	0.9519
Total	**5.5000e-004**	**5.7000e-004**	**4.3600e-003**	**1.0000e-005**	**1.1700e-003**	**1.0000e-005**	**1.1700e-003**	**3.0000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0007**	**1.0007**	**4.0000e-005**	**4.0000e-005**	**1.0140**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Setton Project - Project Construction and Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1168	0.1128	1.2299	3.2800e-003	0.3554	1.7500e-003	0.3571	0.0944	1.6200e-003	0.0960	0.0000	300.4921	300.4921	0.0120	0.0103	303.8681
Unmitigated	0.1168	0.1128	1.2299	3.2800e-003	0.3554	1.7500e-003	0.3571	0.0944	1.6200e-003	0.0960	0.0000	300.4921	300.4921	0.0120	0.0103	303.8681

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	368.00	368.00	368.00	964,833	964,833
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	368.00	368.00	368.00	964,833	964,833

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.556347	0.056743	0.185222	0.201688	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Other Non-Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Parking Lot	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	88.7615	88.7615	7.4900e-003	9.1000e-004	89.2194
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	88.7615	88.7615	7.4900e-003	9.1000e-004	89.2194
NaturalGas Mitigated	4.5900e-003	0.0417	0.0351	2.5000e-004		3.1700e-003	3.1700e-003		3.1700e-003	3.1700e-003	0.0000	45.4393	45.4393	8.7000e-004	8.3000e-004	45.7093
NaturalGas Unmitigated	4.5900e-003	0.0417	0.0351	2.5000e-004		3.1700e-003	3.1700e-003		3.1700e-003	3.1700e-003	0.0000	45.4393	45.4393	8.7000e-004	8.3000e-004	45.7093

Setton Project - Project Construction and Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	851500	4.5900e-003	0.0417	0.0351	2.5000e-004		3.1700e-003	3.1700e-003		3.1700e-003	3.1700e-003	0.0000	45.4393	45.4393	8.7000e-004	8.3000e-004	45.7093
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.5900e-003**	**0.0417**	**0.0351**	**2.5000e-004**		**3.1700e-003**	**3.1700e-003**		**3.1700e-003**	**3.1700e-003**	**0.0000**	**45.4393**	**45.4393**	**8.7000e-004**	**8.3000e-004**	**45.7093**

Setton Project - Project Construction and Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	851500	4.5900e-003	0.0417	0.0351	2.5000e-004		3.1700e-003	3.1700e-003		3.1700e-003	3.1700e-003	0.0000	45.4393	45.4393	8.7000e-004	8.3000e-004	45.7093
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.5900e-003**	**0.0417**	**0.0351**	**2.5000e-004**		**3.1700e-003**	**3.1700e-003**		**3.1700e-003**	**3.1700e-003**	**0.0000**	**45.4393**	**45.4393**	**8.7000e-004**	**8.3000e-004**	**45.7093**

Setton Project - Project Construction and Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	483000	85.6579	7.2300e-003	8.8000e-004	86.0998
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	17500	3.1036	2.6000e-004	3.0000e-005	3.1196
Total		**88.7615**	**7.4900e-003**	**9.1000e-004**	**89.2194**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	483000	85.6579	7.2300e-003	8.8000e-004	86.0998
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	17500	3.1036	2.6000e-004	3.0000e-005	3.1196
Total		**88.7615**	**7.4900e-003**	**9.1000e-004**	**89.2194**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Setton Project - Project Construction and Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2188	1.0000e-005	1.1600e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.4100e-003
Unmitigated	0.2188	1.0000e-005	1.1600e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.4100e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2042					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1600e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.4100e-003
Total	**0.2188**	**1.0000e-005**	**1.1600e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.2600e-003**	**2.2600e-003**	**1.0000e-005**	**0.0000**	**2.4100e-003**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2042					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1600e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.4100e-003
Total	**0.2188**	**1.0000e-005**	**1.1600e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.2600e-003**	**2.2600e-003**	**1.0000e-005**	**0.0000**	**2.4100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	11.8111	0.3022	7.2100e-003	21.5130
Unmitigated	14.7638	0.3777	9.0100e-003	26.8912

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	11.5625 / 0	14.7638	0.3777	9.0100e-003	26.8912
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**14.7638**	**0.3777**	**9.0100e-003**	**26.8912**

Setton Project - Project Construction and Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	9.25 / 0	11.8111	0.3022	7.2100e-003	21.5130
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.8111**	**0.3022**	**7.2100e-003**	**21.5130**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Setton Project - Project Construction and Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.8098	0.5206	0.0000	21.8259
Unmitigated	12.5854	0.7438	0.0000	31.1799

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	62	12.5854	0.7438	0.0000	31.1799
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**12.5854**	**0.7438**	**0.0000**	**31.1799**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	43.4	8.8098	0.5206	0.0000	21.8259
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**8.8098**	**0.5206**	**0.0000**	**21.8259**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

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

Equipment Type	Number

11.0 Vegetation

Setton Project - Project Truck Operations (2023) - Tulare County, Annual

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

Setton Project - Project Truck Operations (2023)

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	50.00	1000sqft	1.15	50,000.00	0
Other Asphalt Surfaces	1.46	Acre	1.46	63,597.60	0
Other Non-Asphalt Surfaces	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Truck Operations - 2023

Land Use - Based on site plan and operational statement
50,000 square foot industrial park, parking, loading docks, and a dry creek bed xeriscaping

Construction Phase - Operational run only (construction parameters zeroed out)

Off-road Equipment - Operational run only (construction parameters zeroed out)

Off-road Equipment - Increased construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Operational run only (construction parameters zeroed out)

Grading -

Architectural Coating - Operational run only

Setton Project - Project Truck Operations (2023) - Tulare County, Annual

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

Vehicle Trips - Truck trip generation rate
172 daily truck trips
50-mile trip length for SJVAPCD truck only runs and 100% primary trips

Consumer Products - Operational truck only run - zeroed out area parameters

Area Coating - Truck only run

Landscape Equipment - Truck only run

Energy Use - Truck only run

Water And Wastewater - Operational truck only run - water and wastewater in a separate run

Solid Waste - Truck only run

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - Truck operational fleet mix

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	18.00	1.00
tblConsumerProducts	ROG_EF	2.14E-05	1E-07
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	1E-10
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	1E-11
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	3.31	0.00
tblEnergyUse	NT24NG	1.08	0.00
tblEnergyUse	T24E	2.58	0.00
tblEnergyUse	T24NG	15.95	0.00

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

tblFleetMix	HHD	0.02	0.61
tblFleetMix	LDA	0.50	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.03	0.15
tblFleetMix	LHD2	8.2580e-003	0.04
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.18	0.00
tblFleetMix	MH	3.7510e-003	0.00
tblFleetMix	MHD	0.01	0.20
tblFleetMix	OBUS	6.4600e-004	0.00
tblFleetMix	SBUS	1.5020e-003	0.00
tblFleetMix	UBUS	4.7100e-004	0.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblSolidWaste	SolidWasteGenerationRate	62.00	0.00
tblTripsAndVMT	WorkerTripNumber	16.00	0.00
tblVehicleTrips	CC_TL	7.30	50.00
tblVehicleTrips	CNW_TL	7.30	50.00
tblVehicleTrips	CW_TL	9.50	50.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	100.00
tblVehicleTrips	ST_TR	2.54	3.44
tblVehicleTrips	SU_TR	1.24	3.44
tblVehicleTrips	WD_TR	3.37	3.44
tblWater	IndoorWaterUseRate	11,562,500.00	0.00

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

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
5	**8-1-2023**	**9-30-2023**	0.1034	0.1034
		Highest	0.1034	0.1034

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1810	7.7439	1.7045	0.0393	1.3606	0.0752	1.4358	0.3842	0.0719	0.4561	0.0000	3,762.0677	3,762.0677	0.0199	0.5457	3,925.1733
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1964**	**7.7439**	**1.7045**	**0.0393**	**1.3606**	**0.0752**	**1.4358**	**0.3842**	**0.0719**	**0.4561**	**0.0000**	**3,762.0677**	**3,762.0677**	**0.0199**	**0.5457**	**3,925.1733**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1810	7.7439	1.7045	0.0393	1.3606	0.0752	1.4358	0.3842	0.0719	0.4561	0.0000	3,762.0677	3,762.0677	0.0199	0.5457	3,925.1733
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1964**	**7.7439**	**1.7045**	**0.0393**	**1.3606**	**0.0752**	**1.4358**	**0.3842**	**0.0719**	**0.4561**	**0.0000**	**3,762.0677**	**3,762.0677**	**0.0199**	**0.5457**	**3,925.1733**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	8/1/2023	8/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.18

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 8,316 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1810	7.7439	1.7045	0.0393	1.3606	0.0752	1.4358	0.3842	0.0719	0.4561	0.0000	3,762.0677	3,762.0677	0.0199	0.5457	3,925.1733
Unmitigated	0.1810	7.7439	1.7045	0.0393	1.3606	0.0752	1.4358	0.3842	0.0719	0.4561	0.0000	3,762.0677	3,762.0677	0.0199	0.5457	3,925.1733

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	172.00	172.00	172.00	3,130,400	3,130,400
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	172.00	172.00	172.00	3,130,400	3,130,400

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	50.00	50.00	50.00	59.00	28.00	13.00	100	0	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.000000	0.000000	0.000000	0.000000	0.152857	0.038143	0.204000	0.605000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Other Non-Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Parking Lot	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Unmitigated	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**0.0154**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**0.0154**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

Setton Project - Project Truck Operations (2023) - Tulare County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Setton Project - Project Truck Operations (2023) - Tulare County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Setton Project - Project Truck Operations (2023) - Tulare County, Annual

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

Equipment Type	Number

11.0 Vegetation

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment

Tulare County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	50.00	1000sqft	1.15	50,000.00	0
Other Asphalt Surfaces	1.46	Acre	1.46	63,597.60	0
Other Non-Asphalt Surfaces	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Localized Screening Analysis - On-site Emissions Area, Building Operations, and Passenger Vehicle Operations - 2023
Unmitigated construction

Land Use - Based on site plan and operational statement
50,000 square foot industrial park, parking, loading docks, and a dry creek bed xeriscaping

Construction Phase - Earliest anticipated construction start date: August 2022
Tilt-up building construction

Off-road Equipment -

Off-road Equipment - Increased construction equipment usage to match CalEEMod default total building construction HP hours.

Off-road Equipment -

Trips and VMT - Trip lengths for construction trips updated to 0.3 mile to account for on-site emissions from mobile sources.

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

Grading - Import: 300 tons
Export: 500 tons

Architectural Coating - SJVAPCD Rule 4601 Architectural Coatings

Vehicle Trips - 368 daily passenger trips
Trip lengths updated to 0.3 mile to account for on-site emissions from mobile sources as a conservative estimate for on-site analysis.

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation -

Water Mitigation - Calgreen Code and MWELO water conservation compliance

Waste Mitigation - CalRecycle 75 Percent Initiative/CalRecycle 75% diversion mandate (30% reduction)

Fleet Mix - Passenger vehicles consisting of LDA, LDT1, LDT2, and MDV
Adjusted based on the 2023 operational year Tulare County fleet mix

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	230.00	88.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.50	0.56
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT2	0.17	0.19
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	8.2580e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.18	0.20
tblFleetMix	MH	3.7510e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	6.4600e-004	0.00

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

tblFleetMix	SBUS	1.5020e-003	0.00
tblFleetMix	UBUS	4.7100e-004	0.00
tblGrading	MaterialExported	0.00	500.00
tblGrading	MaterialImported	0.00	300.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	UsageHours	7.00	6.10
tblOffRoadEquipment	UsageHours	8.00	7.80
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	7.00	6.90
tblOffRoadEquipment	UsageHours	8.00	7.00
tblTripsAndVMT	HaulingTripLength	20.00	0.30
tblTripsAndVMT	HaulingTripLength	20.00	0.30
tblTripsAndVMT	HaulingTripLength	20.00	0.30
tblTripsAndVMT	HaulingTripLength	20.00	0.30
tblTripsAndVMT	HaulingTripLength	20.00	0.30
tblTripsAndVMT	HaulingTripNumber	0.00	14.00
tblTripsAndVMT	HaulingTripNumber	79.00	91.00
tblTripsAndVMT	HaulingTripNumber	0.00	50.00
tblTripsAndVMT	HaulingTripNumber	0.00	16.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripLength	7.30	0.30
tblTripsAndVMT	VendorTripLength	7.30	0.30
tblTripsAndVMT	VendorTripLength	7.30	0.30
tblTripsAndVMT	VendorTripLength	7.30	0.30
tblTripsAndVMT	VendorTripLength	7.30	0.30

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

tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripLength	10.80	0.30
tblTripsAndVMT	WorkerTripLength	10.80	0.30
tblTripsAndVMT	WorkerTripLength	10.80	0.30
tblTripsAndVMT	WorkerTripLength	10.80	0.30
tblTripsAndVMT	WorkerTripLength	10.80	0.30
tblVehicleTrips	CC_TL	7.30	0.30
tblVehicleTrips	CNW_TL	7.30	0.30
tblVehicleTrips	CW_TL	9.50	0.30
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	100.00
tblVehicleTrips	ST_TR	2.54	7.36
tblVehicleTrips	SU_TR	1.24	7.36
tblVehicleTrips	WD_TR	3.37	7.36

2.0 Emissions Summary

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	21.0119	50.9918	55.9789	0.0908	19.6621	2.6074	21.2749	10.1038	2.4448	11.5876	0.0000	8,636.1038	8,636.1038	2.1845	0.0222	8,697.3343
Maximum	**21.0119**	**50.9918**	**55.9789**	**0.0908**	**19.6621**	**2.6074**	**21.2749**	**10.1038**	**2.4448**	**11.5876**	**0.0000**	**8,636.1038**	**8,636.1038**	**2.1845**	**0.0222**	**8,697.3343**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	21.0119	50.9918	55.9789	0.0908	8.8507	2.6074	10.4635	4.5475	2.4448	6.0313	0.0000	8,636.1038	8,636.1038	2.1845	0.0222	8,697.3343
Maximum	**21.0119**	**50.9918**	**55.9789**	**0.0908**	**8.8507**	**2.6074**	**10.4635**	**4.5475**	**2.4448**	**6.0313**	**0.0000**	**8,636.1038**	**8,636.1038**	**2.1845**	**0.0222**	**8,697.3343**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**54.99**	**0.00**	**50.82**	**54.99**	**0.00**	**47.95**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1996	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Energy	0.0252	0.2287	0.1921	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4561	274.4561	5.2600e-003	5.0300e-003	276.0870
Mobile	0.7241	0.2129	1.9591	1.3000e-003	0.0839	1.8900e-003	0.0858	0.0222	1.7400e-003	0.0240		131.1985	131.1985	0.0455	0.0247	139.6857
Total	**1.9489**	**0.4418**	**2.1641**	**2.6700e-003**	**0.0839**	**0.0193**	**0.1032**	**0.0222**	**0.0192**	**0.0414**		**405.6822**	**405.6822**	**0.0508**	**0.0297**	**415.8023**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1996	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Energy	0.0252	0.2287	0.1921	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4561	274.4561	5.2600e-003	5.0300e-003	276.0870
Mobile	0.7241	0.2129	1.9591	1.3000e-003	0.0839	1.8900e-003	0.0858	0.0222	1.7400e-003	0.0240		131.1985	131.1985	0.0455	0.0247	139.6857
Total	**1.9489**	**0.4418**	**2.1641**	**2.6700e-003**	**0.0839**	**0.0193**	**0.1032**	**0.0222**	**0.0192**	**0.0414**		**405.6822**	**405.6822**	**0.0508**	**0.0297**	**415.8023**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	8/1/2022	8/5/2022	5	5	
2	Grading	Grading	8/6/2022	8/17/2022	5	8	
3	Building Construction	Building Construction	8/18/2022	12/19/2022	5	88	3-4 months (4 months assumed)
4	Paving	Paving	8/18/2022	9/12/2022	5	18	
5	Architectural Coating	Architectural Coating	11/30/2022	12/23/2022	5	18	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 3.18

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 8,316 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

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

Building Construction	Cranes	3	6.10	231	0.29
Building Construction	Forklifts	8	7.80	89	0.20
Building Construction	Generator Sets	3	7.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	8	6.90	97	0.37
Building Construction	Welders	3	7.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	14.00	0.30	0.30	0.30	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	91.00	0.30	0.30	0.30	LD_Mix	HDT_Mix	HHDT
Building Construction	25	79.00	31.00	50.00	0.30	0.30	0.30	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	4.00	16.00	0.30	0.30	0.30	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	2.00	0.30	0.30	0.30	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4800e-003	0.0595	0.0440	1.1000e-004	8.0000e-004	1.1000e-004	9.0000e-004	2.2000e-004	1.0000e-004	3.3000e-004		11.3483	11.3483	1.8000e-004	1.7800e-003	11.8845
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0430	0.0115	0.1024	7.0000e-005	4.2800e-003	1.1000e-004	4.3900e-003	1.1600e-003	1.1000e-004	1.2600e-003		7.5276	7.5276	2.4800e-003	1.2700e-003	7.9675
Total	**0.0465**	**0.0710**	**0.1464**	**1.8000e-004**	**5.0800e-003**	**2.2000e-004**	**5.2900e-003**	**1.3800e-003**	**2.1000e-004**	**1.5900e-003**		**18.8758**	**18.8758**	**2.6600e-003**	**3.0500e-003**	**19.8520**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

3.2 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**8.8457**	**1.6126**	**10.4582**	**4.5461**	**1.4836**	**6.0297**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4800e-003	0.0595	0.0440	1.1000e-004	8.0000e-004	1.1000e-004	9.0000e-004	2.2000e-004	1.0000e-004	3.3000e-004		11.3483	11.3483	1.8000e-004	1.7800e-003	11.8845
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0430	0.0115	0.1024	7.0000e-005	4.2800e-003	1.1000e-004	4.3900e-003	1.1600e-003	1.1000e-004	1.2600e-003		7.5276	7.5276	2.4800e-003	1.2700e-003	7.9675
Total	**0.0465**	**0.0710**	**0.1464**	**1.8000e-004**	**5.0800e-003**	**2.2000e-004**	**5.2900e-003**	**1.3800e-003**	**2.1000e-004**	**1.5900e-003**		**18.8758**	**18.8758**	**2.6600e-003**	**3.0500e-003**	**19.8520**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0915	0.0000	7.0915	3.4261	0.0000	3.4261			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**7.0915**	**0.9409**	**8.0324**	**3.4261**	**0.8656**	**4.2917**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0141	0.2417	0.1785	4.3000e-004	3.2300e-003	4.3000e-004	3.6600e-003	9.1000e-004	4.1000e-004	1.3200e-003		46.1023	46.1023	7.2000e-004	7.2500e-003	48.2807
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0358	9.5400e-003	0.0853	6.0000e-005	3.5700e-003	1.0000e-004	3.6600e-003	9.6000e-004	9.0000e-005	1.0500e-003		6.2730	6.2730	2.0700e-003	1.0600e-003	6.6396
Total	**0.0500**	**0.2513**	**0.2639**	**4.9000e-004**	**6.8000e-003**	**5.3000e-004**	**7.3200e-003**	**1.8700e-003**	**5.0000e-004**	**2.3700e-003**		**52.3753**	**52.3753**	**2.7900e-003**	**8.3100e-003**	**54.9203**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1912	0.0000	3.1912	1.5417	0.0000	1.5417			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**3.1912**	**0.9409**	**4.1320**	**1.5417**	**0.8656**	**2.4073**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0141	0.2417	0.1785	4.3000e-004	3.2300e-003	4.3000e-004	3.6600e-003	9.1000e-004	4.1000e-004	1.3200e-003		46.1023	46.1023	7.2000e-004	7.2500e-003	48.2807
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0358	9.5400e-003	0.0853	6.0000e-005	3.5700e-003	1.0000e-004	3.6600e-003	9.6000e-004	9.0000e-005	1.0500e-003		6.2730	6.2730	2.0700e-003	1.0600e-003	6.6396
Total	**0.0500**	**0.2513**	**0.2639**	**4.9000e-004**	**6.8000e-003**	**5.3000e-004**	**7.3200e-003**	**1.8700e-003**	**5.0000e-004**	**2.3700e-003**		**52.3753**	**52.3753**	**2.7900e-003**	**8.3100e-003**	**54.9203**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.4684	40.8884	42.8706	0.0706		2.1176	2.1176		1.9925	1.9925		6,691.6084	6,691.6084	1.6020		6,731.6580
Total	**4.4684**	**40.8884**	**42.8706**	**0.0706**		**2.1176**	**2.1176**		**1.9925**	**1.9925**		**6,691.6084**	**6,691.6084**	**1.6020**		**6,731.6580**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.1000e-004	0.0121	8.9200e-003	2.0000e-005	1.6000e-004	2.0000e-005	1.8000e-004	5.0000e-005	2.0000e-005	7.0000e-005		2.3028	2.3028	4.0000e-005	3.6000e-004	2.4116
Vendor	0.0241	0.4317	0.2907	7.7000e-004	9.4200e-003	1.2200e-003	0.0106	2.8000e-003	1.1700e-003	3.9600e-003		81.5377	81.5377	1.3900e-003	0.0127	85.3486
Worker	0.1887	0.0502	0.4494	3.3000e-004	0.0188	5.0000e-004	0.0193	5.0800e-003	4.6000e-004	5.5500e-003		33.0376	33.0376	0.0109	5.5700e-003	34.9686
Total	**0.2135**	**0.4940**	**0.7490**	**1.1200e-003**	**0.0284**	**1.7400e-003**	**0.0301**	**7.9300e-003**	**1.6500e-003**	**9.5800e-003**		**116.8781**	**116.8781**	**0.0123**	**0.0186**	**122.7288**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.4684	40.8884	42.8706	0.0706		2.1176	2.1176		1.9925	1.9925	0.0000	6,691.6084	6,691.6084	1.6020		6,731.6580
Total	**4.4684**	**40.8884**	**42.8706**	**0.0706**		**2.1176**	**2.1176**		**1.9925**	**1.9925**	**0.0000**	**6,691.6084**	**6,691.6084**	**1.6020**		**6,731.6580**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.1000e-004	0.0121	8.9200e-003	2.0000e-005	1.6000e-004	2.0000e-005	1.8000e-004	5.0000e-005	2.0000e-005	7.0000e-005		2.3028	2.3028	4.0000e-005	3.6000e-004	2.4116
Vendor	0.0241	0.4317	0.2907	7.7000e-004	9.4200e-003	1.2200e-003	0.0106	2.8000e-003	1.1700e-003	3.9600e-003		81.5377	81.5377	1.3900e-003	0.0127	85.3486
Worker	0.1887	0.0502	0.4494	3.3000e-004	0.0188	5.0000e-004	0.0193	5.0800e-003	4.6000e-004	5.5500e-003		33.0376	33.0376	0.0109	5.5700e-003	34.9686
Total	**0.2135**	**0.4940**	**0.7490**	**1.1200e-003**	**0.0284**	**1.7400e-003**	**0.0301**	**7.9300e-003**	**1.6500e-003**	**9.5800e-003**		**116.8781**	**116.8781**	**0.0123**	**0.0186**	**122.7288**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.3799					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3564**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**		**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1100e-003	0.0189	0.0140	3.0000e-005	2.5000e-004	3.0000e-005	2.9000e-004	7.0000e-005	3.0000e-005	1.0000e-004		3.6026	3.6026	6.0000e-005	5.7000e-004	3.7729
Vendor	3.1000e-003	0.0557	0.0375	1.0000e-004	1.2200e-003	1.6000e-004	1.3700e-003	3.6000e-004	1.5000e-004	5.1000e-004		10.5210	10.5210	1.8000e-004	1.6400e-003	11.0127
Worker	0.0478	0.0127	0.1138	8.0000e-005	4.7600e-003	1.3000e-004	4.8800e-003	1.2900e-003	1.2000e-004	1.4000e-003		8.3640	8.3640	2.7600e-003	1.4100e-003	8.8528
Total	**0.0520**	**0.0873**	**0.1652**	**2.1000e-004**	**6.2300e-003**	**3.2000e-004**	**6.5400e-003**	**1.7200e-003**	**3.0000e-004**	**2.0100e-003**		**22.4876**	**22.4876**	**3.0000e-003**	**3.6200e-003**	**23.6384**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

3.5 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.3799					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3564**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**	**0.0000**	**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1100e-003	0.0189	0.0140	3.0000e-005	2.5000e-004	3.0000e-005	2.9000e-004	7.0000e-005	3.0000e-005	1.0000e-004		3.6026	3.6026	6.0000e-005	5.7000e-004	3.7729
Vendor	3.1000e-003	0.0557	0.0375	1.0000e-004	1.2200e-003	1.6000e-004	1.3700e-003	3.6000e-004	1.5000e-004	5.1000e-004		10.5210	10.5210	1.8000e-004	1.6400e-003	11.0127
Worker	0.0478	0.0127	0.1138	8.0000e-005	4.7600e-003	1.3000e-004	4.8800e-003	1.2900e-003	1.2000e-004	1.4000e-003		8.3640	8.3640	2.7600e-003	1.4100e-003	8.8528
Total	**0.0520**	**0.0873**	**0.1652**	**2.1000e-004**	**6.2300e-003**	**3.2000e-004**	**6.5400e-003**	**1.7200e-003**	**3.0000e-004**	**2.0100e-003**		**22.4876**	**22.4876**	**3.0000e-003**	**3.6200e-003**	**23.6384**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.0871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**16.2916**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4000e-004	2.3600e-003	1.7400e-003	0.0000	3.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.4503	0.4503	1.0000e-005	7.0000e-005	0.4716
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0382	0.0102	0.0910	7.0000e-005	3.8000e-003	1.0000e-004	3.9100e-003	1.0300e-003	9.0000e-005	1.1200e-003		6.6912	6.6912	2.2000e-003	1.1300e-003	7.0823
Total	**0.0384**	**0.0125**	**0.0928**	**7.0000e-005**	**3.8300e-003**	**1.0000e-004**	**3.9500e-003**	**1.0400e-003**	**9.0000e-005**	**1.1300e-003**		**7.1415**	**7.1415**	**2.2100e-003**	**1.2000e-003**	**7.5539**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

3.6 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.0871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**16.2916**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4000e-004	2.3600e-003	1.7400e-003	0.0000	3.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.4503	0.4503	1.0000e-005	7.0000e-005	0.4716
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0382	0.0102	0.0910	7.0000e-005	3.8000e-003	1.0000e-004	3.9100e-003	1.0300e-003	9.0000e-005	1.1200e-003		6.6912	6.6912	2.2000e-003	1.1300e-003	7.0823
Total	**0.0384**	**0.0125**	**0.0928**	**7.0000e-005**	**3.8300e-003**	**1.0000e-004**	**3.9500e-003**	**1.0400e-003**	**9.0000e-005**	**1.1300e-003**		**7.1415**	**7.1415**	**2.2100e-003**	**1.2000e-003**	**7.5539**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.7241	0.2129	1.9591	1.3000e-003	0.0839	1.8900e-003	0.0858	0.0222	1.7400e-003	0.0240		131.1985	131.1985	0.0455	0.0247	139.6857
Unmitigated	0.7241	0.2129	1.9591	1.3000e-003	0.0839	1.8900e-003	0.0858	0.0222	1.7400e-003	0.0240		131.1985	131.1985	0.0455	0.0247	139.6857

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	368.00	368.00	368.00	40,186	40,186
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	368.00	368.00	368.00	40,186	40,186

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	0.30	0.30	0.30	59.00	28.00	13.00	100	0	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.556347	0.056743	0.185222	0.201688	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Other Non-Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Parking Lot	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0252	0.2287	0.1921	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4561	274.4561	5.2600e-003	5.0300e-003	276.0870
NaturalGas Unmitigated	0.0252	0.2287	0.1921	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4561	274.4561	5.2600e-003	5.0300e-003	276.0870

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	2332.88	0.0252	0.2287	0.1921	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4561	274.4561	5.2600e-003	5.0300e-003	276.0870
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0252**	**0.2287**	**0.1921**	**1.3700e-003**		**0.0174**	**0.0174**		**0.0174**	**0.0174**		**274.4561**	**274.4561**	**5.2600e-003**	**5.0300e-003**	**276.0870**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	2.33288	0.0252	0.2287	0.1921	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4561	274.4561	5.2600e-003	5.0300e-003	276.0870
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0252**	**0.2287**	**0.1921**	**1.3700e-003**		**0.0174**	**0.0174**		**0.0174**	**0.0174**		**274.4561**	**274.4561**	**5.2600e-003**	**5.0300e-003**	**276.0870**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1996	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Unmitigated	1.1996	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0793					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2000e-003	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Total	**1.1996**	**1.2000e-004**	**0.0129**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0277**	**0.0277**	**7.0000e-005**		**0.0295**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0793					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2000e-003	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Total	**1.1996**	**1.2000e-004**	**0.0129**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0277**	**0.0277**	**7.0000e-005**		**0.0295**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment

Tulare County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	50.00	1000sqft	1.15	50,000.00	0
Other Asphalt Surfaces	1.46	Acre	1.46	63,597.60	0
Other Non-Asphalt Surfaces	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Localized Screening Analysis - On-site Emissions Area, Building Operations, and Passenger Vehicle Operations - 2023
Unmitigated construction

Land Use - Based on site plan and operational statement
50,000 square foot industrial park, parking, loading docks, and a dry creek bed xeriscaping

Construction Phase - Earliest anticipated construction start date: August 2022
Tilt-up building construction

Off-road Equipment -

Off-road Equipment - Increased construction equipment usage to match CalEEMod default total building construction HP hours.

Off-road Equipment -

Trips and VMT - Trip lengths for construction trips updated to 0.3 mile to account for on-site emissions from mobile sources.

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

Grading - Import: 300 tons
Export: 500 tons

Architectural Coating - SJVAPCD Rule 4601 Architectural Coatings

Vehicle Trips - 368 daily passenger trips
Trip lengths updated to 0.3 mile to account for on-site emissions from mobile sources as a conservative estimate for on-site analysis.

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Construction Off-road Equipment Mitigation - Compliance with SJVAPCD Regulation VIII

Area Mitigation -

Water Mitigation - Calgreen Code and MWELO water conservation compliance

Waste Mitigation - CalRecycle 75 Percent Initiative/CalRecycle 75% diversion mandate (30% reduction)

Fleet Mix - Passenger vehicles consisting of LDA, LDT1, LDT2, and MDV
Adjusted based on the 2023 operational year Tulare County fleet mix

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	230.00	88.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.50	0.56
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT2	0.17	0.19
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	8.2580e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.18	0.20
tblFleetMix	MH	3.7510e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	6.4600e-004	0.00

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

tblFleetMix	SBUS	1.5020e-003	0.00
tblFleetMix	UBUS	4.7100e-004	0.00
tblGrading	MaterialExported	0.00	500.00
tblGrading	MaterialImported	0.00	300.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	UsageHours	7.00	6.10
tblOffRoadEquipment	UsageHours	8.00	7.80
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	7.00	6.90
tblOffRoadEquipment	UsageHours	8.00	7.00
tblTripsAndVMT	HaulingTripLength	20.00	0.30
tblTripsAndVMT	HaulingTripLength	20.00	0.30
tblTripsAndVMT	HaulingTripLength	20.00	0.30
tblTripsAndVMT	HaulingTripLength	20.00	0.30
tblTripsAndVMT	HaulingTripLength	20.00	0.30
tblTripsAndVMT	HaulingTripNumber	0.00	14.00
tblTripsAndVMT	HaulingTripNumber	79.00	91.00
tblTripsAndVMT	HaulingTripNumber	0.00	50.00
tblTripsAndVMT	HaulingTripNumber	0.00	16.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripLength	7.30	0.30
tblTripsAndVMT	VendorTripLength	7.30	0.30
tblTripsAndVMT	VendorTripLength	7.30	0.30
tblTripsAndVMT	VendorTripLength	7.30	0.30
tblTripsAndVMT	VendorTripLength	7.30	0.30

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

tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripLength	10.80	0.30
tblTripsAndVMT	WorkerTripLength	10.80	0.30
tblTripsAndVMT	WorkerTripLength	10.80	0.30
tblTripsAndVMT	WorkerTripLength	10.80	0.30
tblTripsAndVMT	WorkerTripLength	10.80	0.30
tblVehicleTrips	CC_TL	7.30	0.30
tblVehicleTrips	CNW_TL	7.30	0.30
tblVehicleTrips	CW_TL	9.50	0.30
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	100.00
tblVehicleTrips	ST_TR	2.54	7.36
tblVehicleTrips	SU_TR	1.24	7.36
tblVehicleTrips	WD_TR	3.37	7.36

2.0 Emissions Summary

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	20.9328	51.0327	56.1802	0.0908	19.6621	2.6074	21.2749	10.1038	2.4449	11.5876	0.0000	8,633.9614	8,633.9614	2.1893	0.0232	8,695.5947
Maximum	**20.9328**	**51.0327**	**56.1802**	**0.0908**	**19.6621**	**2.6074**	**21.2749**	**10.1038**	**2.4449**	**11.5876**	**0.0000**	**8,633.9614**	**8,633.9614**	**2.1893**	**0.0232**	**8,695.5947**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	20.9328	51.0327	56.1802	0.0908	8.8507	2.6074	10.4635	4.5475	2.4449	6.0313	0.0000	8,633.9614	8,633.9614	2.1893	0.0232	8,695.5947
Maximum	**20.9328**	**51.0327**	**56.1802**	**0.0908**	**8.8507**	**2.6074**	**10.4635**	**4.5475**	**2.4449**	**6.0313**	**0.0000**	**8,633.9614**	**8,633.9614**	**2.1893**	**0.0232**	**8,695.5947**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**54.99**	**0.00**	**50.82**	**54.99**	**0.00**	**47.95**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1996	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Energy	0.0252	0.2287	0.1921	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4561	274.4561	5.2600e-003	5.0300e-003	276.0870
Mobile	0.5159	0.2492	2.6738	1.2200e-003	0.0839	1.8900e-003	0.0858	0.0222	1.7400e-003	0.0240		123.8034	123.8034	0.0618	0.0275	133.5547
Total	**1.7407**	**0.4780**	**2.8789**	**2.5900e-003**	**0.0839**	**0.0193**	**0.1032**	**0.0222**	**0.0192**	**0.0414**		**398.2871**	**398.2871**	**0.0671**	**0.0326**	**409.6712**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1996	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Energy	0.0252	0.2287	0.1921	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4561	274.4561	5.2600e-003	5.0300e-003	276.0870
Mobile	0.5159	0.2492	2.6738	1.2200e-003	0.0839	1.8900e-003	0.0858	0.0222	1.7400e-003	0.0240		123.8034	123.8034	0.0618	0.0275	133.5547
Total	**1.7407**	**0.4780**	**2.8789**	**2.5900e-003**	**0.0839**	**0.0193**	**0.1032**	**0.0222**	**0.0192**	**0.0414**		**398.2871**	**398.2871**	**0.0671**	**0.0326**	**409.6712**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	8/1/2022	8/5/2022	5	5	
2	Grading	Grading	8/6/2022	8/17/2022	5	8	
3	Building Construction	Building Construction	8/18/2022	12/19/2022	5	88	3-4 months (4 months assumed)
4	Paving	Paving	8/18/2022	9/12/2022	5	18	
5	Architectural Coating	Architectural Coating	11/30/2022	12/23/2022	5	18	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 3.18

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 8,316 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

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

Building Construction	Cranes	3	6.10	231	0.29
Building Construction	Forklifts	8	7.80	89	0.20
Building Construction	Generator Sets	3	7.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	8	6.90	97	0.37
Building Construction	Welders	3	7.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	14.00	0.30	0.30	0.30	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	91.00	0.30	0.30	0.30	LD_Mix	HDT_Mix	HHDT
Building Construction	25	79.00	31.00	50.00	0.30	0.30	0.30	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	4.00	16.00	0.30	0.30	0.30	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	2.00	0.30	0.30	0.30	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.1100e-003	0.0635	0.0460	1.1000e-004	8.0000e-004	1.1000e-004	9.1000e-004	2.2000e-004	1.1000e-004	3.3000e-004		11.4649	11.4649	1.6000e-004	1.8000e-003	12.0061
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0284	0.0134	0.1347	7.0000e-005	4.2800e-003	1.1000e-004	4.3900e-003	1.1600e-003	1.1000e-004	1.2600e-003		7.0065	7.0065	3.3700e-003	1.4200e-003	7.5128
Total	**0.0316**	**0.0769**	**0.1807**	**1.8000e-004**	**5.0800e-003**	**2.2000e-004**	**5.3000e-003**	**1.3800e-003**	**2.2000e-004**	**1.5900e-003**		**18.4714**	**18.4714**	**3.5300e-003**	**3.2200e-003**	**19.5189**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

3.2 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**8.8457**	**1.6126**	**10.4582**	**4.5461**	**1.4836**	**6.0297**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.1100e-003	0.0635	0.0460	1.1000e-004	8.0000e-004	1.1000e-004	9.1000e-004	2.2000e-004	1.1000e-004	3.3000e-004		11.4649	11.4649	1.6000e-004	1.8000e-003	12.0061
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0284	0.0134	0.1347	7.0000e-005	4.2800e-003	1.1000e-004	4.3900e-003	1.1600e-003	1.1000e-004	1.2600e-003		7.0065	7.0065	3.3700e-003	1.4200e-003	7.5128
Total	**0.0316**	**0.0769**	**0.1807**	**1.8000e-004**	**5.0800e-003**	**2.2000e-004**	**5.3000e-003**	**1.3800e-003**	**2.2000e-004**	**1.5900e-003**		**18.4714**	**18.4714**	**3.5300e-003**	**3.2200e-003**	**19.5189**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0915	0.0000	7.0915	3.4261	0.0000	3.4261			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**7.0915**	**0.9409**	**8.0324**	**3.4261**	**0.8656**	**4.2917**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0126	0.2581	0.1867	4.4000e-004	3.2300e-003	4.6000e-004	3.6900e-003	9.1000e-004	4.4000e-004	1.3500e-003		46.5760	46.5760	6.5000e-004	7.3200e-003	48.7747
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0237	0.0112	0.1123	6.0000e-005	3.5700e-003	1.0000e-004	3.6600e-003	9.6000e-004	9.0000e-005	1.0500e-003		5.8387	5.8387	2.8100e-003	1.1800e-003	6.2607
Total	**0.0363**	**0.2693**	**0.2990**	**5.0000e-004**	**6.8000e-003**	**5.6000e-004**	**7.3500e-003**	**1.8700e-003**	**5.3000e-004**	**2.4000e-003**		**52.4147**	**52.4147**	**3.4600e-003**	**8.5000e-003**	**55.0354**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1912	0.0000	3.1912	1.5417	0.0000	1.5417			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**3.1912**	**0.9409**	**4.1320**	**1.5417**	**0.8656**	**2.4073**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0126	0.2581	0.1867	4.4000e-004	3.2300e-003	4.6000e-004	3.6900e-003	9.1000e-004	4.4000e-004	1.3500e-003		46.5760	46.5760	6.5000e-004	7.3200e-003	48.7747
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0237	0.0112	0.1123	6.0000e-005	3.5700e-003	1.0000e-004	3.6600e-003	9.6000e-004	9.0000e-005	1.0500e-003		5.8387	5.8387	2.8100e-003	1.1800e-003	6.2607
Total	**0.0363**	**0.2693**	**0.2990**	**5.0000e-004**	**6.8000e-003**	**5.6000e-004**	**7.3500e-003**	**1.8700e-003**	**5.3000e-004**	**2.4000e-003**		**52.4147**	**52.4147**	**3.4600e-003**	**8.5000e-003**	**55.0354**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.4684	40.8884	42.8706	0.0706		2.1176	2.1176		1.9925	1.9925		6,691.6084	6,691.6084	1.6020		6,731.6580
Total	**4.4684**	**40.8884**	**42.8706**	**0.0706**		**2.1176**	**2.1176**		**1.9925**	**1.9925**		**6,691.6084**	**6,691.6084**	**1.6020**		**6,731.6580**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.3000e-004	0.0129	9.3300e-003	2.0000e-005	1.6000e-004	2.0000e-005	1.8000e-004	5.0000e-005	2.0000e-005	7.0000e-005		2.3265	2.3265	3.0000e-005	3.7000e-004	2.4363
Vendor	0.0219	0.4565	0.3106	7.8000e-004	9.4200e-003	1.2800e-003	0.0107	2.8000e-003	1.2200e-003	4.0200e-003		82.1247	82.1247	1.3300e-003	0.0128	85.9668
Worker	0.1248	0.0588	0.5912	3.0000e-004	0.0188	5.0000e-004	0.0193	5.0800e-003	4.6000e-004	5.5500e-003		30.7507	30.7507	0.0148	6.2200e-003	32.9730
Total	**0.1474**	**0.5282**	**0.9112**	**1.1000e-003**	**0.0284**	**1.8000e-003**	**0.0302**	**7.9300e-003**	**1.7000e-003**	**9.6400e-003**		**115.2019**	**115.2019**	**0.0161**	**0.0194**	**121.3761**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.4684	40.8884	42.8706	0.0706		2.1176	2.1176		1.9925	1.9925	0.0000	6,691.6084	6,691.6084	1.6020		6,731.6580
Total	**4.4684**	**40.8884**	**42.8706**	**0.0706**		**2.1176**	**2.1176**		**1.9925**	**1.9925**	**0.0000**	**6,691.6084**	**6,691.6084**	**1.6020**		**6,731.6580**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.3000e-004	0.0129	9.3300e-003	2.0000e-005	1.6000e-004	2.0000e-005	1.8000e-004	5.0000e-005	2.0000e-005	7.0000e-005		2.3265	2.3265	3.0000e-005	3.7000e-004	2.4363
Vendor	0.0219	0.4565	0.3106	7.8000e-004	9.4200e-003	1.2800e-003	0.0107	2.8000e-003	1.2200e-003	4.0200e-003		82.1247	82.1247	1.3300e-003	0.0128	85.9668
Worker	0.1248	0.0588	0.5912	3.0000e-004	0.0188	5.0000e-004	0.0193	5.0800e-003	4.6000e-004	5.5500e-003		30.7507	30.7507	0.0148	6.2200e-003	32.9730
Total	**0.1474**	**0.5282**	**0.9112**	**1.1000e-003**	**0.0284**	**1.8000e-003**	**0.0302**	**7.9300e-003**	**1.7000e-003**	**9.6400e-003**		**115.2019**	**115.2019**	**0.0161**	**0.0194**	**121.3761**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.3799					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3564**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**		**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.9000e-004	0.0202	0.0146	3.0000e-005	2.5000e-004	4.0000e-005	2.9000e-004	7.0000e-005	3.0000e-005	1.1000e-004		3.6396	3.6396	5.0000e-005	5.7000e-004	3.8115
Vendor	2.8300e-003	0.0589	0.0401	1.0000e-004	1.2200e-003	1.6000e-004	1.3800e-003	3.6000e-004	1.6000e-004	5.2000e-004		10.5967	10.5967	1.7000e-004	1.6500e-003	11.0925
Worker	0.0316	0.0149	0.1497	8.0000e-005	4.7600e-003	1.3000e-004	4.8800e-003	1.2900e-003	1.2000e-004	1.4000e-003		7.7850	7.7850	3.7400e-003	1.5700e-003	8.3476
Total	**0.0354**	**0.0940**	**0.2044**	**2.1000e-004**	**6.2300e-003**	**3.3000e-004**	**6.5500e-003**	**1.7200e-003**	**3.1000e-004**	**2.0300e-003**		**22.0214**	**22.0214**	**3.9600e-003**	**3.7900e-003**	**23.2515**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

3.5 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.3799					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3564**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**	**0.0000**	**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.9000e-004	0.0202	0.0146	3.0000e-005	2.5000e-004	4.0000e-005	2.9000e-004	7.0000e-005	3.0000e-005	1.1000e-004		3.6396	3.6396	5.0000e-005	5.7000e-004	3.8115
Vendor	2.8300e-003	0.0589	0.0401	1.0000e-004	1.2200e-003	1.6000e-004	1.3800e-003	3.6000e-004	1.6000e-004	5.2000e-004		10.5967	10.5967	1.7000e-004	1.6500e-003	11.0925
Worker	0.0316	0.0149	0.1497	8.0000e-005	4.7600e-003	1.3000e-004	4.8800e-003	1.2900e-003	1.2000e-004	1.4000e-003		7.7850	7.7850	3.7400e-003	1.5700e-003	8.3476
Total	**0.0354**	**0.0940**	**0.2044**	**2.1000e-004**	**6.2300e-003**	**3.3000e-004**	**6.5500e-003**	**1.7200e-003**	**3.1000e-004**	**2.0300e-003**		**22.0214**	**22.0214**	**3.9600e-003**	**3.7900e-003**	**23.2515**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.0871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**16.2916**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2000e-004	2.5200e-003	1.8200e-003	0.0000	3.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.4550	0.4550	1.0000e-005	7.0000e-005	0.4764
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0253	0.0119	0.1197	6.0000e-005	3.8000e-003	1.0000e-004	3.9100e-003	1.0300e-003	9.0000e-005	1.1200e-003		6.2280	6.2280	2.9900e-003	1.2600e-003	6.6781
Total	**0.0254**	**0.0144**	**0.1216**	**6.0000e-005**	**3.8300e-003**	**1.0000e-004**	**3.9500e-003**	**1.0400e-003**	**9.0000e-005**	**1.1300e-003**		**6.6829**	**6.6829**	**3.0000e-003**	**1.3300e-003**	**7.1545**

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

3.6 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.0871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**16.2916**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2000e-004	2.5200e-003	1.8200e-003	0.0000	3.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005		0.4550	0.4550	1.0000e-005	7.0000e-005	0.4764
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0253	0.0119	0.1197	6.0000e-005	3.8000e-003	1.0000e-004	3.9100e-003	1.0300e-003	9.0000e-005	1.1200e-003		6.2280	6.2280	2.9900e-003	1.2600e-003	6.6781
Total	**0.0254**	**0.0144**	**0.1216**	**6.0000e-005**	**3.8300e-003**	**1.0000e-004**	**3.9500e-003**	**1.0400e-003**	**9.0000e-005**	**1.1300e-003**		**6.6829**	**6.6829**	**3.0000e-003**	**1.3300e-003**	**7.1545**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5159	0.2492	2.6738	1.2200e-003	0.0839	1.8900e-003	0.0858	0.0222	1.7400e-003	0.0240		123.8034	123.8034	0.0618	0.0275	133.5547
Unmitigated	0.5159	0.2492	2.6738	1.2200e-003	0.0839	1.8900e-003	0.0858	0.0222	1.7400e-003	0.0240		123.8034	123.8034	0.0618	0.0275	133.5547

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	368.00	368.00	368.00	40,186	40,186
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	368.00	368.00	368.00	40,186	40,186

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	0.30	0.30	0.30	59.00	28.00	13.00	100	0	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Setton Project - Construction & Operations (Autos + Building) - Localized Assessment - Tulare County, Winter

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.556347	0.056743	0.185222	0.201688	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Other Non-Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Parking Lot	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0252	0.2287	0.1921	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4561	274.4561	5.2600e-003	5.0300e-003	276.0870
NaturalGas Unmitigated	0.0252	0.2287	0.1921	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4561	274.4561	5.2600e-003	5.0300e-003	276.0870

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	2332.88	0.0252	0.2287	0.1921	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4561	274.4561	5.2600e-003	5.0300e-003	276.0870
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0252**	**0.2287**	**0.1921**	**1.3700e-003**		**0.0174**	**0.0174**		**0.0174**	**0.0174**		**274.4561**	**274.4561**	**5.2600e-003**	**5.0300e-003**	**276.0870**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	2.33288	0.0252	0.2287	0.1921	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4561	274.4561	5.2600e-003	5.0300e-003	276.0870
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0252**	**0.2287**	**0.1921**	**1.3700e-003**		**0.0174**	**0.0174**		**0.0174**	**0.0174**		**274.4561**	**274.4561**	**5.2600e-003**	**5.0300e-003**	**276.0870**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1996	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Unmitigated	1.1996	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0793					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2000e-003	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Total	**1.1996**	**1.2000e-004**	**0.0129**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0277**	**0.0277**	**7.0000e-005**		**0.0295**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0793					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2000e-003	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Total	**1.1996**	**1.2000e-004**	**0.0129**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0277**	**0.0277**	**7.0000e-005**		**0.0295**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Summer

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

Setton Project - Project On-site Truck Operations (2023)

Tulare County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	50.00	1000sqft	1.15	50,000.00	0
Other Asphalt Surfaces	1.46	Acre	1.46	63,597.60	0
Other Non-Asphalt Surfaces	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - On-site Truck Operations - 2023
Localized Screening Analysis - On-site Emissions

Land Use - Based on site plan and operational statement
50,000 square foot industrial park, parking, loading docks, and a dry creek bed xeriscaping

Construction Phase - Operational run only (construction parameters zeroed out)

Off-road Equipment - Operational run only (construction parameters zeroed out)

Off-road Equipment - Increased construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Operational run only (construction parameters zeroed out)

Grading -

Architectural Coating - Operational run only

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Summer

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

Vehicle Trips - Truck trip generation rate
172 daily truck trips
Trip lengths updated to 0.3 mile to account for on-site emissions

Consumer Products - Operational truck only run - zeroed out area parameters

Area Coating - Truck only run

Landscape Equipment - Truck only run

Energy Use - Truck only run

Water And Wastewater - Operational truck only run - water and wastewater in a separate run

Solid Waste - Truck only run

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - Truck operational fleet mix

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	18.00	1.00
tblConsumerProducts	ROG_EF	2.14E-05	1E-07
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	1E-10
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	1E-11
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	3.31	0.00
tblEnergyUse	NT24NG	1.08	0.00
tblEnergyUse	T24E	2.58	0.00
tblEnergyUse	T24NG	15.95	0.00

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Summer

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

tblFleetMix	HHD	0.02	0.61
tblFleetMix	LDA	0.50	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.03	0.15
tblFleetMix	LHD2	8.2580e-003	0.04
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.18	0.00
tblFleetMix	MH	3.7510e-003	0.00
tblFleetMix	MHD	0.01	0.20
tblFleetMix	OBUS	6.4600e-004	0.00
tblFleetMix	SBUS	1.5020e-003	0.00
tblFleetMix	UBUS	4.7100e-004	0.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblSolidWaste	SolidWasteGenerationRate	62.00	0.00
tblTripsAndVMT	WorkerTripNumber	16.00	0.00
tblVehicleTrips	CC_TL	7.30	0.30
tblVehicleTrips	CNW_TL	7.30	0.30
tblVehicleTrips	CW_TL	9.50	0.30
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	100.00
tblVehicleTrips	ST_TR	2.54	3.44
tblVehicleTrips	SU_TR	1.24	3.44
tblVehicleTrips	WD_TR	3.37	3.44
tblWater	IndoorWaterUseRate	11,562,500.00	0.00

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Summer

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

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	289.5670	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**289.5670**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	289.5670	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**289.5670**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Summer

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

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0855	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1644	2.3219	1.9025	4.0100e-003	0.0461	3.1800e-003	0.0492	0.0130	3.0400e-003	0.0160		424.2533	424.2533	8.4000e-003	0.0664	444.2552
Total	**0.2499**	**2.3220**	**1.9154**	**4.0100e-003**	**0.0461**	**3.2300e-003**	**0.0493**	**0.0130**	**3.0900e-003**	**0.0160**		**424.2810**	**424.2810**	**8.4700e-003**	**0.0664**	**444.2846**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0855	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1644	2.3219	1.9025	4.0100e-003	0.0461	3.1800e-003	0.0492	0.0130	3.0400e-003	0.0160		424.2533	424.2533	8.4000e-003	0.0664	444.2552
Total	**0.2499**	**2.3220**	**1.9154**	**4.0100e-003**	**0.0461**	**3.2300e-003**	**0.0493**	**0.0130**	**3.0900e-003**	**0.0160**		**424.2810**	**424.2810**	**8.4700e-003**	**0.0664**	**444.2846**

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	8/1/2023	8/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.18

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 8,316 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Summer

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

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	289.5670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**289.5670**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Summer

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

3.2 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	289.5670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**289.5670**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1644	2.3219	1.9025	4.0100e-003	0.0461	3.1800e-003	0.0492	0.0130	3.0400e-003	0.0160		424.2533	424.2533	8.4000e-003	0.0664	444.2552
Unmitigated	0.1644	2.3219	1.9025	4.0100e-003	0.0461	3.1800e-003	0.0492	0.0130	3.0400e-003	0.0160		424.2533	424.2533	8.4000e-003	0.0664	444.2552

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	172.00	172.00	172.00	18,782	18,782
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	172.00	172.00	172.00	18,782	18,782

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	0.30	0.30	0.30	59.00	28.00	13.00	100	0	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.000000	0.000000	0.000000	0.000000	0.152857	0.038143	0.204000	0.605000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Other Non-Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Parking Lot	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Summer

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Summer

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0855	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Unmitigated	0.0855	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0793					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2000e-003	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Total	**0.0855**	**1.2000e-004**	**0.0129**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0277**	**0.0277**	**7.0000e-005**		**0.0295**

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Summer

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0793					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2000e-003	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Total	**0.0855**	**1.2000e-004**	**0.0129**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0277**	**0.0277**	**7.0000e-005**		**0.0295**

7.0 Water Detail

7.1 Mitigation Measures Water

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

Setton Project - Project On-site Truck Operations (2023)

Tulare County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	50.00	1000sqft	1.15	50,000.00	0
Other Asphalt Surfaces	1.46	Acre	1.46	63,597.60	0
Other Non-Asphalt Surfaces	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - On-site Truck Operations - 2023
Localized Screening Analysis - On-site Emissions

Land Use - Based on site plan and operational statement
50,000 square foot industrial park, parking, loading docks, and a dry creek bed xeriscaping

Construction Phase - Operational run only (construction parameters zeroed out)

Off-road Equipment - Operational run only (construction parameters zeroed out)

Off-road Equipment - Increased construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Operational run only (construction parameters zeroed out)

Grading -

Architectural Coating - Operational run only

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

Vehicle Trips - Truck trip generation rate
172 daily truck trips
Trip lengths updated to 0.3 mile to account for on-site emissions

Consumer Products - Operational truck only run - zeroed out area parameters

Area Coating - Truck only run

Landscape Equipment - Truck only run

Energy Use - Truck only run

Water And Wastewater - Operational truck only run - water and wastewater in a separate run

Solid Waste - Truck only run

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - Truck operational fleet mix

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	18.00	1.00
tblConsumerProducts	ROG_EF	2.14E-05	1E-07
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	1E-10
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	1E-11
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	3.31	0.00
tblEnergyUse	NT24NG	1.08	0.00
tblEnergyUse	T24E	2.58	0.00
tblEnergyUse	T24NG	15.95	0.00

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

tblFleetMix	HHD	0.02	0.61
tblFleetMix	LDA	0.50	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.03	0.15
tblFleetMix	LHD2	8.2580e-003	0.04
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.18	0.00
tblFleetMix	MH	3.7510e-003	0.00
tblFleetMix	MHD	0.01	0.20
tblFleetMix	OBUS	6.4600e-004	0.00
tblFleetMix	SBUS	1.5020e-003	0.00
tblFleetMix	UBUS	4.7100e-004	0.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblSolidWaste	SolidWasteGenerationRate	62.00	0.00
tblTripsAndVMT	WorkerTripNumber	16.00	0.00
tblVehicleTrips	CC_TL	7.30	0.30
tblVehicleTrips	CNW_TL	7.30	0.30
tblVehicleTrips	CW_TL	9.50	0.30
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	100.00
tblVehicleTrips	ST_TR	2.54	3.44
tblVehicleTrips	SU_TR	1.24	3.44
tblVehicleTrips	WD_TR	3.37	3.44
tblWater	IndoorWaterUseRate	11,562,500.00	0.00

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	289.5670	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**289.5670**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	289.5670	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**289.5670**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0855	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1486	2.5027	1.9843	4.0900e-003	0.0461	3.3700e-003	0.0494	0.0130	3.2200e-003	0.0162		432.6155	432.6155	7.8000e-003	0.0679	453.0423
Total	**0.2341**	**2.5028**	**1.9972**	**4.0900e-003**	**0.0461**	**3.4200e-003**	**0.0495**	**0.0130**	**3.2700e-003**	**0.0162**		**432.6432**	**432.6432**	**7.8700e-003**	**0.0679**	**453.0718**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0855	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1486	2.5027	1.9843	4.0900e-003	0.0461	3.3700e-003	0.0494	0.0130	3.2200e-003	0.0162		432.6155	432.6155	7.8000e-003	0.0679	453.0423
Total	**0.2341**	**2.5028**	**1.9972**	**4.0900e-003**	**0.0461**	**3.4200e-003**	**0.0495**	**0.0130**	**3.2700e-003**	**0.0162**		**432.6432**	**432.6432**	**7.8700e-003**	**0.0679**	**453.0718**

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	8/1/2023	8/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.18

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 8,316 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	289.5670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**289.5670**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

3.2 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	289.5670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**289.5670**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1486	2.5027	1.9843	4.0900e-003	0.0461	3.3700e-003	0.0494	0.0130	3.2200e-003	0.0162		432.6155	432.6155	7.8000e-003	0.0679	453.0423
Unmitigated	0.1486	2.5027	1.9843	4.0900e-003	0.0461	3.3700e-003	0.0494	0.0130	3.2200e-003	0.0162		432.6155	432.6155	7.8000e-003	0.0679	453.0423

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	172.00	172.00	172.00	18,782	18,782
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	172.00	172.00	172.00	18,782	18,782

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	0.30	0.30	0.30	59.00	28.00	13.00	100	0	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.000000	0.000000	0.000000	0.000000	0.152857	0.038143	0.204000	0.605000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Other Non-Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Parking Lot	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0855	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Unmitigated	0.0855	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0793					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2000e-003	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Total	**0.0855**	**1.2000e-004**	**0.0129**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0277**	**0.0277**	**7.0000e-005**		**0.0295**

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0793					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2000e-003	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0277	0.0277	7.0000e-005		0.0295
Total	**0.0855**	**1.2000e-004**	**0.0129**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0277**	**0.0277**	**7.0000e-005**		**0.0295**

7.0 Water Detail

7.1 Mitigation Measures Water

Setton Project - Project On-site Truck Operations (2023) - Tulare County, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Setton Project - Passenger Vehicles + Building (2023 BAU Operations) - Tulare County, Annual

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

Setton Project - Passenger Vehicles + Building (2023 BAU Operations)

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	50.00	1000sqft	1.15	50,000.00	0
Other Asphalt Surfaces	1.46	Acre	1.46	63,597.60	0
Other Non-Asphalt Surfaces	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2005
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Area, Building Operations, and Passenger Vehicle Operations - 2005

Land Use - Based on site plan and operational statement
50,000 square foot industrial park, parking, loading docks, and a dry creek bed xeriscaping

Construction Phase - Operational run only (construction parameters zeroed out)

Off-road Equipment - Operational run only (construction parameters zeroed out)

Off-road Equipment - Increased construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Operational run only (construction parameters zeroed out)

Grading -

Architectural Coating - Operational run only

Setton Project - Passenger Vehicles + Building (2023 BAU Operations) - Tulare County, Annual

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

Vehicle Trips - Passenger car trip generation rate
368 daily passenger trips

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - Passenger vehicles consisting of LDA, LDT1, LDT2, and MDV
Adjusted based on the 2023 operational year Tulare County fleet mix for BAU scenario

Energy Use -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblConstructionPhase	NumDays	18.00	1.00
tblFleetMix	HHD	0.01	0.00
tblFleetMix	LDA	0.45	0.56
tblFleetMix	LDT1	0.09	0.06
tblFleetMix	LDT2	0.17	0.19
tblFleetMix	LHD1	0.05	0.00
tblFleetMix	LHD2	7.0550e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.19	0.20
tblFleetMix	MH	9.2700e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	7.1100e-004	0.00
tblFleetMix	SBUS	1.1500e-003	0.00

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

tblFleetMix	UBUS	2.2000e-004	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblTripsAndVMT	WorkerTripNumber	16.00	0.00
tblVehicleTrips	ST_TR	2.54	7.36
tblVehicleTrips	SU_TR	1.24	7.36
tblVehicleTrips	WD_TR	3.37	7.36

2.0 Emissions Summary

Setton Project - Passenger Vehicles + Building (2023 BAU Operations) - Tulare County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Setton Project - Passenger Vehicles + Building (2023 BAU Operations) - Tulare County, Annual

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
5	8-1-2023	9-30-2023	0.1034	0.1034
		Highest	0.1034	0.1034

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2653	2.0000e-005	1.4800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.5200e-003
Energy	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	166.5338	166.5338	0.0105	2.1500e-003	167.4362
Mobile	0.5642	0.9054	6.8888	4.5000e-003	0.3554	8.0700e-003	0.3634	0.0944	7.4800e-003	0.1019	0.0000	411.2422	411.2422	0.0633	0.0475	426.9863
Waste						0.0000	0.0000		0.0000	0.0000	12.5854	0.0000	12.5854	0.7438	0.0000	31.1799
Water						0.0000	0.0000		0.0000	0.0000	3.6683	11.0956	14.7638	0.3777	9.0100e-003	26.8912
Total	**0.8350**	**0.9562**	**6.9330**	**4.8000e-003**	**0.3554**	**0.0119**	**0.3673**	**0.0944**	**0.0114**	**0.1058**	**16.2537**	**588.8738**	**605.1274**	**1.1953**	**0.0587**	**652.4962**

Setton Project - Passenger Vehicles + Building (2023 BAU Operations) - Tulare County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2653	2.0000e-005	1.4800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.5200e-003
Energy	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	166.5338	166.5338	0.0105	2.1500e-003	167.4362
Mobile	0.5642	0.9054	6.8888	4.5000e-003	0.3554	8.0700e-003	0.3634	0.0944	7.4800e-003	0.1019	0.0000	411.2422	411.2422	0.0633	0.0475	426.9863
Waste						0.0000	0.0000		0.0000	0.0000	12.5854	0.0000	12.5854	0.7438	0.0000	31.1799
Water						0.0000	0.0000		0.0000	0.0000	3.6683	11.0956	14.7638	0.3777	9.0100e-003	26.8912
Total	**0.8350**	**0.9562**	**6.9330**	**4.8000e-003**	**0.3554**	**0.0119**	**0.3673**	**0.0944**	**0.0114**	**0.1058**	**16.2537**	**588.8738**	**605.1274**	**1.1953**	**0.0587**	**652.4962**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	8/1/2023	8/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.18

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 8,316 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5642	0.9054	6.8888	4.5000e-003	0.3554	8.0700e-003	0.3634	0.0944	7.4800e-003	0.1019	0.0000	411.2422	411.2422	0.0633	0.0475	426.9863
Unmitigated	0.5642	0.9054	6.8888	4.5000e-003	0.3554	8.0700e-003	0.3634	0.0944	7.4800e-003	0.1019	0.0000	411.2422	411.2422	0.0633	0.0475	426.9863

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	368.00	368.00	368.00	964,833	964,833
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	368.00	368.00	368.00	964,833	964,833

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.556347	0.056743	0.185222	0.201688	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270
Other Non-Asphalt Surfaces	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270
Parking Lot	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	111.2489	111.2489	9.3900e-003	1.1400e-003	111.8228
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	111.2489	111.2489	9.3900e-003	1.1400e-003	111.8228
NaturalGas Mitigated	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.2849	55.2849	1.0600e-003	1.0100e-003	55.6134
NaturalGas Unmitigated	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.2849	55.2849	1.0600e-003	1.0100e-003	55.6134

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	1.036e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.2849	55.2849	1.0600e-003	1.0100e-003	55.6134
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.5900e-003**	**0.0508**	**0.0427**	**3.0000e-004**		**3.8600e-003**	**3.8600e-003**		**3.8600e-003**	**3.8600e-003**	**0.0000**	**55.2849**	**55.2849**	**1.0600e-003**	**1.0100e-003**	**55.6134**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	1.036e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.2849	55.2849	1.0600e-003	1.0100e-003	55.6134
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.5900e-003**	**0.0508**	**0.0427**	**3.0000e-004**		**3.8600e-003**	**3.8600e-003**		**3.8600e-003**	**3.8600e-003**	**0.0000**	**55.2849**	**55.2849**	**1.0600e-003**	**1.0100e-003**	**55.6134**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	583500	103.4811	8.7300e-003	1.0600e-003	104.0150
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	43800	7.7677	6.6000e-004	8.0000e-005	7.8078
Total		**111.2489**	**9.3900e-003**	**1.1400e-003**	**111.8228**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	583500	103.4811	8.7300e-003	1.0600e-003	104.0150
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	43800	7.7677	6.6000e-004	8.0000e-005	7.8078
Total		**111.2489**	**9.3900e-003**	**1.1400e-003**	**111.8228**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2653	2.0000e-005	1.4800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.5200e-003
Unmitigated	0.2653	2.0000e-005	1.4800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.5200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0608					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2042					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.9000e-004	2.0000e-005	1.4800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.5200e-003
Total	**0.2653**	**2.0000e-005**	**1.4800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**2.2600e-003**	**2.2600e-003**	**1.0000e-005**	**0.0000**	**2.5200e-003**

Setton Project - Passenger Vehicles + Building (2023 BAU Operations) - Tulare County, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0608					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2042					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.9000e-004	2.0000e-005	1.4800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.5200e-003
Total	**0.2653**	**2.0000e-005**	**1.4800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**2.2600e-003**	**2.2600e-003**	**1.0000e-005**	**0.0000**	**2.5200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Setton Project - Passenger Vehicles + Building (2023 BAU Operations) - Tulare County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	14.7638	0.3777	9.0100e-003	26.8912
Unmitigated	14.7638	0.3777	9.0100e-003	26.8912

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	11.5625 / 0	14.7638	0.3777	9.0100e-003	26.8912
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**14.7638**	**0.3777**	**9.0100e-003**	**26.8912**

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	11.5625 / 0	14.7638	0.3777	9.0100e-003	26.8912
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**14.7638**	**0.3777**	**9.0100e-003**	**26.8912**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Setton Project - Passenger Vehicles + Building (2023 BAU Operations) - Tulare County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	12.5854	0.7438	0.0000	31.1799
Unmitigated	12.5854	0.7438	0.0000	31.1799

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	62	12.5854	0.7438	0.0000	31.1799
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**12.5854**	**0.7438**	**0.0000**	**31.1799**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	62	12.5854	0.7438	0.0000	31.1799
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**12.5854**	**0.7438**	**0.0000**	**31.1799**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

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

Equipment Type	Number

11.0 Vegetation

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

Setton Project - Passenger Vehicles + Building (2030 BAU Operations)

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	50.00	1000sqft	1.15	50,000.00	0
Other Asphalt Surfaces	1.46	Acre	1.46	63,597.60	0
Other Non-Asphalt Surfaces	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2005
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Area, Building Operations, and Passenger Vehicle Operations - 2005

Land Use - Based on site plan and operational statement
50,000 square foot industrial park, parking, loading docks, and a dry creek bed xeriscaping

Construction Phase - Operational run only (construction parameters zeroed out)

Off-road Equipment - Operational run only (construction parameters zeroed out)

Off-road Equipment - Increased construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Operational run only (construction parameters zeroed out)

Grading -

Architectural Coating - Operational run only

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

Vehicle Trips - Passenger car trip generation rate
368 daily passenger trips

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating -

Energy Use -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - Passenger vehicles consisting of LDA, LDT1, LDT2, and MDV
Adjusted based on the 2030 operational year Tulare County fleet mix for BAU scenario

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblConstructionPhase	NumDays	18.00	1.00
tblFleetMix	HHD	0.01	0.00
tblFleetMix	LDA	0.45	0.60
tblFleetMix	LDT1	0.09	0.06
tblFleetMix	LDT2	0.17	0.19
tblFleetMix	LHD1	0.05	0.00
tblFleetMix	LHD2	7.0550e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.19	0.16
tblFleetMix	MH	9.2700e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	7.1100e-004	0.00
tblFleetMix	SBUS	1.1500e-003	0.00

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

tblFleetMix	UBUS	2.2000e-004	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblTripsAndVMT	WorkerTripNumber	16.00	0.00
tblVehicleTrips	ST_TR	2.54	7.36
tblVehicleTrips	SU_TR	1.24	7.36
tblVehicleTrips	WD_TR	3.37	7.36

2.0 Emissions Summary

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
5	8-1-2023	9-30-2023	0.1034	0.1034
		Highest	0.1034	0.1034

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2653	2.0000e-005	1.4800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.5200e-003
Energy	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	166.5692	166.5692	0.0105	2.1500e-003	167.4719
Mobile	0.5667	0.8926	6.8443	4.4200e-003	0.3554	8.1800e-003	0.3635	0.0944	7.5700e-003	0.1020	0.0000	403.6375	403.6375	0.0632	0.0470	419.2313
Waste						0.0000	0.0000		0.0000	0.0000	12.5854	0.0000	12.5854	0.7438	0.0000	31.1799
Water						0.0000	0.0000		0.0000	0.0000	3.6683	11.0956	14.7638	0.3777	9.0100e-003	26.8912
Total	**0.8375**	**0.9434**	**6.8884**	**4.7200e-003**	**0.3554**	**0.0121**	**0.3674**	**0.0944**	**0.0114**	**0.1059**	**16.2537**	**581.3046**	**597.5583**	**1.1951**	**0.0582**	**644.7768**

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2653	2.0000e-005	1.4800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.5200e-003
Energy	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	166.5692	166.5692	0.0105	2.1500e-003	167.4719
Mobile	0.5667	0.8926	6.8443	4.4200e-003	0.3554	8.1800e-003	0.3635	0.0944	7.5700e-003	0.1020	0.0000	403.6375	403.6375	0.0632	0.0470	419.2313
Waste						0.0000	0.0000		0.0000	0.0000	12.5854	0.0000	12.5854	0.7438	0.0000	31.1799
Water						0.0000	0.0000		0.0000	0.0000	3.6683	11.0956	14.7638	0.3777	9.0100e-003	26.8912
Total	**0.8375**	**0.9434**	**6.8884**	**4.7200e-003**	**0.3554**	**0.0121**	**0.3674**	**0.0944**	**0.0114**	**0.1059**	**16.2537**	**581.3046**	**597.5583**	**1.1951**	**0.0582**	**644.7768**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	8/1/2023	8/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.18

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 8,316 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5667	0.8926	6.8443	4.4200e-003	0.3554	8.1800e-003	0.3635	0.0944	7.5700e-003	0.1020	0.0000	403.6375	403.6375	0.0632	0.0470	419.2313
Unmitigated	0.5667	0.8926	6.8443	4.4200e-003	0.3554	8.1800e-003	0.3635	0.0944	7.5700e-003	0.1020	0.0000	403.6375	403.6375	0.0632	0.0470	419.2313

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	368.00	368.00	368.00	964,833	964,833
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	368.00	368.00	368.00	964,833	964,833

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.600586	0.057280	0.185889	0.156244	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270
Other Non-Asphalt Surfaces	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270
Parking Lot	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	111.2843	111.2843	9.3900e-003	1.1400e-003	111.8584
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	111.2843	111.2843	9.3900e-003	1.1400e-003	111.8584
NaturalGas Mitigated	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.2849	55.2849	1.0600e-003	1.0100e-003	55.6134
NaturalGas Unmitigated	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.2849	55.2849	1.0600e-003	1.0100e-003	55.6134

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	1.036e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.2849	55.2849	1.0600e-003	1.0100e-003	55.6134
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.5900e-003**	**0.0508**	**0.0427**	**3.0000e-004**		**3.8600e-003**	**3.8600e-003**		**3.8600e-003**	**3.8600e-003**	**0.0000**	**55.2849**	**55.2849**	**1.0600e-003**	**1.0100e-003**	**55.6134**

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	1.036e+006	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003	0.0000	55.2849	55.2849	1.0600e-003	1.0100e-003	55.6134
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.5900e-003**	**0.0508**	**0.0427**	**3.0000e-004**		**3.8600e-003**	**3.8600e-003**		**3.8600e-003**	**3.8600e-003**	**0.0000**	**55.2849**	**55.2849**	**1.0600e-003**	**1.0100e-003**	**55.6134**

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	583500	103.4811	8.7300e-003	1.0600e-003	104.0150
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	44000	7.8032	6.6000e-004	8.0000e-005	7.8435
Total		**111.2843**	**9.3900e-003**	**1.1400e-003**	**111.8584**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	583500	103.4811	8.7300e-003	1.0600e-003	104.0150
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	44000	7.8032	6.6000e-004	8.0000e-005	7.8435
Total		**111.2843**	**9.3900e-003**	**1.1400e-003**	**111.8584**

6.0 Area Detail

6.1 Mitigation Measures Area

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2653	2.0000e-005	1.4800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.5200e-003
Unmitigated	0.2653	2.0000e-005	1.4800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.5200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0608					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2042					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.9000e-004	2.0000e-005	1.4800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.5200e-003
Total	**0.2653**	**2.0000e-005**	**1.4800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**2.2600e-003**	**2.2600e-003**	**1.0000e-005**	**0.0000**	**2.5200e-003**

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0608					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2042					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.9000e-004	2.0000e-005	1.4800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.5200e-003
Total	**0.2653**	**2.0000e-005**	**1.4800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**2.2600e-003**	**2.2600e-003**	**1.0000e-005**	**0.0000**	**2.5200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	14.7638	0.3777	9.0100e-003	26.8912
Unmitigated	14.7638	0.3777	9.0100e-003	26.8912

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	11.5625 / 0	14.7638	0.3777	9.0100e-003	26.8912
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**14.7638**	**0.3777**	**9.0100e-003**	**26.8912**

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	11.5625 / 0	14.7638	0.3777	9.0100e-003	26.8912
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**14.7638**	**0.3777**	**9.0100e-003**	**26.8912**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Setton Project - Passenger Vehicles + Building (2030 BAU Operations) - Tulare County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	12.5854	0.7438	0.0000	31.1799
Unmitigated	12.5854	0.7438	0.0000	31.1799

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	62	12.5854	0.7438	0.0000	31.1799
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**12.5854**	**0.7438**	**0.0000**	**31.1799**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	62	12.5854	0.7438	0.0000	31.1799
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**12.5854**	**0.7438**	**0.0000**	**31.1799**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

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

Equipment Type	Number

11.0 Vegetation

Setton Project - Project Truck Operations (BAU) - Tulare County, Annual

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

Setton Project - Project Truck Operations (BAU)

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	50.00	1000sqft	1.15	50,000.00	0
Other Asphalt Surfaces	1.46	Acre	1.46	63,597.60	0
Other Non-Asphalt Surfaces	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2005
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Truck Operations - BAU (2005)

Land Use - Based on site plan and operational statement
50,000 square foot industrial park, parking, loading docks, and a dry creek bed xeriscaping

Construction Phase - Operational run only (construction parameters zeroed out)

Off-road Equipment - Operational run only (construction parameters zeroed out)

Off-road Equipment - Increased construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Operational run only (construction parameters zeroed out)

Grading -

Architectural Coating - Operational run only

Setton Project - Project Truck Operations (BAU) - Tulare County, Annual

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

Vehicle Trips - Truck trip generation rate
172 daily truck trips
50-mile trip length for SJVAPCD truck only runs and 100% primary trips

Consumer Products - Operational truck only run - zeroed out area parameters

Area Coating - Truck only run

Landscape Equipment - Truck only run

Energy Use - Truck only run

Water And Wastewater - Operational truck only run - water and wastewater in a separate run

Solid Waste - Truck only run

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - Truck operational fleet mix

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaCoating	Area_EF_Residential_Exterior	250	150
tblAreaCoating	Area_EF_Residential_Interior	250	150
tblConstructionPhase	NumDays	18.00	1.00
tblConsumerProducts	ROG_EF	2.14E-05	1E-07
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	1E-10
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	1E-11
tblEnergyUse	LightingElect	3.77	0.00

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

tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	3.31	0.00
tblEnergyUse	NT24NG	1.08	0.00
tblEnergyUse	T24E	2.58	0.00
tblEnergyUse	T24NG	15.95	0.00
tblFleetMix	HHD	0.01	0.61
tblFleetMix	LDA	0.45	0.00
tblFleetMix	LDT1	0.09	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.05	0.15
tblFleetMix	LHD2	7.0550e-003	0.04
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.19	0.00
tblFleetMix	MH	9.2700e-003	0.00
tblFleetMix	MHD	0.01	0.20
tblFleetMix	OBUS	7.1100e-004	0.00
tblFleetMix	SBUS	1.1500e-003	0.00
tblFleetMix	UBUS	2.2000e-004	0.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblSolidWaste	SolidWasteGenerationRate	62.00	0.00
tblTripsAndVMT	WorkerTripNumber	16.00	0.00
tblVehicleTrips	CC_TL	7.30	50.00
tblVehicleTrips	CNW_TL	7.30	50.00
tblVehicleTrips	CW_TL	9.50	50.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	100.00

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

tblVehicleTrips	ST_TR	2.54	3.44
tblVehicleTrips	SU_TR	1.24	3.44
tblVehicleTrips	WD_TR	3.37	3.44
tblWater	IndoorWaterUseRate	11,562,500.00	0.00

2.0 Emissions Summary

Setton Project - Project Truck Operations (BAU) - Tulare County, Annual

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Setton Project - Project Truck Operations (BAU) - Tulare County, Annual

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
5	8-1-2023	9-30-2023	0.1034	0.1034
		Highest	0.1034	0.1034

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.4357	51.9925	18.7497	0.4201	1.3600	1.9247	3.2846	0.3840	1.8413	2.2253	0.0000	4,777.1120	4,777.1120	0.2277	0.7023	4,992.0856
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.4511**	**51.9925**	**18.7497**	**0.4201**	**1.3600**	**1.9247**	**3.2846**	**0.3840**	**1.8413**	**2.2253**	**0.0000**	**4,777.1120**	**4,777.1120**	**0.2277**	**0.7023**	**4,992.0857**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.4357	51.9925	18.7497	0.4201	1.3600	1.9247	3.2846	0.3840	1.8413	2.2253	0.0000	4,777.1120	4,777.1120	0.2277	0.7023	4,992.0856
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.4511**	**51.9925**	**18.7497**	**0.4201**	**1.3600**	**1.9247**	**3.2846**	**0.3840**	**1.8413**	**2.2253**	**0.0000**	**4,777.1120**	**4,777.1120**	**0.2277**	**0.7023**	**4,992.0857**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	8/1/2023	8/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.18

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 8,316 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Setton Project - Project Truck Operations (BAU) - Tulare County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.4357	51.9925	18.7497	0.4201	1.3600	1.9247	3.2846	0.3840	1.8413	2.2253	0.0000	4,777.1120	4,777.1120	0.2277	0.7023	4,992.0856
Unmitigated	4.4357	51.9925	18.7497	0.4201	1.3600	1.9247	3.2846	0.3840	1.8413	2.2253	0.0000	4,777.1120	4,777.1120	0.2277	0.7023	4,992.0856

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	172.00	172.00	172.00	3,130,400	3,130,400
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	172.00	172.00	172.00	3,130,400	3,130,400

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	50.00	50.00	50.00	59.00	28.00	13.00	100	0	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.000000	0.000000	0.000000	0.000000	0.152857	0.038143	0.204000	0.605000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270
Other Non-Asphalt Surfaces	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270
Parking Lot	0.445143	0.090887	0.165130	0.187970	0.045320	0.007055	0.014780	0.012618	0.000711	0.000220	0.019746	0.001150	0.009270

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Setton Project - Project Truck Operations (BAU) - Tulare County, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Setton Project - Project Truck Operations (BAU) - Tulare County, Annual

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Setton Project - Project Truck Operations (BAU) - Tulare County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Setton Project - Project Truck Operations (BAU) - Tulare County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Unmitigated	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**0.0154**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**0.0154**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Setton Project - Project Truck Operations (BAU) - Tulare County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

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

Equipment Type	Number

11.0 Vegetation

Setton Project - 2030 Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

Setton Project - 2030 Operations (Passenger Vehicles + Building)

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	50.00	1000sqft	1.15	50,000.00	0
Other Asphalt Surfaces	1.46	Acre	1.46	63,597.60	0
Other Non-Asphalt Surfaces	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	317.95	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Area, Building Operations, and Passenger Vehicle Operations - 2030 Operational Year

Land Use - Based on site plan and operational statement
50,000 square foot industrial park, parking, loading docks, and a dry creek bed xeriscaping

Construction Phase - Operational run only (construction parameters zeroed out)

Off-road Equipment - Operational run only (construction parameters zeroed out)

Off-road Equipment - Increased construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Operational run only (construction parameters zeroed out)

Grading -

Architectural Coating - Operational run only

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

Vehicle Trips - Passenger car trip generation rate
368 daily passenger trips

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating - SJVAPCD Rule 4601 Architectural Coatings

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation - Calgreen Code and MWELO water conservation compliance

Waste Mitigation - CalRecycle 75 Percent Initiative/CalRecycle 75% diversion mandate (30% reduction)

Fleet Mix - Passenger vehicles consisting of LDA, LDT1, LDT2, and MDV
Adjusted based on the 2030 operational year Tulare County fleet mix

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	18.00	1.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.55	0.60
tblFleetMix	LDT1	0.05	0.06
tblFleetMix	LDT2	0.17	0.19
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.6100e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.16
tblFleetMix	MH	2.8150e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	6.1700e-004	0.00

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tblFleetMix	SBUS	1.2780e-003	0.00
tblFleetMix	UBUS	4.6500e-004	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	390.98	317.95
tblTripsAndVMT	WorkerTripNumber	16.00	0.00
tblVehicleTrips	ST_TR	2.54	7.36
tblVehicleTrips	SU_TR	1.24	7.36
tblVehicleTrips	WD_TR	3.37	7.36

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
5	8-1-2023	9-30-2023	0.1034	0.1034
		Highest	0.1034	0.1034

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2188	1.0000e-005	1.1600e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.4100e-003
Energy	4.5900e-003	0.0417	0.0351	2.5000e-004		3.1700e-003	3.1700e-003		3.1700e-003	3.1700e-003	0.0000	117.6212	117.6212	8.3600e-003	1.7400e-003	118.3492
Mobile	0.0683	0.0564	0.8168	2.5800e-003	0.3554	1.2000e-003	0.3566	0.0944	1.1100e-003	0.0955	0.0000	236.7789	236.7789	6.4600e-003	6.8900e-003	238.9946
Waste						0.0000	0.0000		0.0000	0.0000	12.5854	0.0000	12.5854	0.7438	0.0000	31.1799
Water						0.0000	0.0000		0.0000	0.0000	3.6683	9.0231	12.6913	0.3777	9.0100e-003	24.8187
Total	**0.2917**	**0.0981**	**0.8530**	**2.8300e-003**	**0.3554**	**4.3700e-003**	**0.3597**	**0.0944**	**4.2800e-003**	**0.0987**	**16.2537**	**363.4254**	**379.6791**	**1.1363**	**0.0176**	**413.3448**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2188	1.0000e-005	1.1600e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.4100e-003
Energy	4.5900e-003	0.0417	0.0351	2.5000e-004		3.1700e-003	3.1700e-003		3.1700e-003	3.1700e-003	0.0000	117.6212	117.6212	8.3600e-003	1.7400e-003	118.3492
Mobile	0.0683	0.0564	0.8168	2.5800e-003	0.3554	1.2000e-003	0.3566	0.0944	1.1100e-003	0.0955	0.0000	236.7789	236.7789	6.4600e-003	6.8900e-003	238.9946
Waste						0.0000	0.0000		0.0000	0.0000	8.8098	0.0000	8.8098	0.5206	0.0000	21.8259
Water						0.0000	0.0000		0.0000	0.0000	2.9346	7.2185	10.1531	0.3022	7.2100e-003	19.8550
Total	**0.2917**	**0.0981**	**0.8530**	**2.8300e-003**	**0.3554**	**4.3700e-003**	**0.3597**	**0.0944**	**4.2800e-003**	**0.0987**	**11.7444**	**361.6208**	**373.3652**	**0.8376**	**0.0158**	**399.0270**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**27.74**	**0.50**	**1.66**	**26.29**	**10.20**	**3.46**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	8/1/2023	8/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

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Acres of Grading (Grading Phase): 0

Acres of Paving: 3.18

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 8,316 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0683	0.0564	0.8168	2.5800e-003	0.3554	1.2000e-003	0.3566	0.0944	1.1100e-003	0.0955	0.0000	236.7789	236.7789	6.4600e-003	6.8900e-003	238.9946
Unmitigated	0.0683	0.0564	0.8168	2.5800e-003	0.3554	1.2000e-003	0.3566	0.0944	1.1100e-003	0.0955	0.0000	236.7789	236.7789	6.4600e-003	6.8900e-003	238.9946

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	368.00	368.00	368.00	964,833	964,833
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	368.00	368.00	368.00	964,833	964,833

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.600586	0.057280	0.185889	0.156244	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815
Other Non-Asphalt Surfaces	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815
Parking Lot	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	72.1820	72.1820	7.4900e-003	9.1000e-004	72.6399
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	72.1820	72.1820	7.4900e-003	9.1000e-004	72.6399
NaturalGas Mitigated	4.5900e-003	0.0417	0.0351	2.5000e-004		3.1700e-003	3.1700e-003		3.1700e-003	3.1700e-003	0.0000	45.4393	45.4393	8.7000e-004	8.3000e-004	45.7093
NaturalGas Unmitigated	4.5900e-003	0.0417	0.0351	2.5000e-004		3.1700e-003	3.1700e-003		3.1700e-003	3.1700e-003	0.0000	45.4393	45.4393	8.7000e-004	8.3000e-004	45.7093

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	851500	4.5900e-003	0.0417	0.0351	2.5000e-004		3.1700e-003	3.1700e-003		3.1700e-003	3.1700e-003	0.0000	45.4393	45.4393	8.7000e-004	8.3000e-004	45.7093
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.5900e-003**	**0.0417**	**0.0351**	**2.5000e-004**		**3.1700e-003**	**3.1700e-003**		**3.1700e-003**	**3.1700e-003**	**0.0000**	**45.4393**	**45.4393**	**8.7000e-004**	**8.3000e-004**	**45.7093**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	851500	4.5900e-003	0.0417	0.0351	2.5000e-004		3.1700e-003	3.1700e-003		3.1700e-003	3.1700e-003	0.0000	45.4393	45.4393	8.7000e-004	8.3000e-004	45.7093
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.5900e-003**	**0.0417**	**0.0351**	**2.5000e-004**		**3.1700e-003**	**3.1700e-003**		**3.1700e-003**	**3.1700e-003**	**0.0000**	**45.4393**	**45.4393**	**8.7000e-004**	**8.3000e-004**	**45.7093**

Setton Project - 2030 Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	483000	69.6581	7.2300e-003	8.8000e-004	70.1000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	17500	2.5238	2.6000e-004	3.0000e-005	2.5399
Total		**72.1820**	**7.4900e-003**	**9.1000e-004**	**72.6399**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	483000	69.6581	7.2300e-003	8.8000e-004	70.1000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	17500	2.5238	2.6000e-004	3.0000e-005	2.5399
Total		**72.1820**	**7.4900e-003**	**9.1000e-004**	**72.6399**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Setton Project - 2030 Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2188	1.0000e-005	1.1600e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.4100e-003
Unmitigated	0.2188	1.0000e-005	1.1600e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.4100e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2042					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1600e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.4100e-003
Total	**0.2188**	**1.0000e-005**	**1.1600e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.2600e-003**	**2.2600e-003**	**1.0000e-005**	**0.0000**	**2.4100e-003**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2042					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1600e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2600e-003	2.2600e-003	1.0000e-005	0.0000	2.4100e-003
Total	**0.2188**	**1.0000e-005**	**1.1600e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.2600e-003**	**2.2600e-003**	**1.0000e-005**	**0.0000**	**2.4100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Setton Project - 2030 Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.1531	0.3022	7.2100e-003	19.8550
Unmitigated	12.6913	0.3777	9.0100e-003	24.8187

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	11.5625 / 0	12.6913	0.3777	9.0100e-003	24.8187
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**12.6913**	**0.3777**	**9.0100e-003**	**24.8187**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	9.25 / 0	10.1531	0.3022	7.2100e-003	19.8550
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**10.1531**	**0.3022**	**7.2100e-003**	**19.8550**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Setton Project - 2030 Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.8098	0.5206	0.0000	21.8259
Unmitigated	12.5854	0.7438	0.0000	31.1799

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	62	12.5854	0.7438	0.0000	31.1799
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**12.5854**	**0.7438**	**0.0000**	**31.1799**

Setton Project - 2030 Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	43.4	8.8098	0.5206	0.0000	21.8259
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**8.8098**	**0.5206**	**0.0000**	**21.8259**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Setton Project - 2030 Operations (Passenger Vehicles + Building) - Tulare County, Annual

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

Equipment Type	Number

11.0 Vegetation

Setton Project - Project Truck Operations (2030) - Tulare County, Annual

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

Setton Project - Project Truck Operations (2030)

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	50.00	1000sqft	1.15	50,000.00	0
Other Asphalt Surfaces	1.46	Acre	1.46	63,597.60	0
Other Non-Asphalt Surfaces	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	317.95	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Truck Operations - 2030

Land Use - Based on site plan and operational statement
50,000 square foot industrial park, parking, loading docks, and a dry creek bed xeriscaping

Construction Phase - Operational run only (construction parameters zeroed out)

Off-road Equipment - Operational run only (construction parameters zeroed out)

Off-road Equipment - Increased construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Operational run only (construction parameters zeroed out)

Grading -

Architectural Coating - Operational run only

Setton Project - Project Truck Operations (2030) - Tulare County, Annual

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

Vehicle Trips - Truck trip generation rate
172 daily truck trips
50-mile trip length for SJVAPCD truck only runs and 100% primary trips

Consumer Products - Operational truck only run - zeroed out area parameters

Area Coating - Truck only run

Landscape Equipment - Truck only run

Energy Use - Truck only run

Water And Wastewater - Operational truck only run - water and wastewater in a separate run

Solid Waste - Truck only run

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - Truck operational fleet mix

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	18.00	1.00
tblConsumerProducts	ROG_EF	2.14E-05	1E-07
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	1E-10
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	1E-11
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	3.31	0.00

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

tblEnergyUse	NT24NG	1.08	0.00
tblEnergyUse	T24E	2.58	0.00
tblEnergyUse	T24NG	15.95	0.00
tblFleetMix	HHD	0.02	0.61
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.02	0.15
tblFleetMix	LHD2	6.6100e-003	0.04
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MH	2.8150e-003	0.00
tblFleetMix	MHD	0.01	0.20
tblFleetMix	OBUS	6.1700e-004	0.00
tblFleetMix	SBUS	1.2780e-003	0.00
tblFleetMix	UBUS	4.6500e-004	0.00
tblLandscapeEquipment	NumberSummerDays	180	1
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	390.98	317.95
tblSolidWaste	SolidWasteGenerationRate	62.00	0.00
tblTripsAndVMT	WorkerTripNumber	16.00	0.00
tblVehicleTrips	CC_TL	7.30	50.00
tblVehicleTrips	CNW_TL	7.30	50.00
tblVehicleTrips	CW_TL	9.50	50.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	100.00
tblVehicleTrips	ST_TR	2.54	3.44

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

tblVehicleTrips	SU_TR	1.24	3.44
tblVehicleTrips	WD_TR	3.37	3.44
tblWater	IndoorWaterUseRate	11,562,500.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
5	**8-1-2023**	**9-30-2023**	0.1034	0.1034
		Highest	0.1034	0.1034

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1481	6.8448	1.3515	0.0342	1.3608	0.0693	1.4300	0.3843	0.0662	0.4505	0.0000	3,277.2307	3,277.2307	0.0148	0.4686	3,417.2389
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1635**	**6.8448**	**1.3516**	**0.0342**	**1.3608**	**0.0693**	**1.4300**	**0.3843**	**0.0662**	**0.4505**	**0.0000**	**3,277.2307**	**3,277.2307**	**0.0148**	**0.4686**	**3,417.2389**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.1481	6.8448	1.3515	0.0342	1.3608	0.0693	1.4300	0.3843	0.0662	0.4505	0.0000	3,277.2307	3,277.2307	0.0148	0.4686	3,417.2389
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1635**	**6.8448**	**1.3516**	**0.0342**	**1.3608**	**0.0693**	**1.4300**	**0.3843**	**0.0662**	**0.4505**	**0.0000**	**3,277.2307**	**3,277.2307**	**0.0148**	**0.4686**	**3,417.2389**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	8/1/2023	8/1/2023	5	1	

Acres of Grading (Site Preparation Phase): 0

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.18

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 8,316 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Setton Project - Project Truck Operations (2030) - Tulare County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1481	6.8448	1.3515	0.0342	1.3608	0.0693	1.4300	0.3843	0.0662	0.4505	0.0000	3,277.2307	3,277.2307	0.0148	0.4686	3,417.2389
Unmitigated	0.1481	6.8448	1.3515	0.0342	1.3608	0.0693	1.4300	0.3843	0.0662	0.4505	0.0000	3,277.2307	3,277.2307	0.0148	0.4686	3,417.2389

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	172.00	172.00	172.00	3,130,400	3,130,400
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	172.00	172.00	172.00	3,130,400	3,130,400

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	50.00	50.00	50.00	59.00	28.00	13.00	100	0	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.000000	0.000000	0.000000	0.000000	0.152857	0.038143	0.204000	0.605000	0.000000	0.000000	0.000000	0.000000	0.000000
Other Asphalt Surfaces	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815
Other Non-Asphalt Surfaces	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815
Parking Lot	0.548891	0.052350	0.169889	0.142795	0.024546	0.006610	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Setton Project - Project Truck Operations (2030) - Tulare County, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Setton Project - Project Truck Operations (2030) - Tulare County, Annual

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Setton Project - Project Truck Operations (2030) - Tulare County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Setton Project - Project Truck Operations (2030) - Tulare County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Unmitigated	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**0.0154**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**0.0154**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

Setton Project - Project Truck Operations (2030) - Tulare County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Setton Project - Project Truck Operations (2030) - Tulare County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

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

Equipment Type	Number

11.0 Vegetation

Setton Project - Stationary Sources - Tulare County, Annual

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

Setton Project - Stationary Sources

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	50.00	1000sqft	1.15	50,000.00	0
Other Asphalt Surfaces	1.46	Acre	1.46	63,597.60	0
Other Non-Asphalt Surfaces	25.00	1000sqft	0.57	25,000.00	0
Parking Lot	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on site plan and operational statement
50,000 square foot industrial park, parking, loading docks, and a dry creek bed xeriscaping

Construction Phase - Operational run only (construction parameters zeroed out)

Off-road Equipment - Operational run only (construction parameters zeroed out)

Off-road Equipment - Increased construction equipment usage to match CalEEMod default total building construction HP hours.

Trips and VMT - Operational run only (construction parameters zeroed out)

Grading -

Architectural Coating - Operational run only

Setton Project - Stationary Sources - Tulare County, Annual

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

Vehicle Trips - Run for stationary sources only

Consumer Products - Stationary sources only run - zeroed out area parameters

Area Coating - Stationary sources only run

Landscape Equipment - Stationary sources only run

Energy Use - Stationary sources only run

Water And Wastewater - Stationary sources only run - water and wastewater in a separate run

Solid Waste - Stationary sources only run

Construction Off-road Equipment Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix -

Stationary Sources - Emergency Generators and Fire Pumps - Emergency generator and fire pumps

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstructionPhase	NumDays	18.00	1.00
tblConsumerProducts	ROG_EF	2.14E-05	1E-07
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	1E-10
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	1E-11
tblEnergyUse	LightingElect	3.77	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	3.31	0.00
tblEnergyUse	NT24NG	1.08	0.00
tblEnergyUse	T24E	2.58	0.00
tblEnergyUse	T24NG	15.95	0.00

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

tblLandscapeEquipment	NumberSummerDays	180	1
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblSolidWaste	SolidWasteGenerationRate	62.00	0.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	16.00	0.00
tblVehicleTrips	ST_TR	2.54	0.00
tblVehicleTrips	SU_TR	1.24	0.00
tblVehicleTrips	WD_TR	3.37	0.00
tblWater	IndoorWaterUseRate	11,562,500.00	0.00

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1448	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.1448**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Setton Project - Stationary Sources - Tulare County, Annual

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
5	8-1-2023	9-30-2023	0.1034	0.1034
		Highest	0.1034	0.1034

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Stationary	0.2407	0.0278	0.6308	9.0000e-005		1.8500e-003	1.8500e-003		1.8500e-003	1.8500e-003	0.0000	14.6826	14.6826	0.0291	0.0000	15.4092
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2561**	**0.0278**	**0.6309**	**9.0000e-005**	**0.0000**	**1.8500e-003**	**1.8500e-003**	**0.0000**	**1.8500e-003**	**1.8500e-003**	**0.0000**	**14.6826**	**14.6826**	**0.0291**	**0.0000**	**15.4092**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Stationary	0.2407	0.0278	0.6308	9.0000e-005		1.8500e-003	1.8500e-003		1.8500e-003	1.8500e-003	0.0000	14.6826	14.6826	0.0291	0.0000	15.4092
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2561**	**0.0278**	**0.6309**	**9.0000e-005**	**0.0000**	**1.8500e-003**	**1.8500e-003**	**0.0000**	**1.8500e-003**	**1.8500e-003**	**0.0000**	**14.6826**	**14.6826**	**0.0291**	**0.0000**	**15.4092**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	8/1/2023	8/1/2023	5	1	

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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.18

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000; Striped Parking Area: 8,316 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

3.2 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.2 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1448					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1448**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Other Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Other Non-Asphalt Surfaces	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751
Parking Lot	0.501360	0.051135	0.166915	0.181754	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Setton Project - Stationary Sources - Tulare County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Setton Project - Stationary Sources - Tulare County, Annual

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Unmitigated	0.0154	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**0.0154**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**0.0154**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	8	100	543	0.73	CNG
Fire Pump	2	5	100	11	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

Setton Project - Stationary Sources - Tulare County, Annual

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

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - CNG (500 - 9999 HP)	0.2389	0.0184	0.6222	8.0000e-005		1.3200e-003	1.3200e-003		1.3200e-003	1.3200e-003	0.0000	13.8448	13.8448	0.0290	0.0000	14.5685
Fire Pump - Diesel (11 - 25 HP)	1.8000e-003	9.4200e-003	8.6700e-003	1.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	0.8378	0.8378	1.2000e-004	0.0000	0.8407
Total	**0.2407**	**0.0278**	**0.6308**	**9.0000e-005**		**1.8500e-003**	**1.8500e-003**		**1.8500e-003**	**1.8500e-003**	**0.0000**	**14.6825**	**14.6825**	**0.0291**	**0.0000**	**15.4092**

11.0 Vegetation

Yard Tractor Parameters—Setton Project

The 50,000 sq. ft. building is built to suit and can accommodate eight (8) tenants at 6,250 sq. ft. per tenant
Assumed 8 yard tactors (averaging one per potential tenant)

Yard Tractor (Hostler)	4-6	Hours/Day per Tractor
Yard Tractors	8	

Parameters Used for Individual Yard Tractor

Load Factor	0.191	Intermodal Yard Activity and Emissions Evaluations, Environ (posted on EPA's website)
HP	240	Range for Yard Hostlers is from 155 HP in Report to 240 HP in POLB Inventory
Age	2022	Assumed new Yard Tractor for proposed project
Calendar Year	2023	
Hours per Year	2,190	6 hours/day * 365 days/year

Input	Input Engine Here
Horsepower (hp)	240
Model year	2022
Calendar year	2023
Activity (annual hours)	2190
Accumulated hours on equipment (estimate using annual-hours*age if you only know the age of the equipment)	2190
Load factor (check the lookup table)	0.191

Results	
Fuel Used (gallon)	5183
NOx Emissions (kg)	11.9
PM Emissions (kg)	0.9
THC Emissions (kg)	7
CO2 Emissions (kg)	52914.9
NOx Emission Factor (including deterioration and fuel correction factor): gram/bhp-hr	0.12
PM Emission Factor (including deterioration and fuel correction factor): gram/bhp-hr	0.01
THC Emission Factor (including deterioration and fuel correction factor): gram/ bhp-hr	0.07

Intermediate steps

HPbin	300
NOx_EF0	0.12
NOx_DR	1.6E-06
NOx_FCF	0.950
PM_EF0	0.01
PM_DR	3.4E-07
PM_FCF	0.90
THC_EF0	0.05
THC_DR	1.2E-05
THC_FCF	0.90
NOx_EF (g/hp-hr)	0.12
PM_EF (g/hp-hr)	0.01
THC_EF (g/hp-hr)	0.07
CO2_EF (kg/gallon-diesel)*	10.21
BSFC (lb/hp-hr)	0.367
Unit conversion (lb/gallon)	7.109

*Reference: www.epa.gov/sites/production/files/2015-07/documents/emission-factors_2014.pdf

Yard Tractor Operational Emissions for the Setton Project

Yard Tractor Results	
Fuel Used (gallon)	5182.655995
NOx Emissions (kg)	11.85096599
PM Emissions (kg)	0.91044519
THC Emissions (kg)	6.832586449
CO2 Emissions (kg)	52914.9177
NOx Emission Factor (including deterioration and fuel correction factor): gram/bhp-hr	0.1180
PM Emission Factor (including deterioration and fuel correction factor): gram/bhp-hr	0.0091
THC Emission Factor (including deterioration and fuel correction factor): gram/ bhp-hr	0.0681

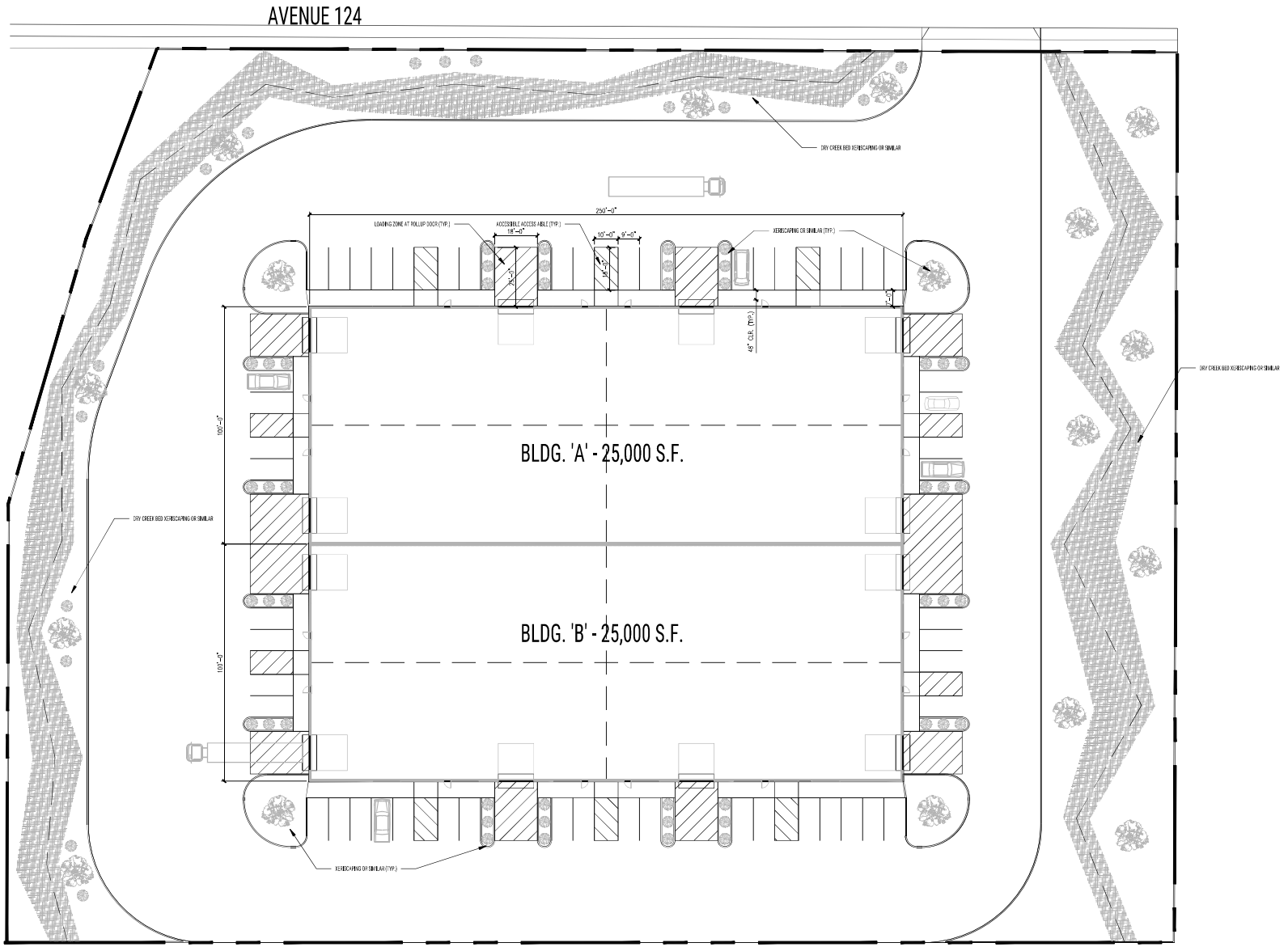
Emissions For One (1) Yard Tractor

	NOX Unmitigated	**PM Exhaust Unmitigated**	**CO2**
Emissions (kg/year)	11.85	0.91	52,914.92
Emissions (lbs/year)	26.12690772	2.007188062	116657.4246
Emissions (tons/year)	0.013063454	0.001003594	—
Emissions (MT/yr)	—	—	52.91490863

Emissions For Eight (8) Yard Tractors

	NOX Unmitigated	**PM Exhaust Unmitigated**	**CO2**
Emissions (kg/year)	94.81	7.28	423319.34
Emissions (lbs/year)	209.0152618	16.05750449	933259.3968
Emissions (tons/year)	0.104507631	0.008028752	—
Emissions (MT/yr)	—	—	423.319269

Conversion factors:
1 kg = 2.2046226218 lbs
1 ton = 2,000 lbs
1 metric ton = 2,204.623 pounds



Rivers Investment Group
The Solution for Economic Development

PROPOSED SITE PLAN - PH. 1

APN: 302-124-003 | SOUTH EAST CORNER OF AVE. 124 AND HWY 65

SCALE: 1" - 20'-0"

Setton Project Construction Assumptions

Construction Phase—Construction Schedule

Phase Name	Start Date	End Date	Num Days Week	Num Days	
Site Preparation	8/1/2022	8/5/2022	5	5	
Grading	8/6/2022	8/17/2022	5	8	
Building Construction	8/18/2022	12/19/2022	5	88	3-4 months (4 months assumed)
Paving	8/18/2022	9/12/2022	5	18	
Architectural Coating	11/30/2022	12/23/2022	5	18	

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37
Grading	Excavators	1	8	158	0.38
Grading	Graders	1	8	187	0.41
Grading	Rubber Tired Dozers	1	8	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8	97	0.37
Building Construction	Cranes	3	6.1	231	0.29
Building Construction	Forklifts	8	7.8	89	0.20
Building Construction	Generator Sets	3	7	84	0.74
Building Construction	Tractors/Loaders/Backhoes	8	6.9	97	0.37
Building Construction	Welders	3	7	46	0.45
Paving	Cement and Mortar Mixers	2	6	9	0.56
Paving	Pavers	1	8	130	0.42
Paving	Paving Equipment	2	6	132	0.36
Paving	Rollers	2	6	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8	97	0.37
Architectural Coating	Air Compressors	1	6	78	0.48

Construction Trips and VMT

Phase Name	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length
Site Preparation	18	0	14	10.8	7.3	20
Grading	15	0	91	10.8	7.3	20
Building Construction	79	31	50	10.8	7.3	20
Paving	20	4	16	10.8	7.3	20
Architectural Coating	16	0	2	10.8	7.3	20

300 tons import + 500 tons export (separate trips)
Additional truck trips were added to each phase for mobilization/demobilization of on-site equipment (two trips per piece of equipment).
Additional vendor trips added to the paving phase to account for delivery of materials.

Setton Project Fleet Mix Adjustments (2023)

Default Setton Project - Tulare County 2023														**Total**
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
	0.50136	0.051135	0.166915	0.1818	0.033094	0.008258	0.011848	0.015416	0.000646	0.000471	0.023851	0.001502	0.003751	1.000
Trucks Only*														
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
	0.00000	0.00000	0.00000	0.00000	0.1528573	0.0381427	0.2040000	0.6050000	0.00000	0.00000	0.00000	0.00000	0.00000	1
Passenger Cars														
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
Default Light Duty Fleet Mix	0.50136	0.051135	0.166915	0.1818	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.901164
Difference to be allocated	0.098836													
Revised Passenger Cars Fleet Mix 2023														
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
	0.55635	0.05674	0.18522	0.20169	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	1.00000

Setton Project Fleet Mix Adjustments (2030)

Default Setton Project - Tulare County 2030														**Total**
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
	0.548891	0.05235	0.169889	0.1428	0.024546	0.00661	0.012173	0.015857	0.000617	0.000465	0.021714	0.001278	0.002815	1
Passenger Cars														
	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
Default Light Duty Fleet Mix	0.548891	0.05235	0.169889	0.1428	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.913925
Difference to be allocated	0.086075													
Revised Passenger Cars Fleet Mix														
2030	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
	0.60059	0.05728	0.18589	0.15624	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	1.00000

ATTACHMENT B

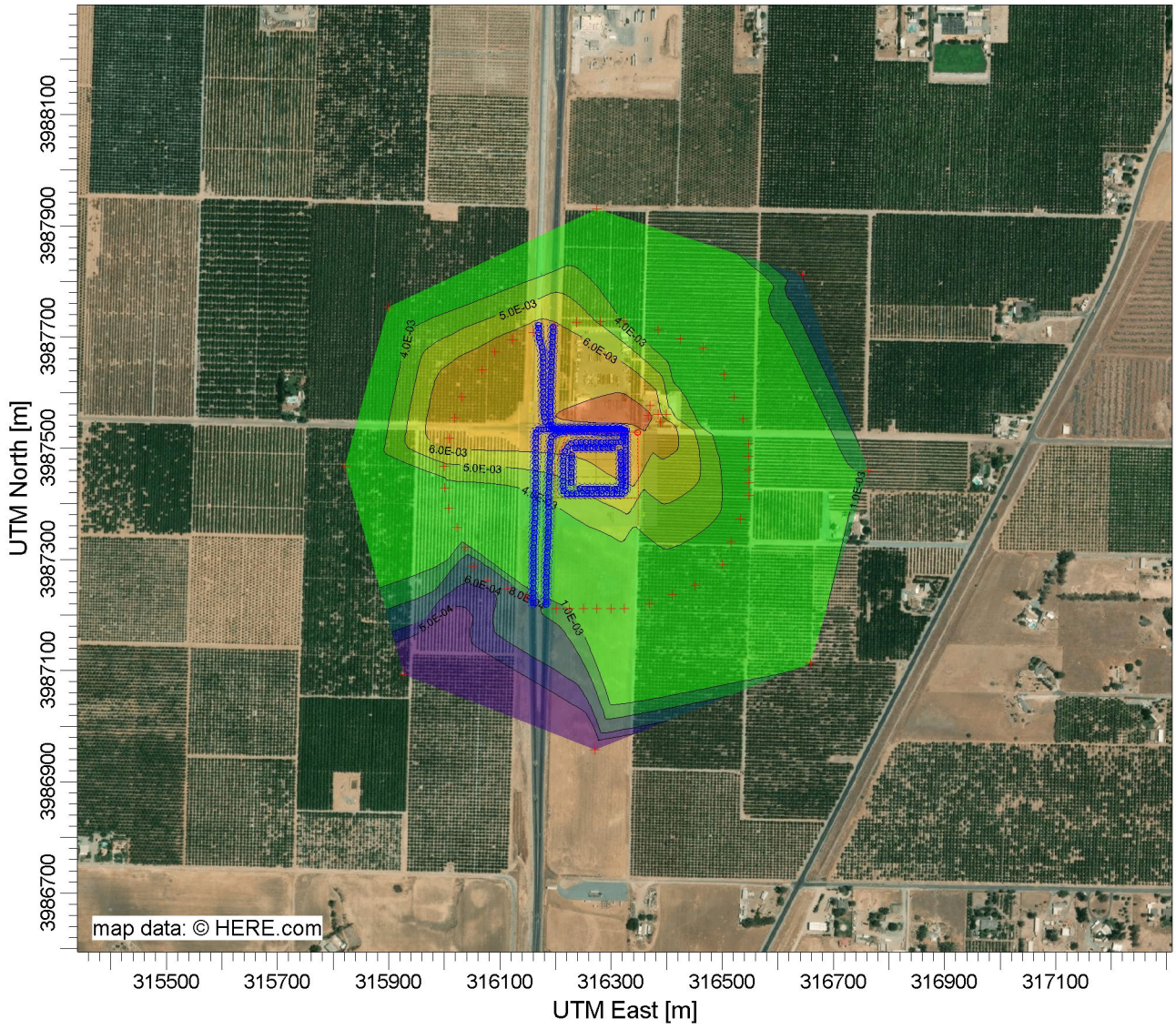
Health Risk Assessment

Health Risk Assessment

Parameters and Supporting Information

PROJECT TITLE:

Air Dispersion Concentrations and Graphical Representation of Model Inputs

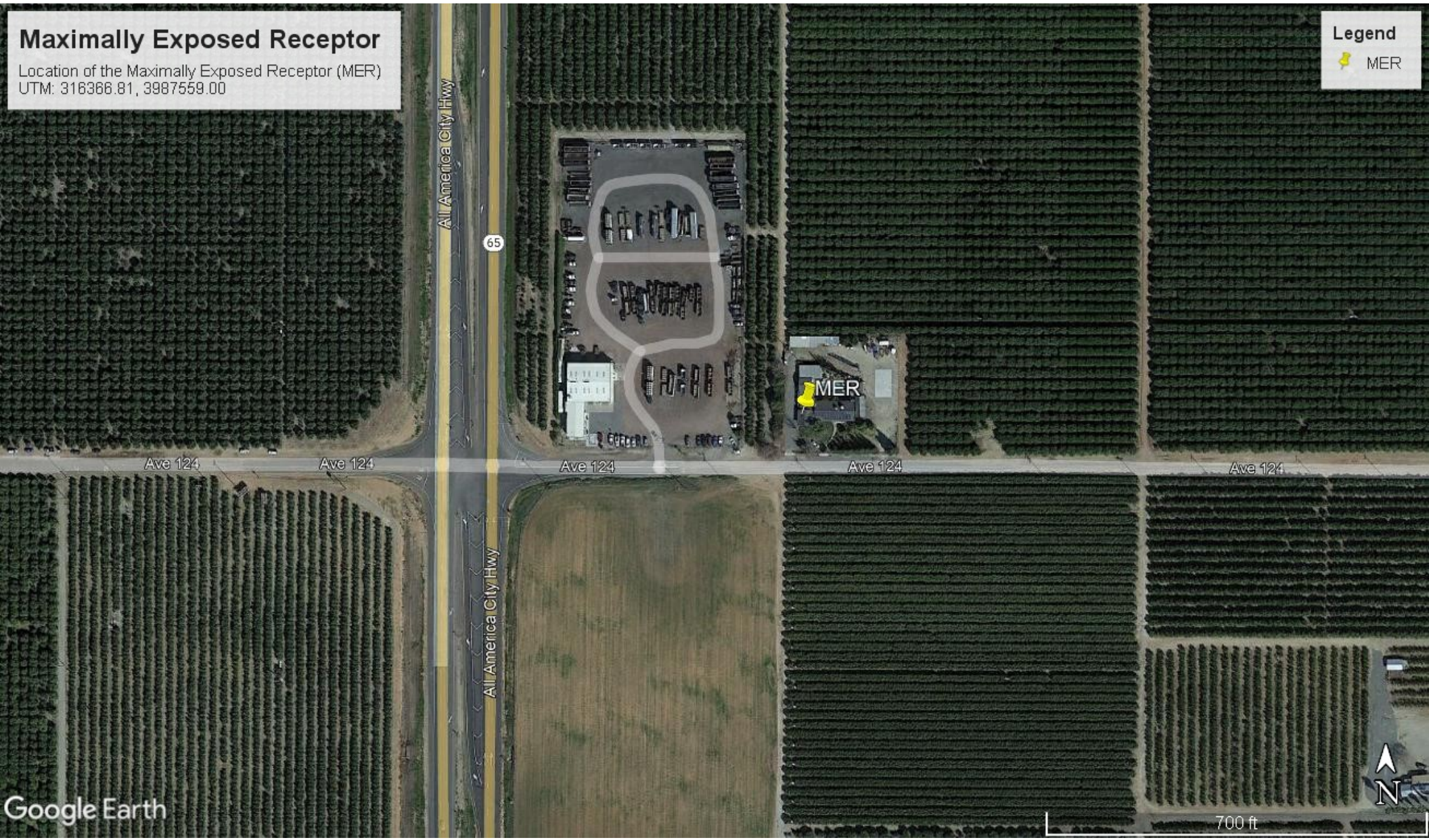


PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS 4 YEARS FOR SOURCE GROUP: ALL ug/m^3

Max: 8.6E-03 [ug/m^3] at (316366.81, 3987559.00)

2.1E-04 5.0E-04 6.0E-04 8.0E-04 1.0E-03 4.0E-03 5.0E-03 6.0E-03 8.0E-03 8.6E-03

COMMENTS:	SOURCES: **10**		
	RECEPTORS: **56**		
	OUTPUT TYPE: **Concentration**	SCALE: 1:12,389 0 0.4 km	
	MAX: **8.6E-03 ug/m^3**	DATE: **1/21/2022**	PROJECT NO.:

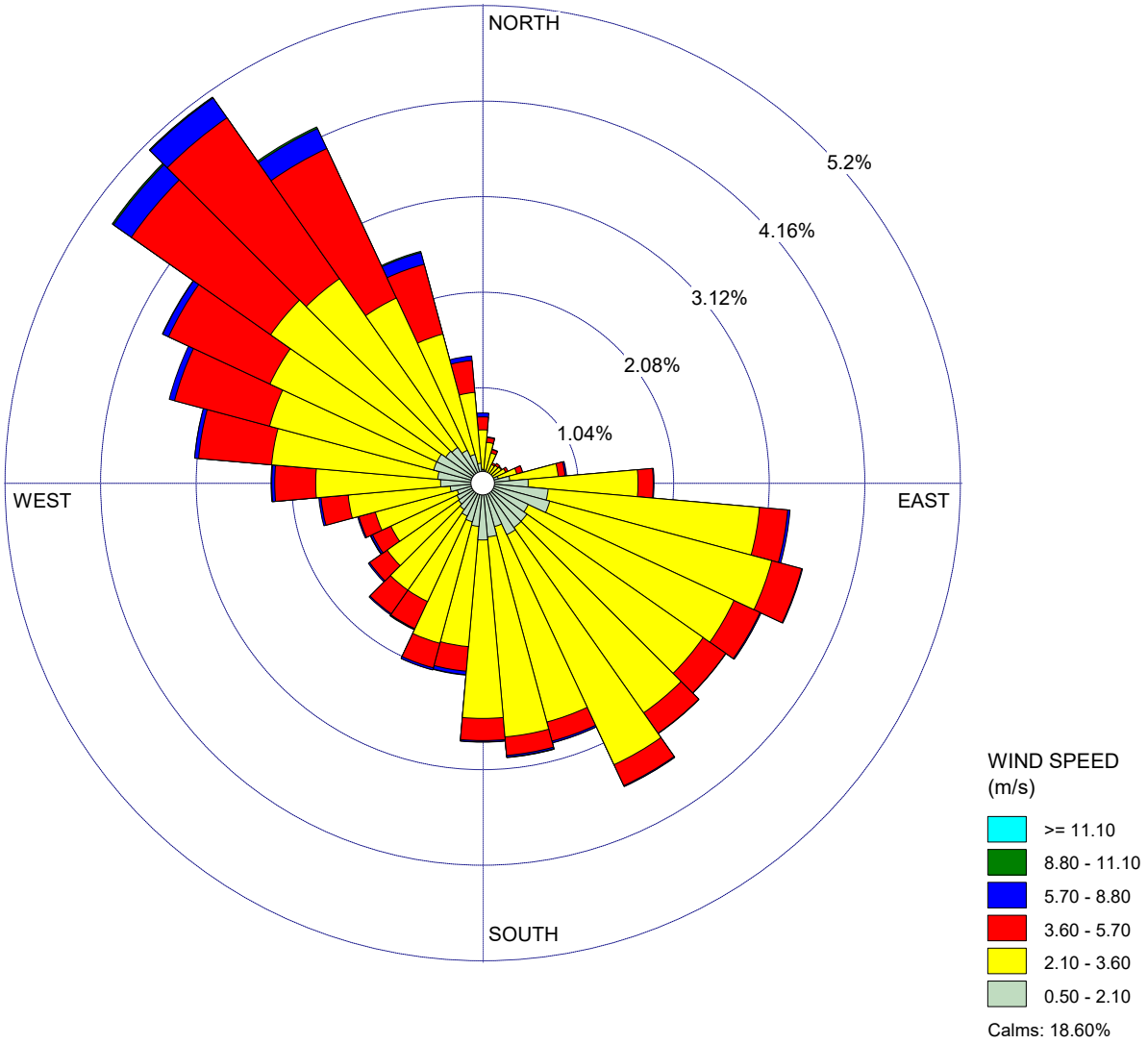

Maximally Exposed Receptor
Location of the Maximally Exposed Receptor (MER)
UTM: 316366.81, 3987559.00
Legend
MER
All America City Hwy
65
MER
Ave 124
Ave 124
Ave 124
Ave 124
Ave 124
All America City Hwy
Google Earth
N
700 ft

WIND ROSE PLOT:

Wind Rose - Station #23149 (Flow Vector - Blowing From)

DISPLAY:

Wind Speed
Direction (blowing from)



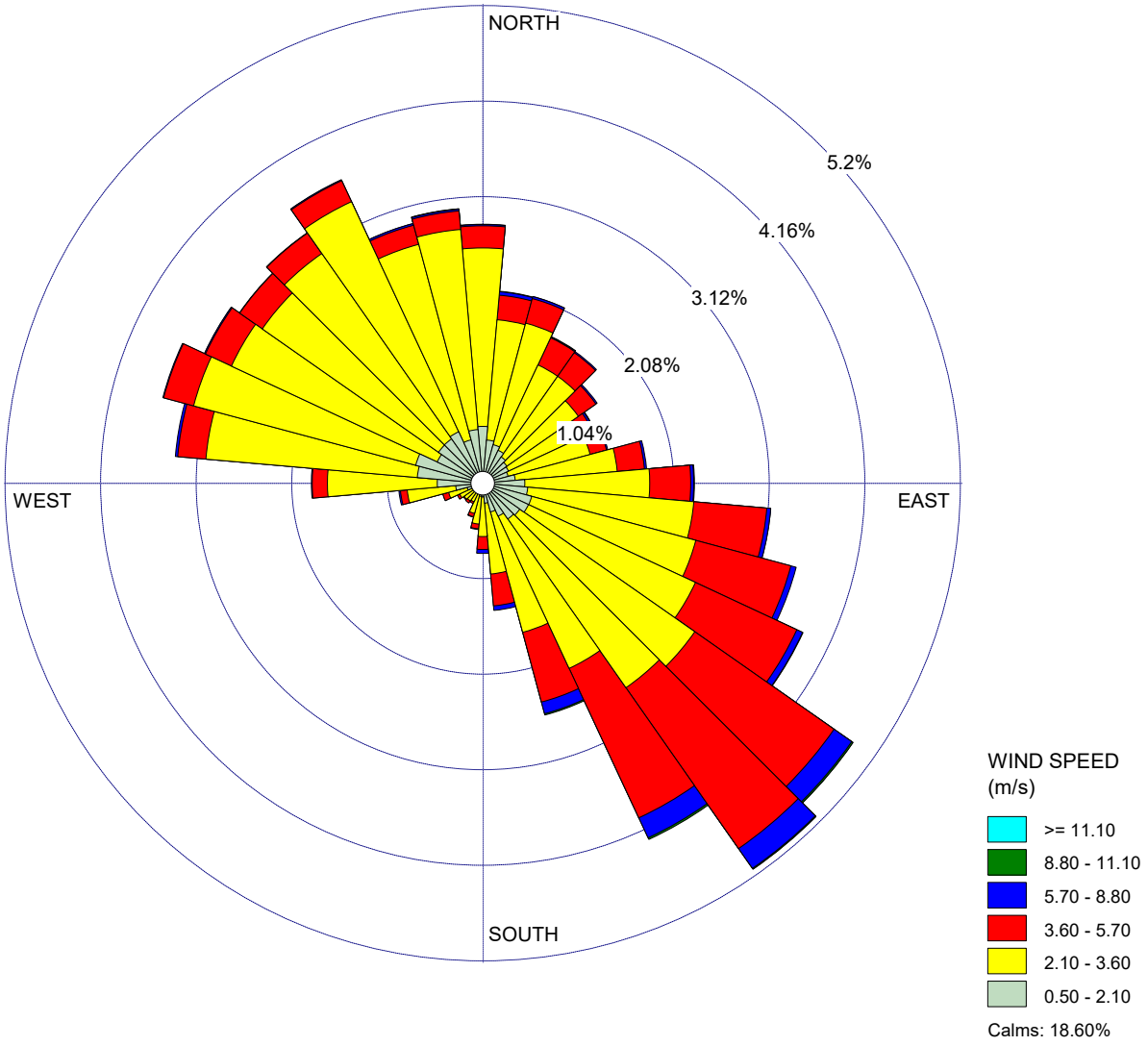
COMMENTS:	DATA PERIOD: **Start Date: 1/1/2006 - 00:00** **End Date: 1/1/2010 - 23:59**		
	CALM WINDS: **18.60%**	TOTAL COUNT: **34602 hrs.**	
	AVG. WIND SPEED: **2.42 m/s**	DATE: **1/21/2022**	PROJECT NO.:

WIND ROSE PLOT:

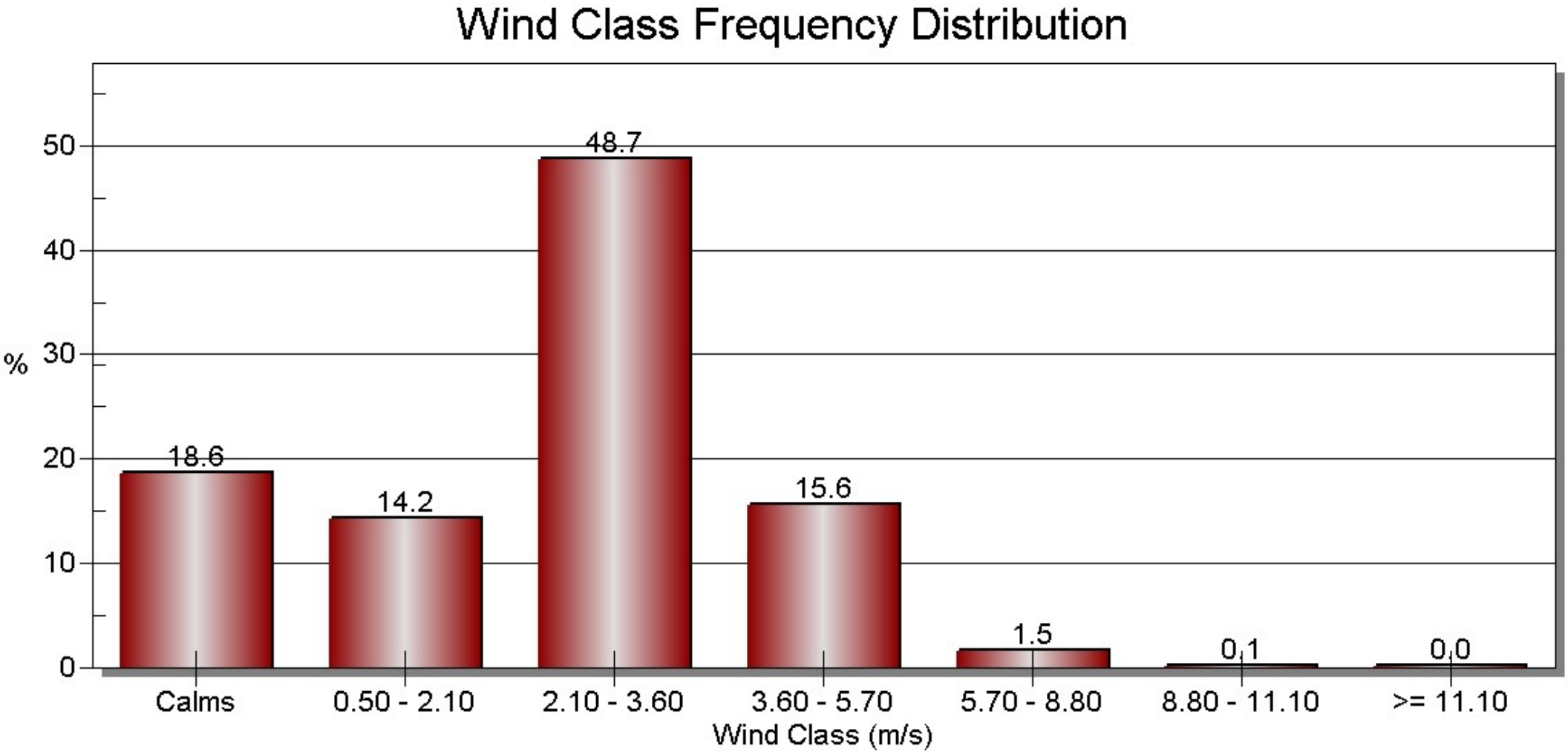
Wind Rose - Station #23149 (Flow Vector - Blowing To)

DISPLAY:

Wind Speed
Flow Vector (blowing to)



COMMENTS:	DATA PERIOD:		
	Start Date: 1/1/2006 - 00:00 **End Date: 1/1/2010 - 23:59**		
	CALM WINDS:	TOTAL COUNT:	
	18.60%	**34602 hrs.**	
	AVG. WIND SPEED:	DATE:	PROJECT NO.:
	2.42 m/s	**1/21/2022**	


Wind Class Frequency Distribution
%
50
40
30
20
10
0
18.6
14.2
48.7
15.6
1.5
0.1
0.0
Calms
0.50 - 2.10
2.10 - 3.60
3.60 - 5.70
5.70 - 8.80
8.80 - 11.10
>= 11.10
Wind Class (m/s)

Health Risk Assessment

Operational DPM

Setton Project

DPM

Emission Assumptions

Emission Factors

1) Truck Emissions

(1) EMFAC2017 for running emissions		
(a) Calculations for	Tulare County	
(b) Truck Mix	Fleet mix consistent with the buildout year CalEEMod run	
(c) Truck Idle:	One (1) instance per daily trip	
(d) Onsite Vehicle Travel Speed	5	mph for trucks
(e) Offsite Vehicle Travel Speed	25	mph for trucks

Traffic Allocation

1) Traffic distribution based on site layout identified in the site plan
2) Project-specific trip generation
3) Onsite travel emissions generated from diesel vehicles
4) Onsite idling emissions generated only by trucks

Emission Source Configuration

1) Project onsite truck traffic represented by a line source
2) Project onsite truck idling represented as line sources
3) Offsite vehicles represented by a line source

Onsite Vehicle Travel Segments

Segment	Source ID	Segment Travel Distance (m)
On-site Truck Route 1	Onsite1	419.2
Onsite Truck Idling		
On-site Idling – Location 1	Idle1	62.3
On-site Idling – Location 2	Idle2	75.6
On-site Idling – Location 3	Idle3	51.7
On-site Idling – Location 4	Idle4	75.1

Offsite Vehicle Travel Segments

Segment		Segment Travel Distance (m)
Road Segment 1 - From South	Rd1	433.3
Road Segment 2 - From North	Rd2	325.0
Road Segment 3 - To North	Rd3	323.3
Road Segment 4 - To South	Rd4	472.3

Other Input Parameters

Facility Operations (hr/day): 24

Setton Project

Vehicle Fleet Mix

Total Daily Truck Trips		Trucks	Total Daily Truck Trips
(Trips/day)	Daily Trips	172.000	172.00
172	Fleet Mix	100.0%	100.0%
—			
172			

Vehicle Fleet

	Trucks Project Vehicle Mix	**EMFAC % Diesel**	**Total Number of Daily Trips**	**Number of Daily Diesel Trips**	**Number of Daily Non-Trips**	**Total Number of Daily Trips**	**% Diesel Trips**	**% Non-Diesel Trips**	**Total Trips**
HHDT (4+ axle truck)	100.0%	100.0%	172	172	0	172	100.00%	0.00%	
Truck Subtotal	100.0%		172	172	0	172	100.00%	0.00%	100.00%

Truck fleet mix consistent with the project CalEEMod runs used in the Air Quality Analysis.
Assumed 100% diesel for HHDT.

Setton Project

Trip Distribution

Vehicle Allocation - Number of Daily Diesel Trips

Allocation of Building Trips

Percent Allocation - On-site Travel

100% On-site Travel – Route 1 (DSL trucks)
100% Total Diesel Truck Trips

Segment - On-site Travel	Source ID	LDA	LDT1	LDT2	MDT	LHDT1	LHDT2	MHDT	HHDT	OBUS	UBUS	SBUS	MH	Total
On-site Truck Route 1	Onsite1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	172.0	0.0	0.0	0.0	0.0	172.0
Total Diesel Trucks	—	0	0	0	0	0	0	0	172	0	0	0	0	172

Percent Allocation of Trips - On-site Diesel Truck Idling

25% On-site Idling – Location 1
25% On-site Idling – Location 2
25% On-site Idling – Location 3
25% On-site Idling – Location 4
100% Total Diesel Truck Trips (One occurrence per trip at parking area and one occurrence in docking area)

Segment - On-site Truck Idle	Source ID	LDA	LDT1	LDT2	MDT	LHDT1	LHDT2	MHDT	HHDT	OBUS	UBUS	SBUS	MH	Total
On-site Idling – Location 1	Idle1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	0.0	0.0	43.0
On-site Idling – Location 2	Idle2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	0.0	0.0	43.0
On-site Idling – Location 3	Idle3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	0.0	0.0	43.0
On-site Idling – Location 4	Idle4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	0.0	0.0	43.0
Total Idling (Diesel Trucks Idling in Both Locations per Trip)	—	0	0	0	0	0	0	0	172	0	0	0	0	172

Setton Project

Diesel Vehicle Emissions (On-site Travel)

Facility Operations

24 hrs/day, 52 weeks/year

Roadway Links Modeled

Link	Truck Type	Average Speed (mph)	Emission Factor (g/mi)	Trips per Daily (in and out)	Link Length (m)	Link Length (mi)	Ave Emissions Over Link (g/day)	Ave Emissions (lbs/day)	Average Emissions (g/sec)	Emissions for all Vehicles (g/sec)
Onsite1	**HHDT**	5	0.017	172.0	419.2	0.26	7.552E-01	1.66E-03	8.741E-06	**8.74E-06**

Setton Project

Diesel Truck Idling Emissions

Onsite Vehicle Travel Segments	Truck Type	DPM Emission Factor (grams/trip)	Number Idling Vehicle Trips/day	Emissions (g/day)	Emissions (lb/day)	Average Emissions (g/sec)	Total Emissions for all Vehicles (g/sec)
Idle1	**LHDT1**	0.001	0.0	0.00E+00	0.00E+00	0.00E+00	
	LHDT2	0.001	0.0	0.00E+00	0.00E+00	0.00E+00	
	MHDT	0.000	0.0	0.00E+00	0.00E+00	0.00E+00	
	HHDT	0.003	43.0	1.19E-01	2.63E-04	1.38E-06	**1.38E-06**
Idle2	**LHDT1**	0.001	0.0	0.00E+00	0.00E+00	0.00E+00	
	LHDT2	0.001	0.0	0.00E+00	0.00E+00	0.00E+00	
	MHDT	0.000	0.0	0.00E+00	0.00E+00	0.00E+00	
	HHDT	0.003	43.0	1.19E-01	2.63E-04	1.38E-06	**1.38E-06**
Idle3	**LHDT1**	0.001	0.0	0.00E+00	0.00E+00	0.00E+00	
	LHDT2	0.001	0.0	0.00E+00	0.00E+00	0.00E+00	
	MHDT	0.000	0.0	0.00E+00	0.00E+00	0.00E+00	
	HHDT	0.003	43.0	1.19E-01	2.63E-04	1.38E-06	**1.38E-06**
Idle4	**LHDT1**	0.001	0.0	0.00E+00	0.00E+00	0.00E+00	
	LHDT2	0.001	0.0	0.00E+00	0.00E+00	0.00E+00	
	MHDT	0.000	0.0	0.00E+00	0.00E+00	0.00E+00	
	HHDT	0.003	43.0	1.19E-01	2.63E-04	1.38E-06	**1.38E-06**

Setton Project

Project Operations 24 hours/day

Offsite DSL Truck Roadway Emissions

Segment ID	Description	% total Trips
Rd1	Road Segment 1 - From South	25.0%
Rd2	Road Segment 2 - From North	25.0%
Rd3	Road Segment 3 - To North	25.0%
Rd4	Road Segment 4 - To South	25.0%
	Total	100.0%

Segment ID: Rd1
Travel Distance: 433.3 meters
Operations 24 hours/day

Vehicle Class	Daily Trips (trips/day)	Emission Factor (g/mi)	Travel Distance (mi)	Emissions (g/day)	Emissions (g/sec)
HHDT-DSL	43	0.008	0.27	0.09	1.017E-06
Total	43				**1.017E-06**

Segment ID: Rd2
Travel Distance: 325 meters
Operations 24 hours/day

Vehicle Class	Daily Trips (trips/day)	Emission Factor (g/mi)	Travel Distance (mi)	Emissions (g/day)	Emissions (g/sec)
HHDT-DSL	43	0.008	0.20	0.07	7.627E-07
Total	43				**7.627E-07**

Segment ID: Rd3

Travel Distance: 323.3 meters

Operations 24 hours/day

Vehicle Class	Daily Trips (trips/day)	Emission Factor (g/mi)	Travel Distance (mi)	Emissions (g/day)	Emissions (g/sec)
HHDT-DSL	43	0.008	0.20	0.07	7.587E-07
Total	43				**7.587E-07**

Segment ID: Rd4

Travel Distance: 472.3 meters

Operations 24 hours/day

Vehicle Class	Daily Trips (trips/day)	Emission Factor (g/mi)	Travel Distance (mi)	Emissions (g/day)	Emissions (g/sec)
HHDT-DSL	43	0.008	0.29	0.10	1.108E-06
Total	43				**1.108E-06**

DPM 2023

EMFAC Running Diesel Exhaust Emissions
in units of grams/mile

EMFAC2017

		Emission Factor (g/mi)			
		5 mph	**10 mph**	**25 mph**	**35 mph**
HHDT	DSL	0.017	—	0.008	—

Idling Emissions for Trucks (Emission Factors from CalEEMod)
in units of grams/trip

CalEEMod.2020.4.0

Vehicle Class	**Fuel**	**Vehicle Speed (mph)**	**DPM (grams/trip)**	**PM10 STREX**
HHDT	DSL	Idle	0.002777	0.000000

Health Risk Assessment

Health Risk Calculations

Setton Project Total DPM

Setton Project Total DPM MER UTM: (316366.81, 3987559.00)

X	Y	Operations 2023 Total DPM (ug/m3)	Operations 2025 Total DPM (ug/m3)	Operations 2030 Total DPM (ug/m3)	Operations 2040 Total DPM (ug/m3)	Operations 2050 Total DPM (ug/m3)
316366.81	3987559.00	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03

Setton Project Total DPM

70-year Lifetime Cancer Risk—DPM Operations

Setton Project Total DPM MER UTM: (316366.81, 3987559.00)

	Operations	Operations	Operations	Operations	Operations	Operations	Operations	Operations	Operations	Operations	Operations	Operations	Operations	Operations	Operations	Total
	2023	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032-2038	2039	2040	2041-2052	2053-2092	Years
Age	3rd Trimester	0-<1	1-<2	2-<3	3-<4	4-<5	5-<6	6-<7	7-<8	8-<9	9-<16	16-<17	17-<18	18-<30	30-<31	
DBR (liters/kg-day)	361	1090	1090	631	631	631	631	631	631	631	572	261	261	261	233	
ASF	10	10	10	3	3	3	3	3	3	3	3	1	1	1	1	
TAH	1	1	1	1	1	1	1	1	1	1	1	0.73	0.73	0.73	0.73	
Duration (years)	0.25	1	1	1	1	1	1	1	1	1	7	1	1	12	39.75	70
Frequency (days)	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	
Averaging time (days)	25550	25550	25550	25550	25550	25550	25550	25550	25550	25550	25550	25550	25550	25550	25550	
CPF (milligrans/kg-day)	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Unit Risk Factor $(ug/m^3)^{-1}$	13.60	164.25	164.25	28.52	28.52	28.52	28.52	28.52	28.52	28.52	181.00	2.87	2.87	34.45	101.88	

Maximum DPM Concentration (ug/m3)

		2023														
X	Y	3rd Trimester	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032-2038	2039	2040	2041-2052	2053-2092	
316366.81	3987559	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03	8.5700E-03	

Setton Project Total DPM MER UTM: (316366.81, 3987559.00)

Annual Risk (risk/million)

		2023															
X	Y	3rd Trimester	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032-2038	2039	2040	2041-2052	2053-2092	Total
316366.81	3987559.00	0.1165	1.4076	1.4076	0.2445	0.2445	0.2445	0.2445	0.2445	0.2445	0.2445	1.5512	0.0246	0.0246	0.2953	0.8731	7.4117

Setton Project Total DPM

70-year Lifetime Cancer Risk—DPM Operations

Setton Project Total DPM MER UTM: (316366.81, 3987559.00)

Cancer Risk at MIR from DPM
7.41
Threshold of Significance
20
Exceeds threshold?
No

Estimates of Chronic Non-Cancer Hazard Index (CNCHI)
Unmitigated
Chronic Non-Cancer Hazard Index at the MIR
Setton Project Total DPM MER UTM: (316366.81, 3987559.00)
Reference Exposure Level (REL) for DPM: 5 ug/m3
CNCHI = DPM/REL

X (m)	Y (m)	Maximum Annual Average DPM (ug/m3)	CNCHI
316366.81	3987559	0.008570	0.001714

Chronic Non-Cancer Hazard Index
0.001714
Threshold of Significance
1
Exceeds threshold?
No

Maximum Concentration 0.00857

UTM X	UTM Y
316366.81	3987559.00

* AERMOD (21112): G:\TCI Project\DPM HRA.isc 1/21/2022
* AERMET (18081): 7:29:39 PM
* MODELING OPTIONS USED: CON C ELEV FLGPOL RURAL ADJ_U*
* PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS 4 YEARS FOR SOURCE GROUP: ALL
* FOR A TOTAL OF 56 RECEPTORS.
* FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)

* X	Y	AVERAGE CONC	ZELEV	ZHILL	ZFLAG	AVE	GRP	NUM YRS	NET ID
316369.34	3987576.90	0.00711	142.27	142.27	1.5	ANNUAL	ALL	4	
316366.81	3987559.00	0.00857	142.12	142.12	1.5	ANNUAL	ALL	4	
316384.47	3987560.51	0.00652	142.29	142.29	1.5	ANNUAL	ALL	4	
316399.60	3987560.51	0.00536	142.34	142.34	1.5	ANNUAL	ALL	4	
316369.10	3987219.64	0.00255	142.49	142.49	1.5	ANNUAL	ALL	4	
316409.86	3987236.73	0.00310	142.65	142.65	1.5	ANNUAL	ALL	4	
316450.61	3987253.82	0.00329	142.95	142.95	1.5	ANNUAL	ALL	4	
316499.56	3987291.43	0.00327	143.15	143.15	1.5	ANNUAL	ALL	4	
316515.94	3987332.48	0.00340	143.26	143.26	1.5	ANNUAL	ALL	4	
316532.31	3987373.53	0.00323	143.19	143.19	1.5	ANNUAL	ALL	4	
316324.01	3987211.09	0.00195	142.31	142.31	1.5	ANNUAL	ALL	4	
316299.30	3987211.09	0.00168	142.2	142.2	1.5	ANNUAL	ALL	4	
316274.59	3987211.09	0.00141	142.06	142.06	1.5	ANNUAL	ALL	4	
316249.89	3987211.09	0.00117	141.83	141.83	1.5	ANNUAL	ALL	4	
316225.18	3987211.09	0.00099	141.73	141.73	1.5	ANNUAL	ALL	4	
316200.47	3987211.09	0.00086	141.73	141.73	1.5	ANNUAL	ALL	4	
316007.86	3987392.11	0.00200	141.12	141.12	1.5	ANNUAL	ALL	4	
316022.63	3987356.98	0.00127	141.12	141.12	1.5	ANNUAL	ALL	4	
316037.40	3987321.86	0.00087	141.2	141.2	1.5	ANNUAL	ALL	4	
316052.17	3987286.73	0.00067	141.12	141.12	1.5	ANNUAL	ALL	4	
316077.17	3987261.91	0.00061	141.3	141.3	1.5	ANNUAL	ALL	4	
316112.40	3987247.39	0.00064	141.43	141.43	1.5	ANNUAL	ALL	4	
316147.63	3987232.87	0.00075	141.43	141.43	1.5	ANNUAL	ALL	4	
316000.34	3987428.98	0.00321	141.12	141.12	1.5	ANNUAL	ALL	4	
316000.07	3987467.58	0.00485	141.12	141.12	1.5	ANNUAL	ALL	4	
316008.49	3987518.22	0.00683	141.21	141.21	1.5	ANNUAL	ALL	4	
316018.01	3987554.26	0.00749	141.14	141.14	1.5	ANNUAL	ALL	4	
316031.43	3987592.58	0.00736	141.14	141.14	1.5	ANNUAL	ALL	4	
316197.98	3987720.16	0.00614	141.73	141.73	1.5	ANNUAL	ALL	4	
316160.05	3987707.57	0.00655	141.73	141.73	1.5	ANNUAL	ALL	4	
316122.12	3987694.97	0.00640	141.73	141.73	1.5	ANNUAL	ALL	4	
316091.20	3987672.66	0.00649	141.44	141.44	1.5	ANNUAL	ALL	4	
316067.29	3987640.63	0.00696	141.43	141.43	1.5	ANNUAL	ALL	4	
316238.03	3987726.81	0.00556	141.73	141.73	1.5	ANNUAL	ALL	4	
316280.19	3987727.49	0.00488	141.77	141.77	1.5	ANNUAL	ALL	4	
316322.35	3987728.17	0.00396	141.98	141.98	1.5	ANNUAL	ALL	4	
316389.04	3987546.95	0.00682	142.33	142.33	1.5	ANNUAL	ALL	4	
316537.93	3987552.07	0.00176	142.95	142.95	1.5	ANNUAL	ALL	4	
316520.52	3987592.16	0.00165	142.75	142.75	1.5	ANNUAL	ALL	4	
316503.11	3987632.24	0.00162	142.65	142.65	1.5	ANNUAL	ALL	4	
316465.37	3987680.35	0.00179	142.5	142.5	1.5	ANNUAL	ALL	4	
316424.72	3987696.40	0.00223	142.34	142.34	1.5	ANNUAL	ALL	4	
316384.08	3987712.46	0.00282	142.28	142.28	1.5	ANNUAL	ALL	4	
316547.05	3987508.54	0.00204	143.02	143.02	1.5	ANNUAL	ALL	4	
316547.46	3987485.05	0.00226	143.03	143.03	1.5	ANNUAL	ALL	4	
316547.87	3987461.56	0.00247	143.07	143.07	1.5	ANNUAL	ALL	4	
316548.28	3987438.07	0.00266	143.25	143.25	1.5	ANNUAL	ALL	4	
316548.69	3987414.58	0.00279	143.26	143.26	1.5	ANNUAL	ALL	4	
316274.06	3987930.24	0.00189	141.73	141.73	1.5	ANNUAL	ALL	4	
315898.69	3987754.10	0.00274	140.29	140.29	1.5	ANNUAL	ALL	4	
315820.73	3987468.25	0.00211	140.51	140.51	1.5	ANNUAL	ALL	4	
315927.57	3987092.88	0.00021	141.12	141.12	1.5	ANNUAL	ALL	4	
316271.17	3986957.17	0.00036	142.04	142.04	1.5	ANNUAL	ALL	4	
316658.09	3987113.09	0.00107	143.87	143.87	1.5	ANNUAL	ALL	4	
316762.04	3987459.58	0.00083	144.17	144.17	1.5	ANNUAL	ALL	4	
316643.65	3987811.85	0.00059	143.26	143.26	1.5	ANNUAL	ALL	4	

** CONCUNIT ug/m^3
** DEPUNIT g/m^2

ATTACHMENT C

Energy Consumption Calculations

Setton Project Construction Vehicle Fuel Calculations (Page 1 of 2)

California Air Resource Board (ARB). 2021. EMFAC2017 Web Database (v1.0.2). Website: https://arb.ca.gov/emfac/2017/. January 19, 2022.

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: County
Region: TULARE
Calendar Year: 2022
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

VMT = Vehicle Miles Traveled
FE = Fuel Economy

Given									*Calculations*	
Region	Calendar Year	Vehicle Class	Model Year	Speed	Fuel	Population	VMT (mi/day)	Consumption (1000 gallons/day)	FE (mi/gallon)	VMT*FE
TULARE	2022	HHDT	Aggregated	Aggregated	GAS	0.74013886	94.93513	0.020950586	4.53138294	430.1874
TULARE	2022	HHDT	Aggregated	Aggregated	DSL	6022.75373	811768.43	121.0558537	6.7057346	5443504
TULARE	2022	LDA	Aggregated	Aggregated	GAS	188558.696	7599808.3	241.783723	31.4322579	2.39E+08
TULARE	2022	LDA	Aggregated	Aggregated	DSL	1534.31562	64945.054	1.236086355	52.5408714	3412270
TULARE	2022	LDT1	Aggregated	Aggregated	GAS	19952.5007	700693.41	26.47041033	26.4708177	18547927
TULARE	2022	LDT1	Aggregated	Aggregated	DSL	15.8118427	300.40324	0.011530241	26.0535081	7826.558
TULARE	2022	LDT2	Aggregated	Aggregated	GAS	64553.1295	2373068.4	96.58870736	24.5687975	58303437
TULARE	2022	LDT2	Aggregated	Aggregated	DSL	312.729517	13823.781	0.355637182	38.8704594	537336.7
TULARE	2022	LHDT1	Aggregated	Aggregated	GAS	5886.5536	191309.8	23.01869997	8.31106032	1589987
TULARE	2022	LHDT1	Aggregated	Aggregated	DSL	7677.80692	254946.36	14.47873615	17.6083297	4489180
TULARE	2022	LHDT2	Aggregated	Aggregated	GAS	952.561529	31155.289	4.301732623	7.24249781	225642.1
TULARE	2022	LHDT2	Aggregated	Aggregated	DSL	2385.46076	81619.333	5.180978692	15.7536515	1285803
TULARE	2022	MDV	Aggregated	Aggregated	GAS	72295.4975	2441257.2	125.8145512	19.4036158	47369217
TULARE	2022	MDV	Aggregated	Aggregated	DSL	1425.02212	57725.883	2.098944767	27.5023353	1587597
TULARE	2022	MHDT	Aggregated	Aggregated	GAS	425.099814	21078.716	4.376761153	4.81605346	101516.2
TULARE	2022	MHDT	Aggregated	Aggregated	DSL	4403.85249	269894.54	28.99132949	9.30949157	2512581

Worker
Weighted Average Fuel Economy 27.81884

Vendor
Weighted Average Fuel Economy 9.4163

Haul
Weighted Average Fuel Economy 6.70548

Setton Project Construction Vehicle Fuel Calculations (Page 2 of 2)

Construction Schedule

Source: CalEEMod Output

Phase Name	Start Date	End Date	Num Days Week	Num Days
Site Preparation	8/1/2022	8/5/2022	5	5
Grading	8/6/2022	8/17/2022	5	8
Building Construction	8/18/2022	12/19/2022	5	88
Paving	8/18/2022	9/12/2022	5	18
Architectural Coating	11/30/2022	12/23/2022	5	18

Construction Trips and VMT

		Trips per Day		Total Trips	Construction Trip Length in Miles				Trips per Phase			VMT per Phase			Fuel Consumption (gallons)		
CalEEMod Run	Phase Name	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Number of Days per Phase	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trips	Vendor Trips	Hauling Trips	Worker Trips	Vendor Trips	Hauling Trips
Setton Project	Site Preparation	18	0	14	10.8	7.3	20	5	90	0	14	972	0	280	34.94	0.00	41.76
Setton Project	Grading	15	0	91	10.8	7.3	20	8	120	0	91	1,296	0	1,820	46.59	0.00	271.42
Setton Project	Building Construction	79	31	50	10.8	7.3	20	88	6,952	2,728	50	75,082	19,914	1,000	2,698.95	2,114.89	149.13
Setton Project	Paving	20	4	16	10.8	7.3	20	18	360	72	16	3,888	526	320	139.76	55.82	47.72
Setton Project	Architectural Coating	16	0	2	10.8	7.3	20	18	288	0	2	3,110	0	40	111.81	0.00	5.97

Total Project Construction VMT (miles)

108,248

Total Project Fuel Consumption (gallons)

5,719

Construction Equipment Fuel Calculation

Source: CalEEMod Output

Construction Schedule

Construction Area	Phase Type	Start Date	End Date	Num Days Week	Num Days
Setton Project	Site Preparation	8/1/2022	8/5/2022	5	5
Setton Project	Grading	8/6/2022	8/17/2022	5	8
Setton Project	Building Construction	8/18/2022	12/19/2022	5	88
Setton Project	Paving	8/18/2022	9/12/2022	5	18
Setton Project	Architectural Coating	11/30/2022	12/23/2022	5	18

Construction Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Number of Days	HP Hours	Fuel (gallons/HP-	Diesel Fuel Usage
Site Preparation	Rubber Tired Dozers	3	8	247	0.40	5	11,856.00	0.021	243.21
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37	5	5,742.40	0.019	109.26
Grading	Excavators	1	8	158	0.38	8	3,842.56	0.020	75.92
Grading	Graders	1	8	187	0.41	8	4,906.88	0.021	104.10
Grading	Rubber Tired Dozers	1	8	247	0.40	8	6,323.20	0.021	129.71
Grading	Tractors/Loaders/Backhoes	3	8	97	0.37	8	6,890.88	0.019	131.11
Building Construction	Cranes	3	6.1	231	0.29	88	107,880.70	0.015	1,605.79
Building Construction	Forklifts	8	7.8	89	0.20	88	97,743.36	0.021	2,033.52
Building Construction	Generator Sets	3	7	84	0.74	88	114,871.68	0.042	4,865.69
Building Construction	Tractors/Loaders/Backhoes	8	6.9	97	0.37	88	174,339.26	0.019	3,317.08
Building Construction	Welders	3	7	46	0.45	88	38,253.60	0.026	988.70
Paving	Cement and Mortar Mixers	2	6	9	0.56	18	1,088.64	0.032	34.67
Paving	Pavers	1	8	130	0.42	18	7,862.40	0.022	169.26
Paving	Paving Equipment	2	6	132	0.36	18	10,264.32	0.018	188.17
Paving	Rollers	2	6	80	0.38	18	6,566.40	0.019	127.42
Paving	Tractors/Loaders/Backhoes	1	8	97	0.37	18	5,168.16	0.019	98.33
Architectural Coating	Air Compressors	1	6	78	0.48	18	4,043.52	0.028	111.42

Total Construction Equipment Fuel Consumption (gallons) **14,333.34**

Notes:

Equipment assumptions are provided in the CalEEMod output files.

Source of usage estimates: California Air Resource Board (ARB). 2021. OFFROAD2017 (v1.0.1) Emissions Inventory for Tulare County Website: https://www.arb.ca.gov/orion/. Accessed October 1, 2021.

Construction Equipment Fuel Calculation

OFFROAD2017 (v1.0.1) Emissions Inventory
Region Type: County
Region: Tulare
Calendar Year: 2022
Scenario: All Adopted Rules - Exhaust
Vehicle Classification: OFFROAD2017 Equipment Types
Units: Emissions: tons/day, Fuel Consumption: gallons/year, Activity: hours/year, HP-Hours: HP-hours/year

Region	CalYr	Vehicle Class	Model Year	HP_Bin	Fuel	Fuel (gallons/year)	Horsepower Hours (HP-hours/year)	Fuel (gallons/HP-hour)
Tulare	2022	Construction and Mining - Cranes	Aggregated	300	Diesel	52657.02	3537623.55	0.014884857
Tulare	2022	Construction and Mining - Excavators	Aggregated	175	Diesel	156561.57	7924249.90	0.019757273
Tulare	2022	Construction and Mining - Graders	Aggregated	175	Diesel	95622.49	4507357.53	0.021214755
Tulare	2022	Construction and Mining - Misc - Cement And Mortar Mixers	Aggregated	25	Diesel	518.30	16275.35	0.031845705
Tulare	2022	Construction and Mining - Misc - Concrete/Industrial Saws	Aggregated	50	Diesel	266.45	6383.85	0.041738136
Tulare	2022	Construction and Mining - Pavers	Aggregated	175	Diesel	20697.10	961439.23	0.021527205
Tulare	2022	Construction and Mining - Paving Equipment	Aggregated	175	Diesel	8797.73	479896.07	0.018332574
Tulare	2022	Construction and Mining - Rollers	Aggregated	100	Diesel	49945.72	2573962.80	0.019404212
Tulare	2022	Construction and Mining - Rough Terrain Forklifts	Aggregated	100	Diesel	128035.04	6154134.12	0.020804721
Tulare	2022	Construction and Mining - Rubber Tired Dozers	Aggregated	300	Diesel	6934.53	338050.60	0.020513278
Tulare	2022	Construction and Mining - Scrapers	Aggregated	300	Diesel	57538.00	2311993.76	0.024886746
Tulare	2022	Construction and Mining - Tractors/Loaders/Backhoes	Aggregated	300	Diesel	84418.90	4436891.50	0.019026586
Tulare	2022	Light Commercial - Misc - Air Compressors	Aggregated	50	Diesel	8584.80	311560.35	0.027554212
Tulare	2022	Light Commercial - Misc - Generator Sets	Aggregated	50	Diesel	23662.95	558647.10	0.042357599
Tulare	2022	Light Commercial - Misc - Welders	Aggregated	50	Diesel	39441.90	1526043.10	0.025845862

Construction Office Electricity Calculation

Energy Appendix: CalEEMod Typical Construction Trailer
Typical Construction Trailer - Tulare County, Annual

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	6955.2	1.2335	1.0000e-004	1.0000e-005	1.2398
Total		**1.2335**	**1.0000e-004**	**1.0000e-005**	**1.2398**

kWh/yr = kilowatt hours per year

Energy by Land Use - Electricity

Annual	6,955 kWh/yr
Total Over Construction	**2,744 kWh**

Total Construction Schedule

Start	8/1/2022
End	12/23/2022
Total Calendar Days	144
Years	0.39

Operational Fuel Calculation—Project-generated Operational Trips (Passenger Vehicles)

California Air Resource Board (CARB). 2021. EMFAC2017 Web Database. Website: https://arb.ca.gov/emfac/2017/. Accessed January 17, 2022.

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: County
Region: TULARE
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

VMT = Vehicle Miles Traveled
FE = Fuel Economy

				Given					*Calculations*	
Region	Calendar Year	Vehicle Class	Model Year	Speed	Fuel	Population	VMT	Fuel Consumption	FE	VMT*FE
TULARE	2023	LDA	Aggregated	Aggregated	GAS	194341.66	7781539.194	240.9441471	32.29602913	251312816.5
TULARE	2023	LDA	Aggregated	Aggregated	DSL	1677.563241	70546.38003	1.308911222	53.89699383	3802237.809
									Weighted Average Fuel Economy	**32.49010112**
TULARE	2023	LDT1	Aggregated	Aggregated	GAS	20202.36518	711822.785	26.13139601	27.24013615	19390149.58
TULARE	2023	LDT1	Aggregated	Aggregated	DSL	14.43955166	273.5075047	0.010409698	26.2742977	7186.217601
TULARE	2023	LDT2	Aggregated	Aggregated	GAS	65445.33966	2395055.727	94.1461708	25.43975721	60929636.21
TULARE	2023	LDT2	Aggregated	Aggregated	DSL	352.5825374	15283.42659	0.382579426	39.94837557	610548.0655
TULARE	2023	MDV	Aggregated	Aggregated	GAS	70473.73301	2352077.882	118.165127	19.90500871	46818130.74
TULARE	2023	MDV	Aggregated	Aggregated	DSL	1489.467522	58900.64565	2.09426604	28.12471984	1656564.157
									Weighted Average Fuel Economy	**23.38740885**
TULARE	2023	LHDT1	Aggregated	Aggregated	GAS	5687.416542	184533.638	21.98073253	8.395245141	1549205.128
TULARE	2023	LHDT1	Aggregated	Aggregated	DSL	7483.050739	243966.9911	13.73314965	17.76482433	4334030.74
TULARE	2023	LHDT2	Aggregated	Aggregated	GAS	927.9673629	30040.97044	4.111810876	7.306019499	219479.9158
TULARE	2023	LHDT2	Aggregated	Aggregated	DSL	2358.470311	79248.01235	4.981192208	15.90944678	1260792.035
TULARE	2023	MHDT	Aggregated	Aggregated	GAS	422.7940169	21441.19841	4.385754432	4.888827851	104822.3279
TULARE	2023	MHDT	Aggregated	Aggregated	DSL	4292.248509	268428.9437	27.85011863	9.638341122	2587209.726
									Weighted Average Fuel Economy	**12.14936431**
TULARE	2023	HHDT	Aggregated	Aggregated	GAS	0.766672758	109.5717547	0.023757256	4.612138469	505.3601048
TULARE	2023	HHDT	Aggregated	Aggregated	DSL	6112.223904	828308.3513	118.4032266	6.995656921	5794561.05
									Weighted Average Fuel Economy	**6.995341662**

Operational Fuel Calculation—Project-generated Operational Trips (Passenger Vehicles)

Total Operational VMT

Setton Project - Buildout Year Operations (Passenger Vehicles)

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	368.00	368.00	368.00	964,833	964,833
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	368.00	368.00	368.00	964,833	964,833

	Annual VMT (miles)
Total VMT	**964,833**

By Vehicle Type (Average Fleet Mix for the 2023 Operational Year in Tulare County for Passenger Vehicles)

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.556347	0.056743	0.185222	0.201688	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

	Fraction of 1	Percent of Vehicle Trips	Annual VMT	Daily VMT	Average Fuel Economy (miles/gallon)	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	0.5563	55.6	536,782	1,471	32.49	45.3	16,521
Light Trucks and Medium Vehicles (	0.4437	44.4	428,051	1,173	23.39	50.1	18,303
Total	—	100.0	964,833	2,643			34,824

Operational Fuel Calculation—Project-generated Operational Trips (Trucks)

California Air Resource Board (CARB). 2021. EMFAC2017 Web Database. Website: https://arb.ca.gov/emfac/2017/. Accessed January 17, 2022.

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: County
Region: TULARE
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

VMT = Vehicle Miles Traveled
FE = Fuel Economy

				Given					*Calculations*	
TULARE	2023	LHDT1	Aggregated	Aggregated	GAS	5687.416542	184533.638	21.98073253	8.395245141	1549205.128
TULARE	2023	LHDT1	Aggregated	Aggregated	DSL	7483.050739	243966.9911	13.73314965	17.76482433	4334030.74
TULARE	2023	LHDT2	Aggregated	Aggregated	GAS	927.9673629	30040.97044	4.111810876	7.306019499	219479.9158
TULARE	2023	LHDT2	Aggregated	Aggregated	DSL	2358.470311	79248.01235	4.981192208	15.90944678	1260792.035
TULARE	2023	MHDT	Aggregated	Aggregated	GAS	422.7940169	21441.19841	4.385754432	4.888827851	104822.3279
TULARE	2023	MHDT	Aggregated	Aggregated	DSL	4292.248509	268428.9437	27.85011863	9.638341122	2587209.726
								Weighted Average Fuel Economy		**12.14936431**
TULARE	2023	HHDT	Aggregated	Aggregated	GAS	0.766672758	109.5717547	0.023757256	4.612138469	505.3601048
TULARE	2023	HHDT	Aggregated	Aggregated	DSL	6112.223904	828308.3513	118.4032266	6.995656921	5794561.05
								Weighted Average Fuel Economy		**6.995341662**

Operational Fuel Calculation—Project-generated Operational Trips (Trucks)

Total Operational VMT

Setton Project - Buildout Year Operations (Trucks)

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	172.00	172.00	172.00	3,130,400	3,130,400
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	172.00	172.00	172.00	3,130,400	3,130,400

	Annual VMT (miles)
Total VMT	**3,130,400**

By Vehicle Type (Truck Fleet Mix Only)

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

	Fraction of 1	Percent of Vehicle Trips	Annual VMT	Daily VMT	Average Fuel Economy (miles/gallon)	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Trucks (HHD)	1.0000	100.0	3,130,400	8,576	7.00	1226.0	447,498
Total Trucks	—	100.0	3,130,400	8,576			447,498

Project Operations Natural Gas Use

Source: CalEEMod Output

Setton Project - Buildout Year Operations

kBTU/yr = kilo-British Thermal Units/year

CalEEMod Land Use	Natural Gas Use (kBTU/yr)
Industrial Park	851,500
Other Asphalt Surfaces	0
Other Non-Asphalt Surfaces	0
Parking Lot	0
Total	**851,500 kBTU/yr**

Project Operations Electricity Use

Source: CalEEMod Output

Setton Project - Buildout Year Operations

kWh/yr = kilowatt hours per year

CalEEMod Land Use	Electricity Use (kWh/yr)	
Industrial Park	483,000	
Other Asphalt Surfaces	0	
Other Non-Asphalt Surfaces	0	
Parking Lot	17,500	
Total	**500,500**	**kWh/yr**

EnergyUseLandUseSubType	T24E	NT24E	Lighting Elect	T24NG	NT24NG
Industrial Park	2.58	3.31	3.77	15.95	1.08
Other Asphalt Surfaces	0	0	0	0	0
Other Non-Asphalt Surfaces	0	0	0	0	0
Parking Lot	0	0	0.35	0	0

Project Operations Yard Tractor Use

Source: Yard Tractor Parameters and Results
Setton Project - Buildout Year Operations

The 50,000 sq. ft. building is built to suit and can accommodate eight (8) tenants at 6,250 sq. ft. per tenant
Assumed 8 yard tactors (averaging one per potential tenant)

Yard Tractor (Hostler)	4-6	Hours/Day per Tractor
Yard Tractors	8	
Annual Fuel Use per Yard Tractor	5,183	Fuel Used (gallon)
Annual Fuel Use for the Project	**41,464**	**gallons/year**

Typical Construction Trailer - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Typical Construction Trailer

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.72	1000sqft	0.02	720.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Setton Project - Typical Construction Trailer

Land Use - Upper range of typical single-wide mobile office trailer = 720 square feet.

Construction Phase - Typical construction trailer for energy use estimates - estimates would be included in the operational component of the results.

Off-road Equipment - Zeroed out construction equipment

Architectural Coating -

Vehicle Trips - Run for energy estimation only

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Energy Use -

Fleet Mix -

Typical Construction Trailer - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblVehicleTrips	ST_TR	2.21	0.00
tblVehicleTrips	SU_TR	0.70	0.00
tblVehicleTrips	WD_TR	9.74	0.00

2.0 Emissions Summary

Typical Construction Trailer - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1.2335	1.2335	1.0000e-004	1.0000e-005	1.2398
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1.2335	1.2335	1.0000e-004	1.0000e-005	1.2398
NaturalGas Mitigated	7.0000e-005	6.0000e-004	5.0000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.6543	0.6543	1.0000e-005	1.0000e-005	0.6582
NaturalGas Unmitigated	7.0000e-005	6.0000e-004	5.0000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.6543	0.6543	1.0000e-005	1.0000e-005	0.6582

Typical Construction Trailer - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	12261.6	7.0000e-005	6.0000e-004	5.0000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.6543	0.6543	1.0000e-005	1.0000e-005	0.6582
Total		**7.0000e-005**	**6.0000e-004**	**5.0000e-004**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.6543**	**0.6543**	**1.0000e-005**	**1.0000e-005**	**0.6582**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	12261.6	7.0000e-005	6.0000e-004	5.0000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.6543	0.6543	1.0000e-005	1.0000e-005	0.6582
Total		**7.0000e-005**	**6.0000e-004**	**5.0000e-004**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.6543**	**0.6543**	**1.0000e-005**	**1.0000e-005**	**0.6582**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	6955.2	1.2335	1.0000e-004	1.0000e-005	1.2398
Total		**1.2335**	**1.0000e-004**	**1.0000e-005**	**1.2398**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	6955.2	1.2335	1.0000e-004	1.0000e-005	1.2398
Total		**1.2335**	**1.0000e-004**	**1.0000e-005**	**1.2398**

6.0 Area Detail

6.1 Mitigation Measures Area

ATTACHMENT "B"

CNDDB Table

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Porterville (3611911) OR Woodville (3611912) OR Cairns Corner (3611922) OR Lindsay (3611921) OR Frazier Valley (3611828) OR Success Dam (3611818) OR Fountain Springs (3511888) OR Ducor (3511981) OR Sausalito School (3511982))

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Agelaius tricolor tricolored blackbird	G1G2 S1S2	None Threatened	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_EN-Endangered NABCI_RWL-Red Watch List USFWS_BCC-Birds of Conservation Concern	271 655	955 S:3	0	0	0	0	1	2	2	1	2	1	0
Anniella pulchra Northern California legless lizard	G3 S3	None None	CDFW_SSC-Species of Special Concern USFS_S-Sensitive	460 550	378 S:4	1	0	0	0	0	3	1	3	4	0	0
Antrozous pallidus pallid bat	G4 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive WBWG_H-High Priority	900 900	420 S:1	0	0	0	0	0	1	1	0	1	0	0
Atriplex cordulata var. erecticaulis Earlimart orache	G3T1 S1	None None	Rare Plant Rank - 1B.2	275 308	23 S:2	0	1	0	0	0	1	1	1	2	0	0
Atriplex coronata var. vallicola Lost Hills crownscale	G4T3 S3	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive	275 275	75 S:1	0	0	0	0	0	1	1	0	1	0	0
Atriplex depressa brittlescale	G2 S2	None None	Rare Plant Rank - 1B.2	320 320	60 S:1	0	0	0	0	0	1	1	0	1	0	0
Atriplex minuscula lesser saltscale	G2 S2	None None	Rare Plant Rank - 1B.1	300 300	52 S:1	0	1	0	0	0	0	0	1	1	0	0
Atriplex persistens vernal pool smallscale	G2 S2	None None	Rare Plant Rank - 1B.2	370 370	41 S:1	0	0	0	0	0	1	1	0	1	0	0
Atriplex subtilis subtle orache	G1 S1	None None	Rare Plant Rank - 1B.2	305 325	24 S:3	1	0	0	0	0	2	3	0	3	0	0

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Bombus crotchii Crotch bumble bee	G3G4 S1S2	None None		500 600	437 S:2	0	0	0	0	0	2	2	0	2	0	0
Branchinecta lynchi vernal pool fairy shrimp	G3 S3	Threatened None	IUCN_VU-Vulnerable	320 500	795 S:7	0	2	0	4	0	1	1	6	7	0	0
Buteo swainsoni Swainson's hawk	G5 S3	None Threatened	BLM_S-Sensitive IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	313 412	2541 S:4	0	1	1	0	0	2	1	3	4	0	0
Caulanthus californicus California jewelflower	G1 S1	Endangered Endangered	Rare Plant Rank - 1B.1 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden SB_SBBG-Santa Barbara Botanic Garden SB_UCBG-UC Botanical Garden at Berkeley	325 325	67 S:1	0	0	0	0	1	0	1	0	0	1	0
Clarkia springvillensis Springville clarkia	G2 S2	Threatened Endangered	Rare Plant Rank - 1B.2 SB_UCSC-UC Santa Cruz	700 815	28 S:3	0	1	1	0	0	1	0	3	3	0	0
Corynorhinus townsendii Townsend's big-eared bat	G4 S2	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive WBWG_H-High Priority	900 1,760	635 S:2	0	0	0	0	0	2	2	0	2	0	0
Delphinium recurvatum recurved larkspur	G2? S2?	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive SB_SBBG-Santa Barbara Botanic Garden	305 320	119 S:5	0	1	0	0	2	2	4	1	3	0	2
Desmocerus californicus dimorphus valley elderberry longhorn beetle	G3T2 S3	Threatened None		490 550	271 S:4	0	2	1	1	0	0	4	0	4	0	0

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Diplacus pictus calico monkeyflower	G2 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	600 1,440	73 S:3	0	0	0	0	0	3	3	0	3	0	0
Dipodomys nitratoides nitratoides Tipton kangaroo rat	G3T1T2 S1S2	Endangered Endangered	IUCN_VU-Vulnerable	320 320	81 S:1	0	0	0	0	0	1	1	0	1	0	0
Eryngium spinosepalum spiny-sepaled button-celery	G2 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive	660 800	108 S:3	0	1	0	0	1	1	1	2	2	1	0
Eumops perotis californicus western mastiff bat	G4G5T4 S3S4	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern WBWG_H-High Priority		296 S:1	0	0	0	0	0	1	1	0	1	0	0
Fritillaria striata striped adobe-lily	G1 S1	None Threatened	Rare Plant Rank - 1B.1 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden SB_USDA-US Dept of Agriculture USFS_S-Sensitive	450 1,700	23 S:7	0	1	1	1	2	2	6	1	5	0	2
Gambelia sila blunt-nosed leopard lizard	G1 S1	Endangered Endangered	CDFW_FP-Fully Protected IUCN_EN-Endangered	326 326	416 S:1	0	0	0	0	1	0	1	0	0	1	0
Gymnogyps californianus California condor	G1 S1	Endangered Endangered	CDF_S-Sensitive CDFW_FP-Fully Protected IUCN_CR-Critically Endangered NABCI_RWL-Red Watch List	1,000 1,000	13 S:1	0	0	0	0	0	1	1	0	1	0	0
Lasiurus cinereus hoary bat	G3G4 S4	None None	IUCN_LC-Least Concern WBWG_M-Medium Priority		238 S:1	0	0	0	0	0	1	1	0	1	0	0
Lasthenia chrysantha alkali-sink goldfields	G2 S2	None None	Rare Plant Rank - 1B.1	285 325	55 S:4	0	0	0	0	2	2	4	0	2	2	0
Leptosiphon serrulatus Madera leptosiphon	G3 S3	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive USFS_S-Sensitive	1,000 1,000	27 S:1	0	0	0	0	0	1	1	0	1	0	0

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Lytta hoppingi Hopping's blister beetle	G1G2 S1S2	None None			5 S:1	0	0	0	0	0	1	1	0	1	0	0
Lytta molesta molestan blister beetle	G2 S2	None None		480 480	17 S:1	0	0	0	0	0	1	1	0	1	0	0
Lytta morrisoni Morrison's blister beetle	G1G2 S1S2	None None			10 S:1	0	0	0	0	0	1	1	0	1	0	0
Monolopia congdonii San Joaquin woollythreads	G2 S2	Endangered None	Rare Plant Rank - 1B.2 SB_UCBG-UC Botanical Garden at Berkeley		111 S:1	0	0	0	0	1	0	1	0	0	1	0
Navarretia nigelliformis ssp. radians shining navarretia	G4T2 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive	810 810	102 S:1	1	0	0	0	0	0	0	1	1	0	0
Northern Claypan Vernal Pool Northern Claypan Vernal Pool	G1 S1.1	None None		325 510	21 S:2	0	0	0	0	0	2	2	0	2	0	0
Perognathus inornatus San Joaquin pocket mouse	G2G3 S2S3	None None	BLM_S-Sensitive IUCN_LC-Least Concern		140 S:1	0	0	0	0	0	1	1	0	1	0	0
Pseudobahia peirsonii San Joaquin adobe sunburst	G1 S1	Threatened Endangered	Rare Plant Rank - 1B.1 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	490 1,700	51 S:20	0	3	4	6	5	2	12	8	15	2	3
Puccinellia simplex California alkali grass	G3 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive	305 305	80 S:1	0	0	0	0	0	1	1	0	1	0	0
Senecio aphanactis chaparral ragwort	G3 S2	None None	Rare Plant Rank - 2B.2 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden SB_CRES-San Diego Zoo CRES Native Gene Seed Bank	1,200 1,200	98 S:1	0	0	0	0	0	1	1	0	1	0	0
Sidalcea keckii Keck's checkerbloom	G2 S2	Endangered None	Rare Plant Rank - 1B.1 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	750 800	50 S:2	0	0	0	0	1	1	2	0	1	0	1

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Spea hammondii western spadefoot	G2G3 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_NT-Near Threatened	304 793	1422 S:3	0	0	1	0	0	2	2	1	3	0	0
Sycamore Alluvial Woodland Sycamore Alluvial Woodland	G1 S1.1	None None		610 610	17 S:1	0	0	1	0	0	0	1	0	1	0	0
Taxidea taxus American badger	G5 S3	None None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	430 430	594 S:1	0	0	0	0	0	1	1	0	1	0	0
Vulpes macrotis mutica San Joaquin kit fox	G4T2 S2	Endangered Threatened		300 970	1020 S:28	0	0	1	1	0	26	28	0	28	0	0

ATTACHMENT "C"

CHRIS Results

California Historical Resources Information System

Fresno
Kern
Kings
Madera
Tulare

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

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

Record Search 21-494

Date: January 11, 2022

Re: Tulare County Rivers Industrial Park

County: Tulare

Map(s): Porterville 7.5'

CULTURAL RESOURCES RECORDS SEARCH

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

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

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

According to the information in our files, there has been no cultural resource studies in the project area or within the one-half mile radius.

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

There are no recorded resources within the project area, and it is not known if any exist there. There is one recorded resource within the one-half mile radius, P-54-004626. This resource is an historic era railroad.

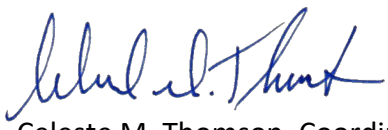
There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic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

COMMENTS AND RECOMMENDATIONS

We understand this project consists of the development of 3.8-acres of a 29.29-acres site into a 50,000 square foot light industrial park. Further, we understand the project area is currently vacant and was previously used for agricultural purposes. Because a cultural resource study has not been previously conducted on this project area, it is unknown in any cultural resources are present. Therefore, prior to any ground disturbance activities, we recommend a qualified, professional consultant conduct a field survey to determine if any cultural resources are present. A list of qualified consultants can be found at www.chrisinfo.org.

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

By:



Celeste M. Thomson, Coordinator **Date**: January 11, 2022

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

ATTACHMENT "D"

VMT Analysis

RUETTGERS & SCHULER CIVIL ENGINEERS

1800 30th Street, Suite 260
Bakersfield, California 93301
Phone (661) 327-1969
Fax (661) 327-1993

January 21, 2022

524-18
Electronic Mail

Emily Bowen
Crawford & Bowen
113 N. Church Street, Suite 302
Visalia, CA 93291

REF: Vehicle Miles Traveled (VMT) Analysis for Proposed Light Industrial Project Located at the Southeast Corner of State Route 65 & Avenue 124

Dear Ms. Bowen:

This letter is in response to your request for a Vehicle Miles Traveled (VMT) analysis, as required by the Tulare County Planning Department for a proposed 50,000 square foot industrial building. The proposed project is located on the southeast corner of State Route 65 and Success Valley Drive. Proposed access will be along Avenue 124.

Trip Generation

The trip generation volumes shown in Table 1 were calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition. The ADT, AM, and PM peak hour rates and the peak hour directional splits for ITE Land Use Code 110 (Light Industrial) were used to estimate the project traffic volumes.

Table 1
Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
110	General Light Industrial	50 1000 sq ft GFA	4.87	244	0.74	88% 33	12% 4	0.65	14% 5	86% 28

The results of the trip generation calculations show that the project would generate approximately 244 daily trips, 33 trips during the PM peak hour and 37 trips during the AM peak hour of a typical weekday.

Vehicle Miles Traveled (VMT) Evaluation

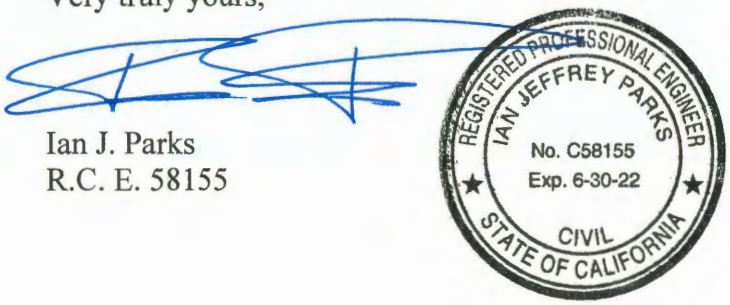
Guidelines for assessing project VMT as part of a transportation impact analysis under CEQA are contained in the "County of Tulare SB 743 Guidelines," dated June 8, 2020. The advisory contains recommendations regarding VMT assessment, significance thresholds and mitigation measures. Under CEQA, lead agencies have the authority to establish their own VMT significance thresholds and analysis methodologies or rely on thresholds and methodologies recommended by other agencies, provided such guidelines are supported by substantial evidence.

The Tulare County advisory provides "screening thresholds" for identifying whether a land use project should be expected to result in a less than significant transportation impact under CEQA. Projects meeting one or more of these criteria would not be required to undergo a detailed VMT analysis. One of the screening thresholds is described as "Small Projects". Small projects are presumed to have a less than significant transportation impact. The guidelines define a small project to be a project that generates less than 500 trips per day.

The proposed industrial building project would fall within the small project category since the project is expected to generate 244 daily trips, which is less than the 500 trip threshold. Therefore, the project would "screen out", and be expected to have less than significant transportation impacts.

Please contact me should you have any questions.

Very truly yours,



Ian J. Parks
R.C. E. 58155

ATTACHMENT "E"

Tribal Cultural Resources

Consultation Notice – RIVERS INDUSTRIAL PARK, PZC 21-009														
TRIBE CONTACTED	**REQUEST TYPE**			**ITEMS & DOCUMENTS SUBMITTED**					**DELIVERY METHOD**			**CONSULTATION PERIOD**		**CONSULTATION / ACTIONS**
	AB 52	**SB 18**	**Sec 106**	**Map**	**Project Description**	**SLF Search Results**	**CHRIS Results**	**Other**	**E-mail**	**FedEx**	**Certified US Mail**	**Return Receipt**	**Period Ends**	**Summary**
SACRED LAND FILE (SLF) REQUEST														
Native American Heritage Commission NAHC@nahc.ca.gov	X			X	X				5/27/22					5/31/22 email stating that they received our request but won't get a response until 6-8 weeks 7/5/22, No response from NAHC as today
CONSULTATION REQUEST LETTERS														
Big Sandy Rancheria of Western Mono Indians Elizabeth D. Kipp, Chairperson PO. Box 337 Auberry, CA 93602 lkipp@bsrnnation.com	X			X	X		X		5/31/22		6/1/22 7020181000 0042155552	6/3/22		7/5/22, No response as of today; NOI will be emailed upon release of document; RMA staff to follow up prior to the PC public hearing.
Dunlap Band of Mono Indians Benjamin Charley Jr., Tribal Chair P.O. Box 14 Dunlap, CA 93621 ben.charley@yahoo.com	X			X	X		X		5/31/22		6/1/22 7020181000 0042155569	6/27/22		6/7/22, see comments for D. Charley below.
Dunlap Band of Mono Indians Dirk Charley, Tribal Secretary 5509 E. McKenzie Avenue Fresno, CA 93727 dcharley2016@gmail.com	x			X	X		X		5/31/22					6/7/22, phone call with D. Charley indicating that the Tribe has no comments on this project; he also provided information on his qualifications and experience working with various tribes in coordinating events and providing comments and monitoring.
Kern Valley Indian Tribe Robert Robinson, Co-Chairperson P.O. Box 1010 Lake Isabella, CA 93240 bbutterbredt@gmail.com	X			X	X		X		5/31/22		6/1/22 7016137000 0126015929	6/21/22		7/5/22, No response as of today; NOI will be emailed upon release of document; RMA staff to follow up prior to the PC public hearing.
Kern Valley Indian Community Julie Turner, Secretary P. Box 1010 Lake Isabella, CA 93240 meindiangirl@sbcglobal.net	X			X	X		X		5/31/22		6/1/22 7020181000 0042155507	6/21/22		7/5/22, No response as of today; NOI will be emailed upon release of document; RMA staff to follow up prior to the PC public hearing.

Consultation Notice – RIVERS INDUSTRIAL PARK, PZC 21-009														
TRIBE CONTACTED	**REQUEST TYPE**			**ITEMS & DOCUMENTS SUBMITTED**					**DELIVERY METHOD**			**CONSULTATION PERIOD**		**CONSULTATION / ACTIONS**
	AB 52	**SB 18**	**Sec 106**	**Map**	**Project Description**	**SLF Search Results**	**CHRIS Results**	**Other**	**E-mail**	**FedEx**	**Certified US Mail**	**Return Receipt**	**Period Ends**	**Summary**
Kern Valley Indian Community Brandi Kendricks 30741 Foxridge Court Tehachapi, CA 93561 krazykendricks@hotmail.com	X			X	X		X		5/31/22					7/5/22, No response as of today; NOI will be emailed upon release of document; RMA staff to follow up prior to the PC public hearing.
Santa Rosa Rancheria Tachi Yokut Tribe Leo Sisco, Chairperson P. O. Box 8 Lemoore, CA 93245 LSisco@tachi-yokut-nsn.gov	X			X	X		X		5/31/22		6/1/22 7020181000 0042155583	6/3/22		7/5/22, No response as of today; NOI will be emailed upon release of document; RMA staff to follow up prior to the PC public hearing.
Santa Rosa Rancheria Cultural Department Shana Powers, Director P. O. Box 8 Lemoore, CA 93245 SPowers@tachi-yokut-nsn.gov	X			X	X		X		5/31/22		6/1/22 7020181000 0042155576	6/3/22		7/5/22, No response as of today; NOI will be emailed upon release of document; RMA staff to follow up prior to the PC public hearing.
Tubatulabals of Kern Valley Robert L. Gomez, Jr., Chairperson P.O. Box 226 Lake Isabella, CA 93240 rgomez@tubatulabal.org	X			X	X		X		5/31/22		6/1/22 7020181000 0042155514	6/3/22		5/31/22, email from R. Gomez stating the Tribe has no comments on this project.
Tule River Indian Tribe Neil Peyron, Chairperson P. O. Box 589 Porterville, CA 93258 neil.peyron@tulerivertribe-nsn.gov	X			X	X		X		5/31/22		6/1/22 7020181000 0042155521	6/8/22		7/5/22, No response as of today; NOI will be emailed upon release of document; RMA staff to follow up prior to the PC public hearing.
Tule River Indian Tribe Environmental Department Kerri Vera, Director P. O. Box 589 Porterville, CA 93258 tuleriverenv@yahoo.com	X			X	X		X		5/31/22		6/1/22 7020181000 0042155538	6/8/22		7/5/22, No response as of today; NOI will be emailed upon release of document; RMA staff to follow up prior to the PC public hearing.
Tule River Indian Tribe Dept. of Environmental Protection Felix Christman, Archaeological Monitor P. O. Box 589 Porterville, CA 93258 tuleriverarchmon1@gmail.com	X			X	X		X		5/31/22					7/5/22, No response as of today; NOI will be emailed upon release of document; RMA staff to follow up prior to the PC public hearing.

Consultation Notice – RIVERS INDUSTRIAL PARK, PZC 21-009														
TRIBE CONTACTED	**REQUEST TYPE**			**ITEMS & DOCUMENTS SUBMITTED**					**DELIVERY METHOD**			**CONSULTATION PERIOD**		**CONSULTATION / ACTIONS**
	AB 52	**SB 18**	**Sec 106**	**Map**	**Project Description**	**SLF Search Results**	**CHRIS Results**	**Other**	**E-mail**	**FedEx**	**Certified US Mail**	**Return Receipt**	**Period Ends**	**Summary**
Wuksache Indian Tribe/ Eshom Valley Band Kenneth Woodrow, Chairperson 1179 Rock Haven Ct. Salinas, CA 93906 kwood8934@aol.com	X			X	X		X		5/31/22		6/1/22 7020181000 0042155545	6/8/22		7/5/22, No response as of today; NOI will be emailed upon release of document; RMA staff to follow up prior to the PC public hearing.

From:	Danielle Folk
To:	NAHC@NAHC
Cc:	Jessica R Willis; Hector Guerra
Subject:	SLF Request for Rivers Industrial Park Project (PZC 21-009)
Date:	Friday, May 27, 2022 11:59:29 AM
Attachments:	Rivers Industrial Park_Local-Government-Tribal-Consultation-List-Request-Form.pdf PZC 21-009 Site Plan.pdf Porterville_topo0001.pdf

---

Good Afternoon,

Please find the attached documents for the Rivers Industrial Park Project (PZC 21-009): Rivers Industrial Park Local Government Tribal Consultation List Request Form, PZC 21-009 Site Plan, and the Porterville Topo map. We look forward to hearing back from you.

Best Regards,

Danielle Folk

RMA Planner II
DFolk@tularecounty.ca.gov
559-624-7029

Local Government Tribal Consultation List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

☑ **CEQA Tribal Consultation List (AB 52)** – ***Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2***

☐ **General Plan (SB 18)** - ***Per Government Code § 65352.3.***

Local Action Type:

☐ **General Plan** ☐ **General Plan Element** ☐ **General Plan Amendment**

☐ **Specific Plan** ☐ **Specific Plan Amendment** ☐ **Pre-planning Outreach Activity**

Required Information

Project Title: Rivers Industrial Park, PZC 21-009

Local Government/Lead Agency: Tulare County Resource Management Agency

Contact Person: Hector Guerra

Street Address: 5961 South Mooney Blvd.

City: Visalia **Zip:** 93277-9394

Phone: 559-724-7121 **Fax:** (559) 615-3002

Email: hguerra@tularecounty.ca.gov

Specific Area Subject to Proposed Action

County: Tulare **City/Community:** Porterville

Project Description:

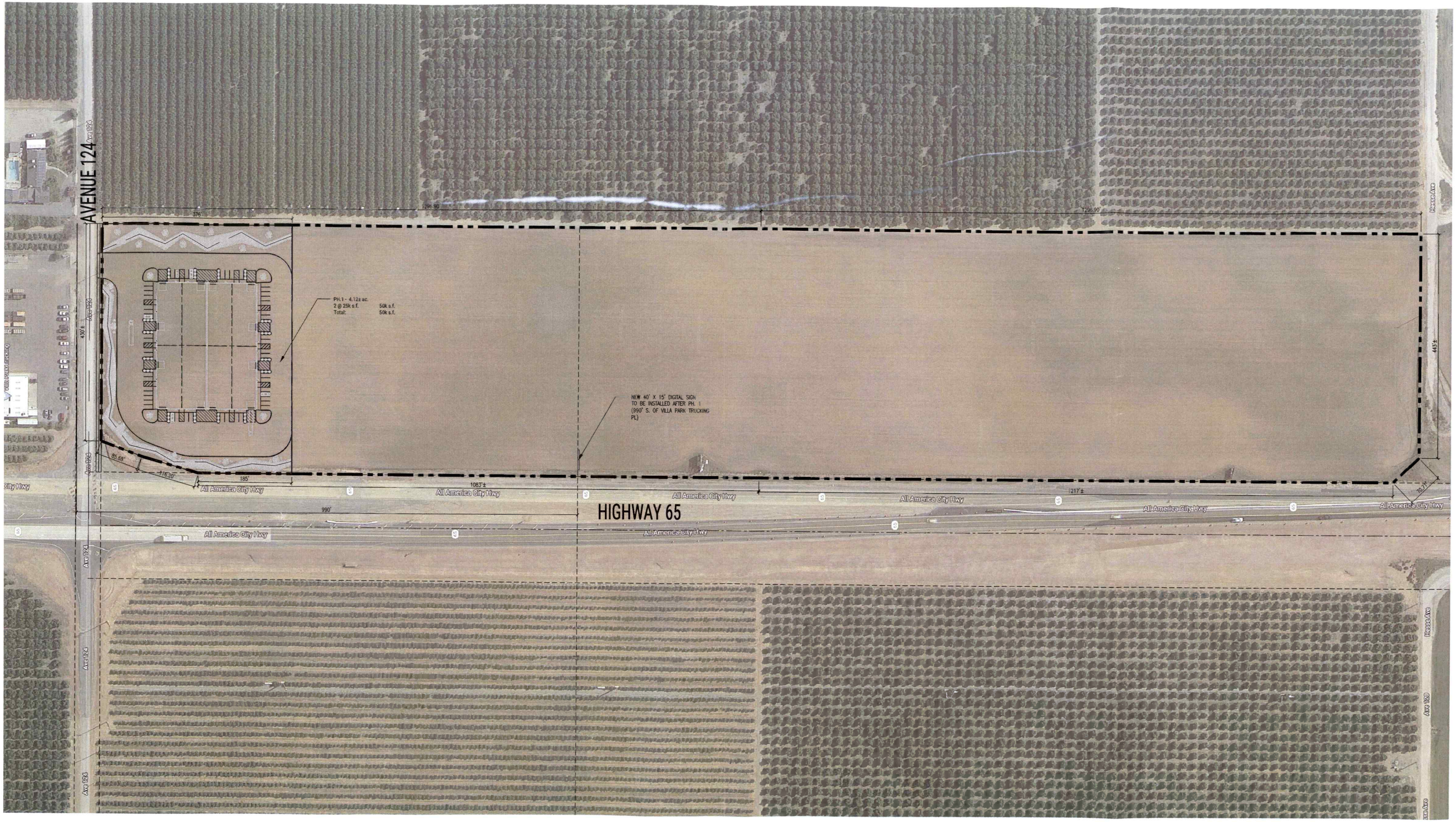
The proposed Project is to develop 3.8-acres of a 29.29-acre site into a 50,000 s.f. light industrial park. The industrial building will be built to suit and will accommodate eight tenants at 6,250 s.f. per tenant. To support the industrial park, 10 ADA parking stalls, 42 typical standard parking stalls and 12 loading docks will also be constructed. It is anticipated that the industrial park will employ up to 24 people and days and hours of operations operate will be Monday – Saturday from 8:00am to 5:00 pm. The site is currently vacant but has historically been utilized for agricultural purposes. There are two static billboards on site that will be

Additional Request

☑ **Sacred Lands File Search** - ***Required Information:***

USGS Quadrangle Name(s): Porterville

Township: 22S **Range:** 27E **Section(s):** 15



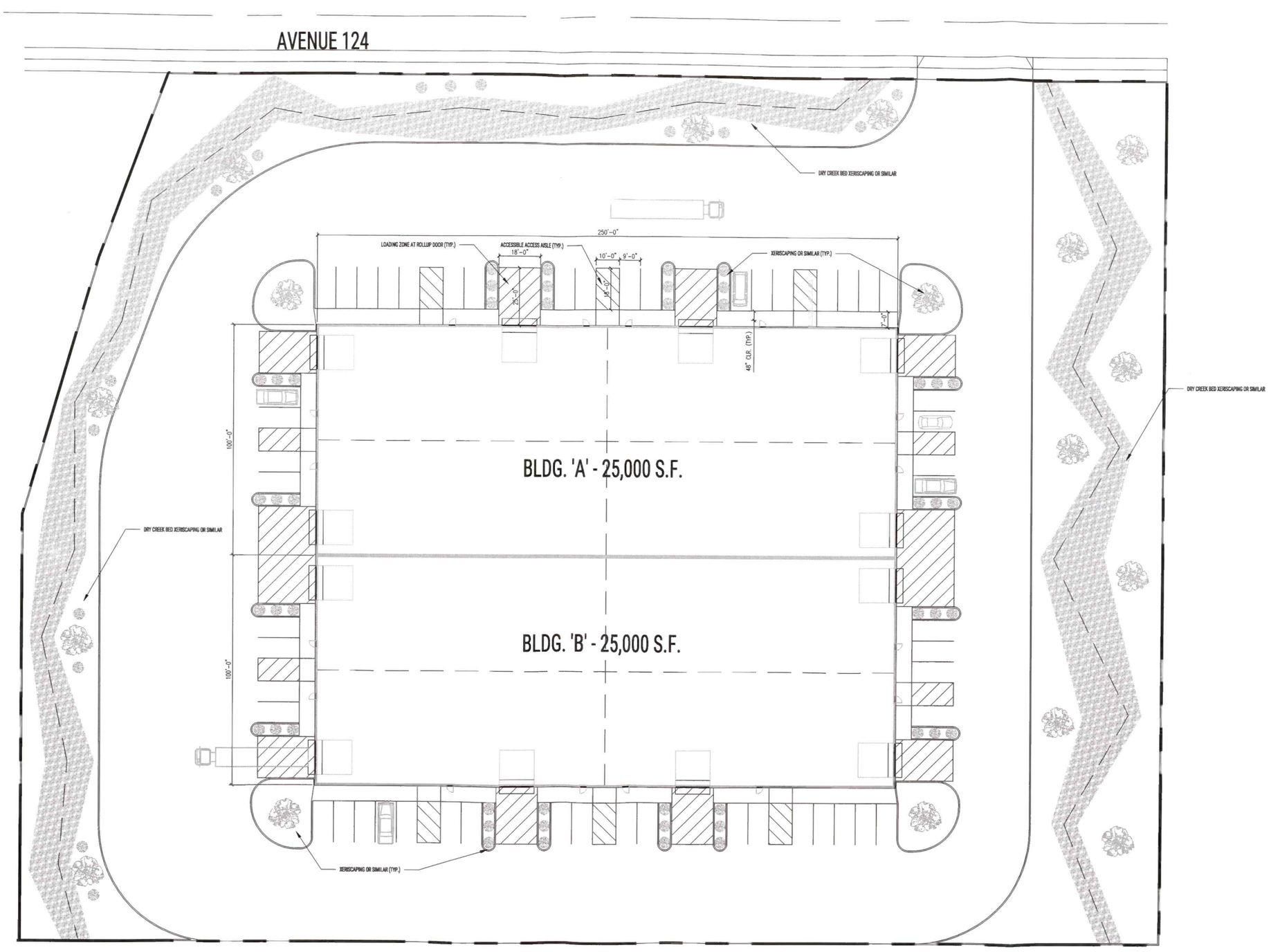
Rivers Investment Group

The Solution for Economic Development

OVERALL SITE PLAN

APN: 302-124-003 | SOUTH EAST CORNER OF AVE. 124 AND HWY 65

SCALE: 1" = 80'-0"

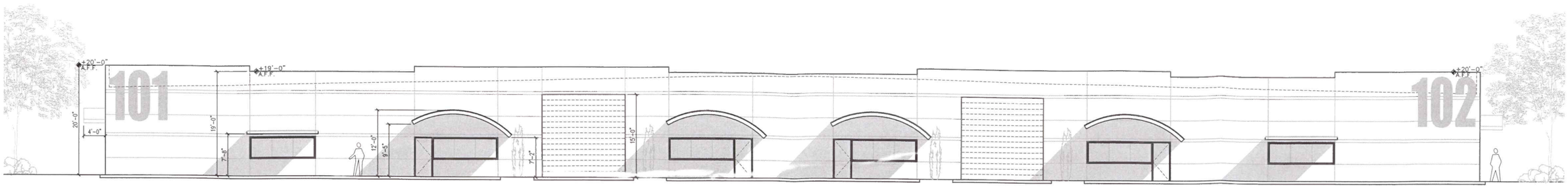


Rivers Investment Group
The Solution for Economic Development

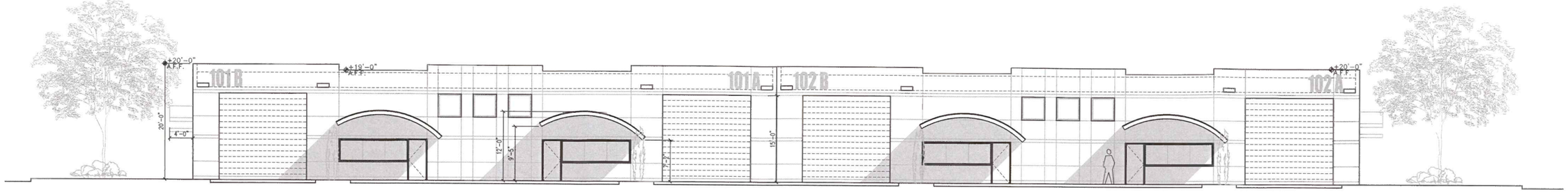
PROPOSED SITE PLAN - PH. 1

APN: 302-124-003 | SOUTH EAST CORNER OF AVE. 124 AND HWY 65

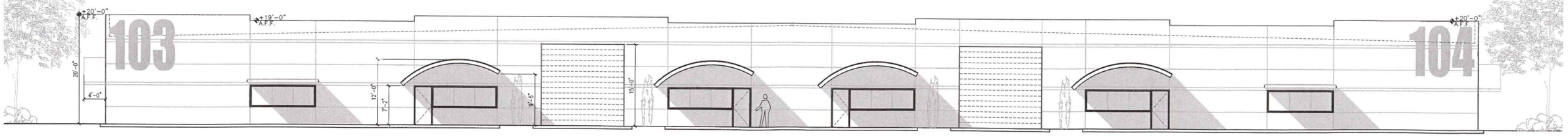
SCALE: 1" = 200'-0"



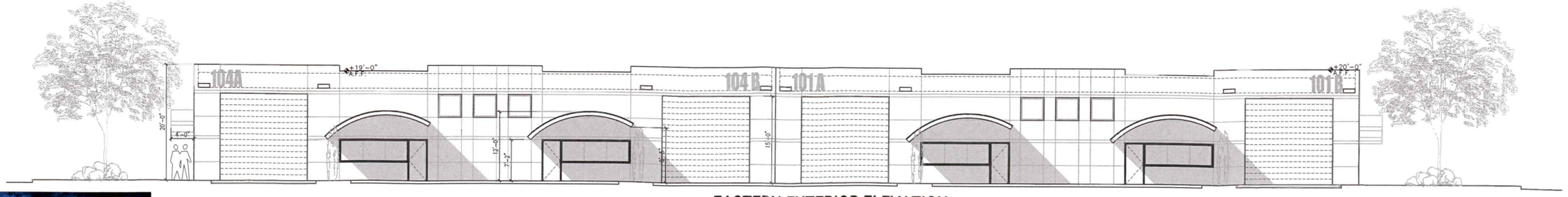
NORTHERN EXTERIOR ELEVATION



WESTERN EXTERIOR ELEVATION



SOUTHERN EXTERIOR ELEVATION



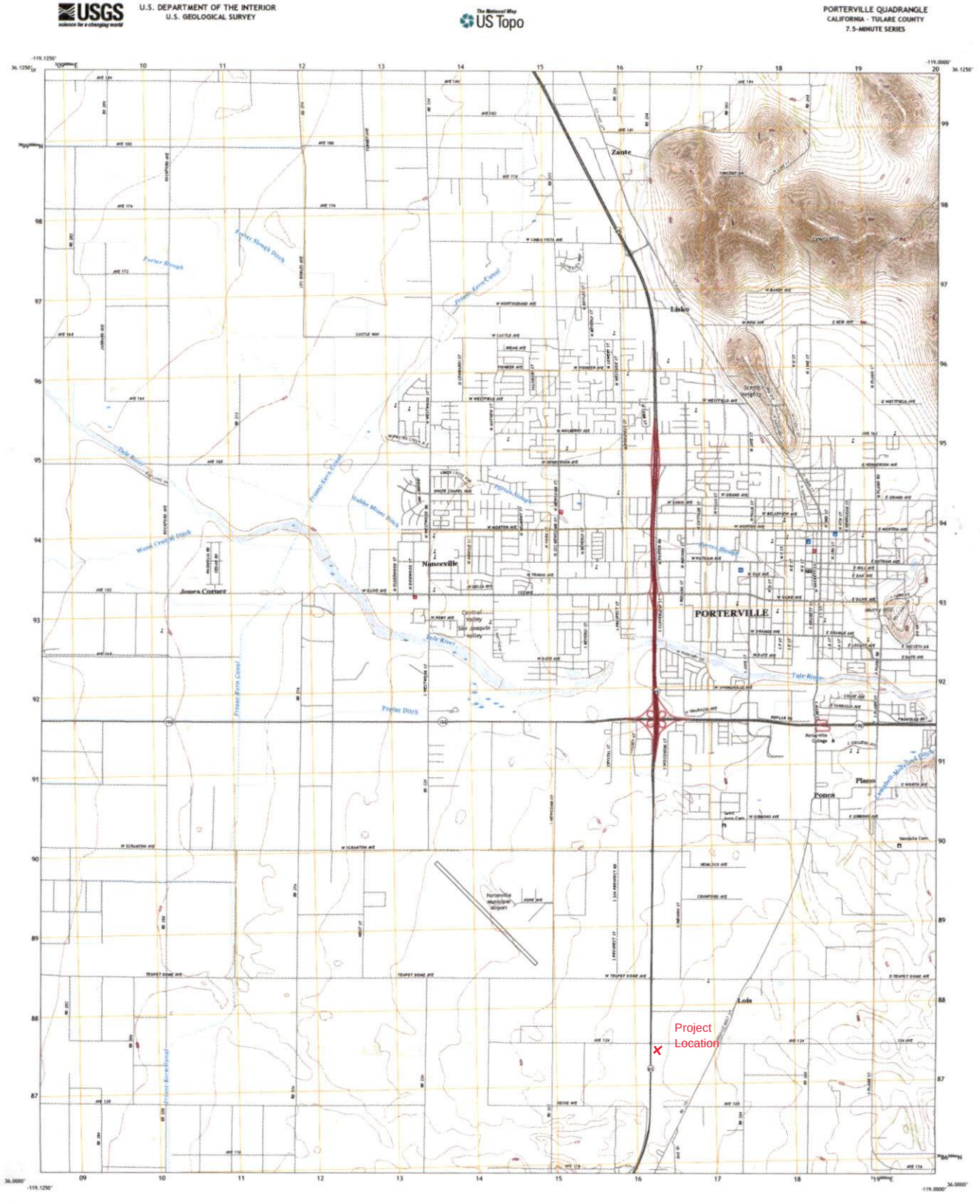
EASTERN EXTERIOR ELEVATION

Rivers Investment Group
The Solution for Economic Development

EXTERIOR ELEVATIONS

APN: 302-124-003 | SOUTH EAST CORNER OF AVE. 124 AND HWY 65

SCALE: 1/8" = 1'-0"


USGS
U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY
The National Map
US Topo
PORTERVILLE QUADRANGLE
CALIFORNIA - TULARE COUNTY
7.5-MINUTE SERIES
Zante
Linko
Nonceville
Jones Corner
PORTERVILLE
Plano
Ponca
Lois
Project Location
Porterville Municipal Airport
Porterville College
Scenic Heights
Tule River
Porter Slough
Porter Slough Ditch
Frazier-Kern Canal
Wutchumna Ditch
Wood Creek Ditch
Central Valley San Joaquin Valley
Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and 1 000-meter grid:Universal Transverse Mercator, Zone 11S
This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.
Imagery ..... NAIP, June 2016 - October 2016
Roads ..... U.S. Census Bureau, 2016
Names ..... GNIS, 1981 - 2018
Hydrography ..... National Hydrography Dataset, 2006 - 2018
Contours ..... National Elevation Dataset, 2008
Boundaries ..... Multiple sources; see metadata file 2016
Public Land Survey System ..... BLM, 2017
Wetlands ..... FWS National Wetlands Inventory 1984 - 1987
UTM GRID AND 2017 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
SCALE 1:24 000
KILOMETERS
METERS
MILES
FEET
CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988
This map was produced to conform with the National Geospatial Program US Topo Product Standard, 2011. A metadata file associated with this product is draft version 0.6.18
ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route
1 Cairns Corner
2 Lindsay
3 Frazier Valley
4 Woodville
5 Success Dam
6 Sausalito School
7 Dozer
8 Fountain Springs
PORTERVILLE, CA
2018
USGS 24K 3105
MAP REP NO. U5G524K3105

PROJECT NOTIFICATION AND TRIBAL CONSULTATION REQUEST PURSUAN TO AB 52

Project Title: Rivers Industrial Park, PZC 21-009

Project Location: Southeast corner of State Route 65 and Avenue 124, directly south of Villa Park Trucking. The Project site is located approximately two and a half (2.5) miles directly south of intersection of SR 190 and SR 65and three and a half (3.5) miles north of the City of Terra Bella in Tulare County, California.

USGS 7.5 Minute Quadrangle(s): Porterville

APN(s): 302-124-003

PLSS: Section 15, Township 22 South, Range 27 East, MDB&M.

Project Description: The proposed Project is to develop 3.8-acres of a 29.29-acre site into a 50,000 square foot (sf) light industrial park. The industrial building will be built to suit and will accommodate eight (8) tenants at 6,250 sf per tenant. To support the industrial park, 10 ADA parking stalls, 42 typical standard parking stalls and 12 loading docks will also be constructed. It is anticipated that the industrial park will employ up to 24 people and days and operate Monday – Saturday from 8:00am to 5:00 pm. The Project site is currently vacant but has historically been utilized for agricultural purposes. There are two static billboards on site that will be removed as part of the project.

The proposed industrial park is consistent with the General Plan Designation of Valley Agricultural, but will require the approval of a zone change from AE-10 (Exclusive Agriculture – 10 Acre Minimum) to M-1 (Light Manufacturing) by Tulare County. The Light Manufacturing zone allows the manufacturing, assembling, packaging, treatment and processing of products other than those which may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise, or other similar causes.

Request for Consultation: Pursuant to the provisions of AB 52, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Rivers Industrial Park in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places and tribal cultural resources.

Ifyour Tribe desires to consult with the County on the review of this project, please respond in writing within thirty (30) days of receipt of this notification. Written correspondence can be mailed to the following addresses:

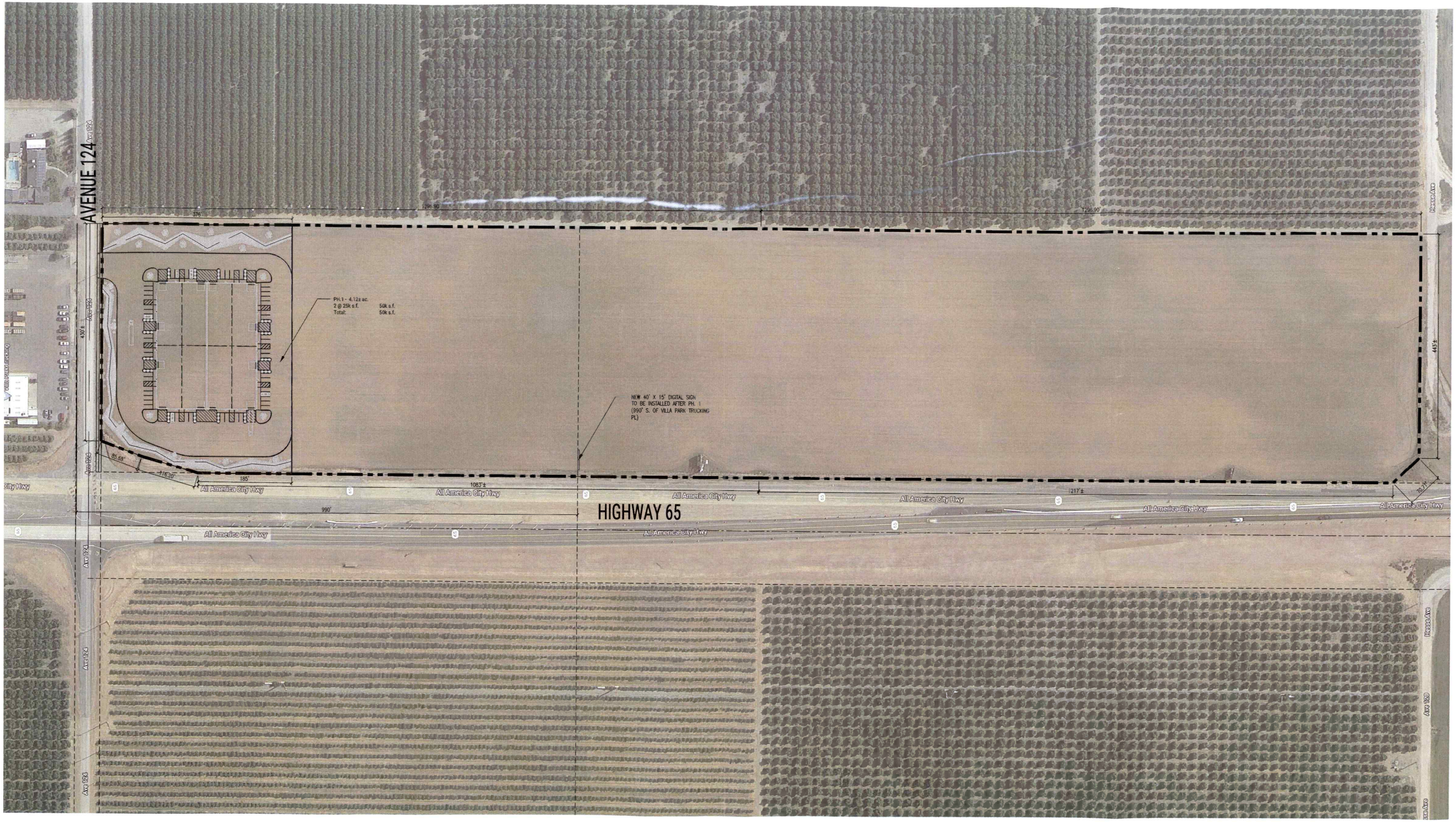
US Post: Tulare County Resource Management Agency
Environmental Planning Division
Attn: Jessica Willis / Hector Guerra
5961 S. Mooney Blvd.

Visalia, CA 93277-9394

E-mail: JWillis@co.tulare.ca.us and HGuerra@co.tulare.ca.us

If you need further assistance or have any questions, please feel free to contact Jessica Willis by phone at (559) 624-7122, or Hector Guerra at (559) 624-7121.

If the County does not receive a response to this notification, it will be presumed that your Tribe has declined the opportunity to consult on this project pursuant to AB 52



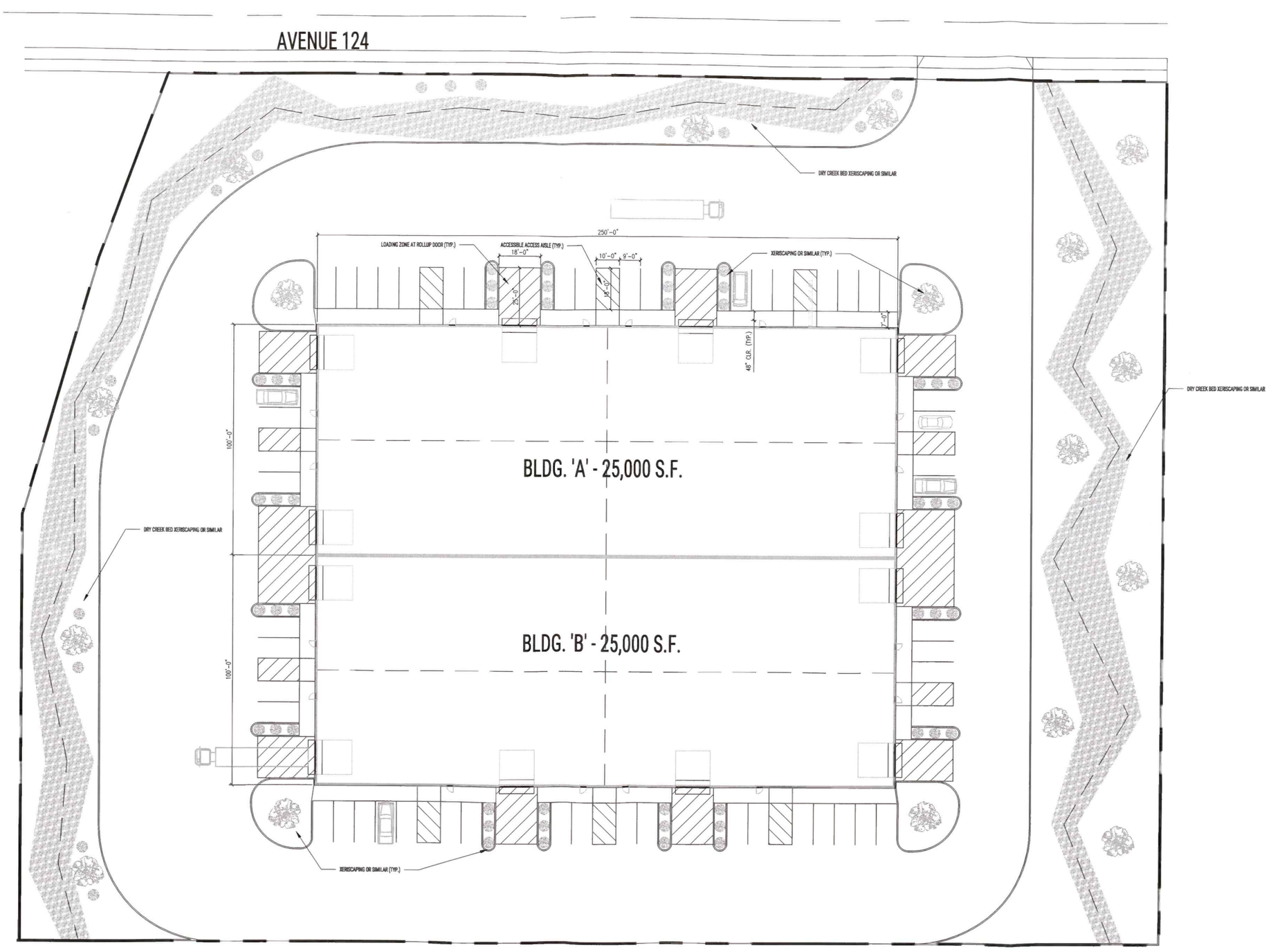
Rivers Investment Group

The Solution for Economic Development

OVERALL SITE PLAN

APN: 302-124-003 | SOUTH EAST CORNER OF AVE. 124 AND HWY 65

SCALE: 1" = 80'-0"

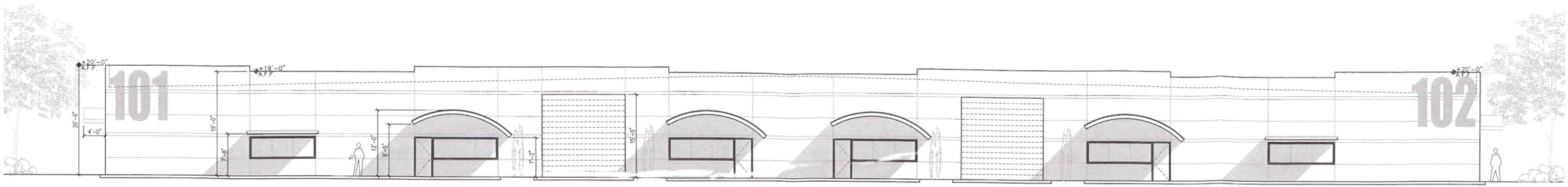


Rivers Investment Group
The Solution for Economic Development

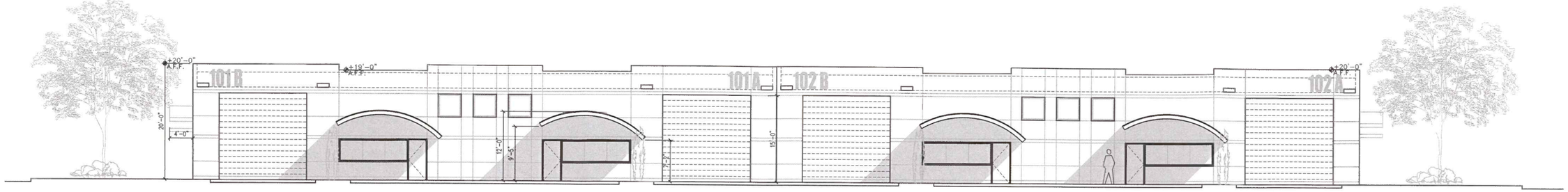
PROPOSED SITE PLAN - PH. 1

APN: 302-124-003 | SOUTH EAST CORNER OF AVE. 124 AND HWY 65

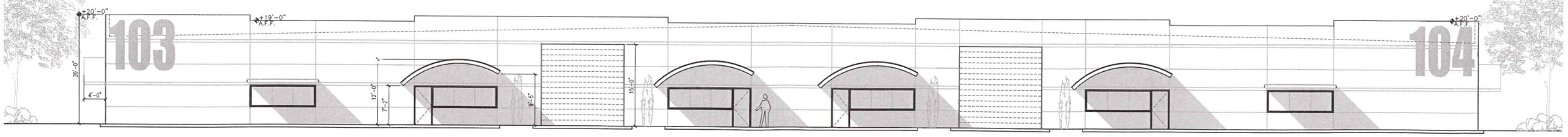
SCALE: 1" = 200'-0"



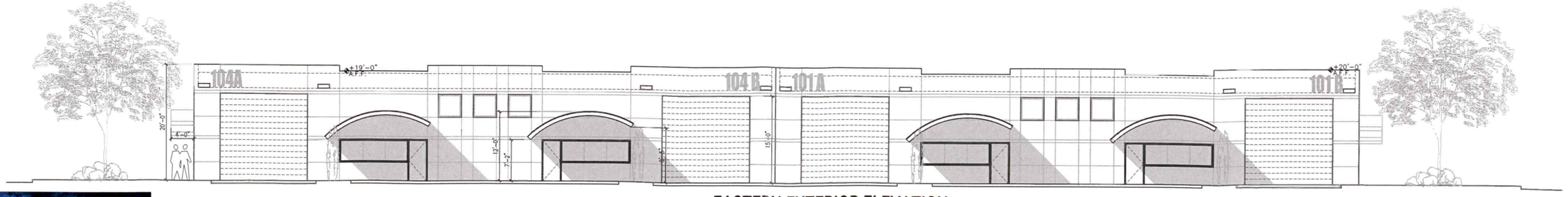
NORTHERN EXTERIOR ELEVATION



WESTERN EXTERIOR ELEVATION



SOUTHERN EXTERIOR ELEVATION



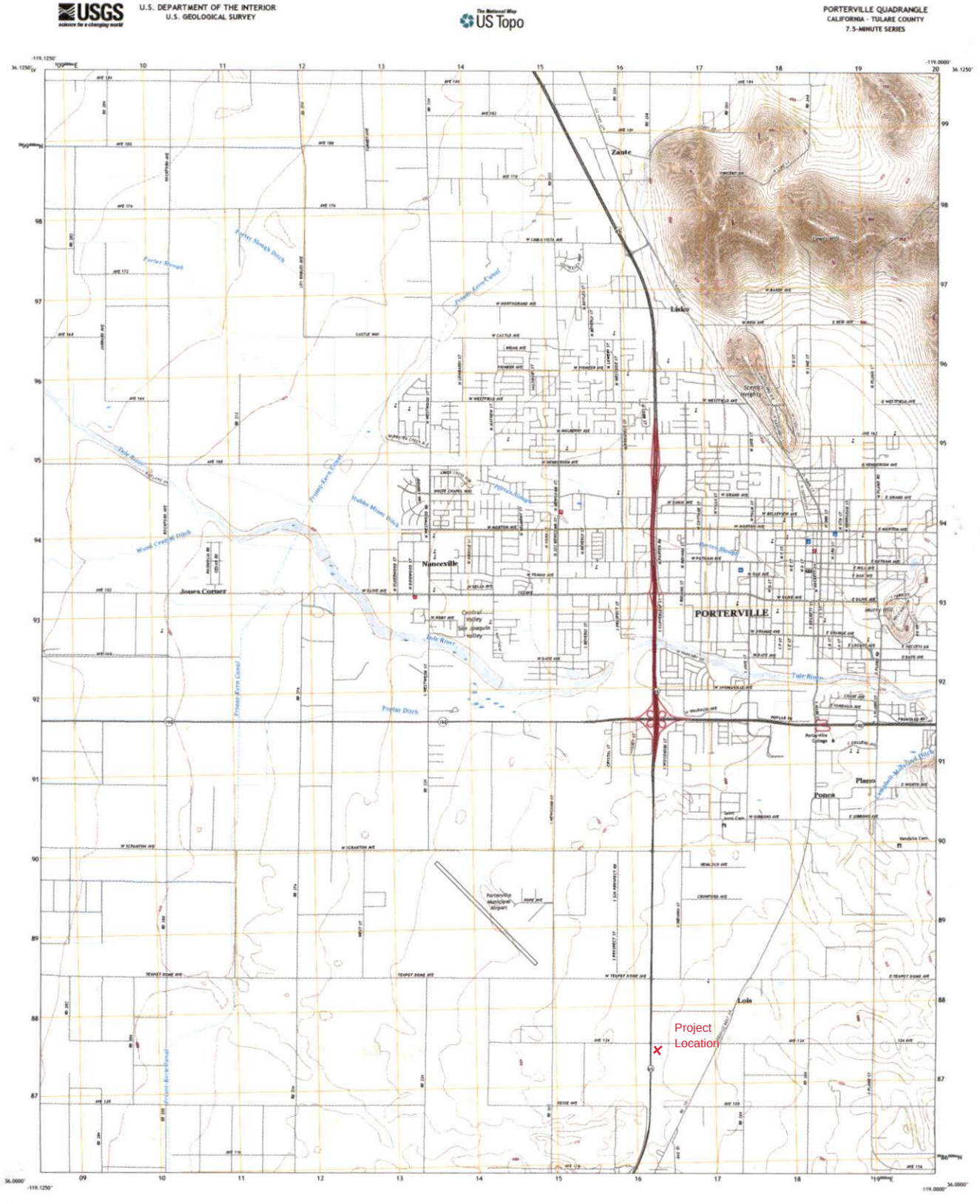
EASTERN EXTERIOR ELEVATION

Rivers Investment Group
The Solution for Economic Development

EXTERIOR ELEVATIONS

APN: 302-124-003 | SOUTH EAST CORNER OF AVE. 124 AND HWY 65

SCALE: 1/8" = 1'-0"


USGS
U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY
The National Map
US Topo
PORTERVILLE QUADRANGLE
CALIFORNIA - TULARE COUNTY
7.5-MINUTE SERIES
Zante
Linko
Nonceville
Jones Corner
PORTERVILLE
Plano
Ponca
Lois
Project Location
Porterville Municipal Airport
Porterville College
Scenic Heights
Tule River
Porter Slough
Porter Slough Ditch
Frazier-Kern Canal
Wutchumna Ditch
Wood Creek Ditch
Central Valley San Joaquin Valley
Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and 1 000-meter grid:Universal Transverse Mercator, Zone 11S
This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.
Imagery ..... NAIP, June 2016 - October 2016
Roads ..... U.S. Census Bureau, 2016
Names ..... GNIS, 1981 - 2018
Hydrography ..... National Hydrography Dataset, 2006 - 2018
Contours ..... National Elevation Dataset, 2008
Boundaries ..... Multiple sources; see metadata file 2016
Public Land Survey System ..... BLM, 2017
Wetlands ..... FWS National Wetlands Inventory 1984 - 1987
UTM GRID AND 2017 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
SCALE 1:24 000
KILOMETERS
METERS
MILES
FEET
CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988
This map was produced to conform with the National Geospatial Program US Topo Product Standard, 2011. A metadata file associated with this product is draft version 0.6.18
ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route
1 Cairns Corner
2 Lindsay
3 Frazier Valley
4 Woodville
5 Success Dam
6 Sausalito School
7 Dozer
8 Fountain Springs
PORTERVILLE, CA
2018
USGS 24K 3105
MAP REP NO. U5G524K3105

From:	NAHC@NAHC
To:	Danielle Folk
Cc:	Vela, Cameron@NAHC
Subject:	RE: SLF Request for Rivers Industrial Park Project (PZC 21-009)
Date:	Tuesday, May 31, 2022 3:29:15 PM
Attachments:	Rivers Industrial Park_Local-Government-Tribal-Consultation-List-Request-Form.pdf PZC 21-009 Site Plan.pdf Porterville_topo0001.pdf

Hello,

Thank you for your message. We're in receipt of your request. We have recently hired new staff, and this change in our office is creating some delays. We estimate a turn-around time of 6-8 weeks and don't anticipate responding sooner than the end of that time frame. Please let us know if you have any questions.

Kind regards,

Native American Heritage Commission
1550 Harbor Blvd. Suite 100
West Sacramento, CA 95691
(916) 373-3710

From: Danielle Folk <DFolk@tularecounty.ca.gov>
Sent: Friday, May 27, 2022 12:00 PM
To: NAHC@NAHC <NAHC@nahc.ca.gov>
Cc: Jessica R Willis <JWillis@tularecounty.ca.gov>; Hector Guerra <HGuerra@tularecounty.ca.gov>
Subject: SLF Request for Rivers Industrial Park Project (PZC 21-009)

Good Afternoon,

Please find the attached documents for the Rivers Industrial Park Project (PZC 21-009): Rivers Industrial Park Local Government Tribal Consultation List Request Form, PZC 21-009 Site Plan, and the Porterville Topo map. We look forward to hearing back from you.

Best Regards,

Danielle Folk

RMA Planner II
DFolk@tularecounty.ca.gov
559-624-7029

From:	Danielle Folk
To:	lkipp@bsrnation.com
Cc:	Jessica R Willis; Hector Guerra
Subject:	River Industrial Park Project (PZC21-009)_AB 52 Project Notification and Tribal Consultation Request
Date:	Tuesday, May 31, 2022 3:21:11 PM
Attachments:	Kipp_AB52_Consultation_Letter_Initial_Western Mono.pdf Porterville_7.5-minute Quadrangle Map.pdf Project Notification and Consult Request_AB52_Rivers Investment Industrial Park.docx Project site plan map.pdf

---

Good afternoon.

Pursuant to AB 52, Tulare County is extending an invitation to consult on the River Industrial Park Project. Attached for your review are the following documents: Consultation request cover letter; Project Notification form; a topographic map, and site plan of the Project area. Please note, hard copies of these documents have also been sent to you via USPS Certified Mail.

Please address any comments, questions, or request for consultation to Hector Guerra, Chief Environmental Planner (hguerra@tularecounty.ca.gov), copied to Jessica Willis, Planner IV (jwillis@tularecounty.ca.gov). Please feel free to contact me if I can be of further assistance.

Best Regards.

Danielle Folk

RMA Planner II
DFolk@tularecounty.ca.gov
559-624-7029

RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA 93277
PHONE (559) 624-7000
FAX (559) 615-3002

Aaron R. Bock — Economic Development and Planning
Reed Schenke — Public Works
Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

May 31, 2022

SENT VIA CERTIFIED MAIL AND EMAIL

Big Sandy Rancheria of Western Mono Indians
Elizabeth D. Kipp, Chairperson
PO. Box 337
Auberry, CA 93602

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 for the Rivers Industrial Park Project (PZC 21-009)

Dear Chairperson Kipp,

Pursuant to the provisions of AB 52, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Rivers Industrial Park Project (PZC 21-009) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine; and
- Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historical Resources including historic or prehistoric ruins and any burial ground, archaeological, or historic site.

In accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), the County of Tulare Resource Management Agency (RMA) will be preparing a Mitigated Negative Declaration (MND) to evaluate the environmental effects associated with the Project.

Sacred Lands File Search

The County requested a Sacred Lands File (SLF) search through the Native American Heritage Commission (NAHC) on May 27, 2022, for the Project. Results of the SLF search have not yet been received by the County. As such, the SLF search results will be made available upon the release of the MND for public review. However, the results may be made available to your Tribal Representatives if a written request for consultation is submitted to the County within thirty (30) days of receipt of this letter.

California Historical Resources Information System

A California Historical Resources Information System (CHRIS) search for the project area was requested through the Southern San Joaquin Valley Information Center (SSJVIC). The CHRIS search dated January 11, 2022, indicated that no cultural resource studies have been conducted within the project site or within a ½ mile radius. The search also indicated that there are no recorded resources within the project area (site) and one recorded resource within a ½ mile radius. This resource consists of an historic era railroad. As no cultural resource studies have been conducted on the project area (site), the SSJVIC recommended that a field survey be conducted to determine if cultural resources are present. As such, the County is requesting consultation with your Tribe to determine whether a Cultural Resources Study will be required. To assist in your determination, the results of the CHRIS search are attached. Should the County not receive a response with the Tribe's determination within thirty (30) days of receipt of this letter, it will be presumed that there are no cultural resources of concern, and a Cultural Resources Study will not be required.

If your Tribe desires to consult with the County on the review of this project, please respond in writing within thirty (30) days of receipt of this letter. Written correspondence can be mailed to the address provided above or e-mailed to the addresses provided below.

If the County does not receive a response to this notification, it will be presumed that your Tribe has declined the opportunity to consult on this project pursuant to AB 52 and SB 18.

Thank you for your consideration on this matter and please do not hesitate to contact me by phone or e-mail should you have any questions or need additional information. If you need immediate assistance and I am unavailable, please contact, Hector Guerra, Chief of Environmental Planning, by phone at (559) 624-7121, or by email at hguerra@tularecounty.ca.gov.

Sincerely,

Jessica R. Willis

Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 Project Notification and Tribal Consultation Request
Porterville 7.5-minute Quadrangle Map
Project Site Plan Map
CHRIS Records Search 21-494

From:	Danielle Folk
To:	ben.charley@yahoo.com; Dirk Charley
Cc:	Jessica R Willis
Subject:	River Industrial Park Project (PZC21-009)_AB 52 Project Notification and Tribal Consultation Request
Date:	Tuesday, May 31, 2022 3:24:20 PM
Attachments:	Charley_AB52_Consultation_Letter_Initial_Dunlap.pdf CHRIS Records Search 21-494.pdf Porterville_7.5-minute Quadrangle Map.pdf Project Notification and Consult Request_AB52_Rivers Investment Industrial Park.docx Project site plan map.pdf

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Good afternoon.

Pursuant to AB 52, Tulare County is extending an invitation to consult on the River Industrial Park Project. Attached for your review are the following documents: Consultation request cover letter; Project Notification form; a topographic map, CHRIS Records Search, and site plan of the Project area. Please note, hard copies of these documents have also been sent to you via USPS Certified Mail.

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Best Regards.

Danielle Folk

RMA Planner II
DFolk@tularecounty.ca.gov
559-624-7029

RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA 93277
PHONE (559) 624-7000
FAX (559) 615-3002

Aaron R. Bock — Economic Development and Planning
Reed Schenke — Public Works
Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

May 31, 2022

SENT VIA CERTIFIED MAIL AND EMAIL

Dunlap Band of Mono Indians
Benjamin Charley, Jr., Chairperson
P.O. Box 14
Dunlap, CA 93621

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 for the Rivers Industrial Park Project (PZC 21-009)

Dear Chairperson Charley,

Pursuant to the provisions of AB 52, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Rivers Industrial Park Project (PZC 21-009) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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In accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), the County of Tulare Resource Management Agency (RMA) will be preparing a Mitigated Negative Declaration (MND) to evaluate the environmental effects associated with the Project.

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If your Tribe desires to consult with the County on the review of this project, please respond in writing within thirty (30) days of receipt of this letter. Written correspondence can be mailed to the address provided above or e-mailed to the addresses provided below.

If the County does not receive a response to this notification, it will be presumed that your Tribe has declined the opportunity to consult on this project pursuant to AB 52 and SB 18.

Thank you for your consideration on this matter and please do not hesitate to contact me by phone or e-mail should you have any questions or need additional information. If you need immediate assistance and I am unavailable, please contact, Hector Guerra, Chief of Environmental Planning, by phone at (559) 624-7121, or by email at hguerra@tularecounty.ca.gov.

Sincerely,

Jessica R. Willis

Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 Project Notification and Tribal Consultation Request
Porterville 7.5-minute Quadrangle Map
Project Site Plan Map
CHRIS Records Search 21-494

From:	Danielle Folk
To:	Robert Robinson (bbutterbredt@gmail.com); Julie Turner (meindiangirl@sbcglobal.net); krazykendricks@hotmail.com
Cc:	Jessica R Willis
Subject:	River Industrial Park Project (PZC21-009)_AB 52 Project Notification and Tribal Consultation Request
Date:	Tuesday, May 31, 2022 3:27:13 PM
Attachments:	Robinson_AB52_Consultation_Letter_Initial_Kern Valley.pdf Turner_AB52_Consultation_Letter_Initial_Kern Valley.pdf CHRIS Records Search 21-494.pdf Porterville_7.5-minute Quadrangle Map.pdf Project Notification and Consult Request_AB52_Rivers Investment Industrial Park.docx Project site plan map.pdf

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Best Regards.

Danielle Folk

RMA Planner II
DFolk@tularecounty.ca.gov
559-624-7029

RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA 93277
PHONE (559) 624-7000
FAX (559) 615-3002

Aaron R. Bock — Economic Development and Planning
Reed Schenke — Public Works
Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

May 31, 2022

SENT VIA CERTIFIED MAIL AND EMAIL

Kern Valley Indian Community
Robert Robinson, Chairperson
P.O. Box 1010
Lake Isabella, CA 93240

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 for the Rivers Industrial Park Project (PZC 21-009)

Dear Chairperson Gomez,

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Jessica R. Willis

Jessica Willis
Planner IV
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RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA 93277
PHONE (559) 624-7000
FAX (559) 615-3002

Aaron R. Bock — Economic Development and Planning
Reed Schenke — Public Works
Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

May 31, 2022

SENT VIA CERTIFIED MAIL AND EMAIL

Kern Valley Indian Community
Julie Turner, Secretary
P.O. Box 1010
Lake Isabella, CA 93240

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 for the Rivers Industrial Park Project (PZC 21-009)

Dear Ms. Turner,

Pursuant to the provisions of AB 52, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Rivers Industrial Park Project (PZC 21-009) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Jessica R. Willis

Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 Project Notification and Tribal Consultation Request
Porterville 7.5-minute Quadrangle Map
Project Site Plan Map
CHRIS Records Search 21-494

From:	Danielle Folk
To:	Leo Sisco (LSisco@tachi-yokut-nsn.gov); Shana Powers (SPowers@tachi-yokut-nsn.gov); Paige Berggren; McCarty@tachi-yokut-nsn.gov; DCuara@tachi-yokut-nsn.gov; MGonzales@tachi-yokut-nsn.gov; WBarrios@tachi-yokut-nsn.gov
Cc:	Jessica R Willis
Subject:	River Industrial Park Project (PZC21-009)_AB 52 Project Notification and Tribal Consultation Request
Date:	Tuesday, May 31, 2022 3:30:13 PM
Attachments:	Powers_AB52_Consultation_Letter_Initial_Santa Rosa Rancheria.pdf Sisco_AB52_Consultation_Letter_Initial_Santa Rosa Rancheria.pdf CHRIS Records Search 21-494.pdf Porterville_7.5-minute Quadrangle Map.pdf Project Notification and Consult Request_AB52_Rivers Investment Industrial Park.docx Project site plan map.pdf

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Best Regards.

Danielle Folk

RMA Planner II
DFolk@tularecounty.ca.gov
559-624-7029

RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA 93277
PHONE (559) 624-7000
FAX (559) 615-3002

Aaron R. Bock — Economic Development and Planning
Reed Schenke — Public Works
Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

May 31, 2022

SENT VIA CERTIFIED MAIL AND EMAIL

Santa Rosa Indian Community of the
Santa Rosa Rancheria
Leo Sisco, Chairperson
16835 Alkali Drive
Lemoore, CA 93245

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 for the Rivers Industrial Park Project (PZC 21-009)

Dear Chairperson Sisco,

Pursuant to the provisions of AB 52, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Rivers Industrial Park Project (PZC 21-009) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Thank you for your consideration on this matter and please do not hesitate to contact me by phone or e-mail should you have any questions or need additional information. If you need immediate assistance and I am unavailable, please contact, Hector Guerra, Chief of Environmental Planning, by phone at (559) 624-7121, or by email at hguerra@tularecounty.ca.gov.

Sincerely,

Jessica R. Willis

Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 Project Notification and Tribal Consultation Request
Porterville 7.5-minute Quadrangle Map
Project Site Plan Map
CHRIS Records Search 21-494

RESOURCE MANAGEMENT AGENCY

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Aaron R. Bock — Economic Development and Planning
Reed Schenke — Public Works
Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

May 31, 2022

SENT VIA CERTIFIED MAIL AND EMAIL

Santa Rosa Rancheria
Cultural Department
Shana Powers, Director
16835 Alkali Drive
Lemoore, CA 93245

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 for the Rivers Industrial Park Project (PZC 21-009)

Dear Ms. Powers,

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Sincerely,

Jessica R. Willis

Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

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Project Site Plan Map
CHRIS Records Search 21-494

From:	Danielle Folk
To:	Robert L. Gomez (rgomez@tubatulabal.org)
Cc:	Jessica R Willis
Subject:	River Industrial Park Project (PZC21-009)_AB 52 Project Notification and Tribal Consultation Request
Date:	Tuesday, May 31, 2022 3:32:52 PM
Attachments:	Gomez_AB52_Consultation_Letter_Initial_Tubatulabals.pdf CHRIS Records Search 21-494.pdf Porterville_7.5-minute Quadrangle Map.pdf Project Notification and Consult Request_AB52_Rivers Investment Industrial Park.docx Project site plan map.pdf

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Best Regards.

Danielle Folk

RMA Planner II
DFolk@tularecounty.ca.gov
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Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

May 31, 2022

SENT VIA CERTIFIED MAIL AND EMAIL

Tubatulabals of Kern Valley
Robert L. Gomez, Jr., Chairperson
P.O. Box 833
Weldon, CA 93283-0833

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 for the Rivers Industrial Park Project (PZC 21-009)

Dear Chairperson Gomez,

Pursuant to the provisions of AB 52, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Rivers Industrial Park Project (PZC 21-009) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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Sincerely,

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Porterville 7.5-minute Quadrangle Map
Project Site Plan Map
CHRIS Records Search 21-494

From:	Danielle Folk
To:	Neil Peyron (neil.peyron@tulerivertribe-nsn.gov); Kerri Vera (tuleriverenv@yahoo.com); Felix Christman (tuleriverarchmon1@gmail.com); Felix Christman
Cc:	Jessica R Willis
Subject:	River Industrial Park Project (PZC21-009)_AB 52 Project Notification and Tribal Consultation Request
Date:	Tuesday, May 31, 2022 3:35:09 PM
Attachments:	Peyron_AB52_Consultation_Letter_Initial_Tule River.pdf Vera_AB52_Consultation_Letter_Initial_Tule River.pdf CHRIS Records Search 21-494.pdf Porterville_7.5-minute Quadrangle Map.pdf Project Notification and Consult Request_AB52_Rivers Investment Industrial Park.docx Project site plan map.pdf

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Sherman Dix — Fiscal Services

REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

May 31, 2022

SENT VIA CERTIFIED MAIL AND EMAIL

Tule River Indian Tribe
Neil Peyron, Chairperson
P. O. Box 589
Porterville, CA 93258

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 for the Rivers Industrial Park Project (PZC 21-009)

Dear Chairperson Peyron,

Pursuant to the provisions of AB 52, as the lead agency under the California Environmental Quality Act (CEQA), the County of Tulare hereby extends an invitation to consult on the California Environmental Quality Act (CEQA) review of the Rivers Industrial Park Project (PZC 21-009) in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places including:

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REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

May 31, 2022

SENT VIA CERTIFIED MAIL AND EMAIL

Tule River Indian Tribe
Environmental Protection Department
Kerri Vera, Director
P. O. Box 589
Porterville, CA 93258

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 for the Rivers Industrial Park Project (PZC 21-009)

Dear Ms. Vera,

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From:	Danielle Folk
To:	Ken Woodrow (Kwood8934@aol.com)
Cc:	Jessica R Willis
Subject:	River Industrial Park Project (PZC21-009)_AB 52 Project Notification and Tribal Consultation Request
Date:	Tuesday, May 31, 2022 3:36:32 PM
Attachments:	Woodrow_AB52_Consultation_Letter_Initial_Wuksache.pdf CHRIS Records Search 21-494.pdf Porterville_7.5-minute Quadrangle Map.pdf Project Notification and Consult Request_AB52_Rivers Investment Industrial Park.docx Project site plan map.pdf

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REED SCHENKE, DIRECTOR — MICHAEL WASHAM, ASSOCIATE DIRECTOR

May 31, 2022

SENT VIA CERTIFIED MAIL AND EMAIL

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA 93906

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 for the Rivers Industrial Park Project (PZC 21-009)

Dear Chairperson Woodrow,

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ATTACHMENT "F"

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with State law for Project TSM 20-003 by the County of Tulare.

The California Environmental Quality Act (CEQA) Section 21081.6 requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment.[1] The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation. The Mitigation Monitoring and Reporting Program contains the following elements:

- **Action and Procedure.** The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.

- **Compliance and Verification.** A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.

- **Flexibility.** The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the Mitigation Monitoring and Reporting Program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

[1] Public Resource Code §21081.6

Mitigation Monitoring Reporting Program – Rivers Industrial Park (PZC 21-009)							
Mitigation Measure		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
Biological Resources							
Swainson's Hawk							
4-1	***(Nesting Surveys).*** Surveys consistent with *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (SHTAC 2000) will be conducted to determine whether Swainson's hawks nest within the immediate vicinity of an individual project site. The guidelines call for three surveys during each of the two survey periods immediately prior to a project's initiation, regardless of whether or not construction starts in the nesting season, where the survey periods are defined as: Period I (January-March 20), Period II (March 20-April 5), Period III (April 5-April 20), Period IV (April 21-June 10), and Period V (June 10-July 30). It is recommended that surveys be completed in Periods II, III, and/or V, but not be conducted during Period IV. All suitable trees within ½ mile of the individual project site will be inspected for evidence of nesting by Swainson's hawks.	Prior to a project's initiation	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
4-2	**(*Avoidance*).** If feasible, construction activities will occur outside the nesting season, or between September 16th and January 31st, to avoid potential construction related mortality.	Prior to initiation of construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
4-3	***(Establish Buffers).*** If it is not feasible to construct an individual project outside of the nesting season, any active Swainson's hawk nests discovered in the survey area defined in Mitigation Measure 3.3.1a will be avoided by an appropriate distance arranged in consultation with CDFW. Disturbance-free buffers will be identified on the ground with flagging, fencing, or by other easily visible means, and will be maintained until a qualified biologist has determined that the young have fledge.	Prior to a project's initiation	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
4-4	***(Compensatory Mitigation).*** If Swainson's hawks are determined to be nesting within ½ mile of alfalfa fields, wheat	Prior to initiation of construction	Issuance of building permit	County of Tulare Planning			

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	fields, or other high-quality foraging habitat on an individual project site, as determined by nesting surveys conducted during the nesting season immediately prior to the start of construction (*Mitigation Measure 3.3.1a*), loss of foraging habitat will be compensated through the purchase of credits from an approved mitigation bank, the preservation of on-site habitats, or the acquisition and preservation of off-site habitats. Habitat suitable for the Swainson's hawk will be preserved at a ratio of one acre of habitat preserved for each acre of habitat permanently disturbed by project construction within ½ mile of the nest. The preservation lands will be protected in perpetuity by conservation easement.			Department and Cal Fish and Wildlife Service			
San Joaquin Kit Fox: Prior to the construction of any projects within the PPSA, the following measures adapted from the U.S. Fish and Wildlife Service 2011 *Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance* will be implemented.							
4-5	***(Pre-construction Surveys).*** Pre-construction surveys shall be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance, construction activities, and/or any Project activity likely to impact the San Joaquin kit fox. These surveys will be conducted in accordance with the USFWS *Standard Recommendations*. The primary objective is to identify kit fox habitat features (e.g. potential dens and refugia) on the Project site and evaluate their use by kit foxes through use of remote monitoring techniques such as motion-triggered cameras and tracking medium. If an active kit fox den is detected within or immediately adjacent to the area of work, the USFWS and CDFW shall be contacted immediately.	Prior to initiation of construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
4-6	***(Avoidance).*** Should an active kit fox den be detected within or immediately adjacent to the area of work, a disturbance-free buffer will be established around the den in consultation with the USFWS and CDFW, to be maintained until a qualified biologist has determined that the den is no longer occupied. Known kit fox dens may not be destroyed until they have been vacant for a period of at least three days, as	Prior to and during construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			

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	demonstrated by use of motion-triggered cameras or tracking medium, and then only after obtaining take authorization from the USFWS.						
4-7	***(Minimization)*.** Construction activities shall be carried out in a manner that minimizes disturbance to kit foxes. Minimization measures include, but are not limited to: restriction of Project-related vehicle traffic to established roads, construction areas, and other designated areas; inspection and covering of structures (e.g., pipes), as well as installation of escape structures, to prevent the inadvertent entrapment of kit foxes; restriction of rodenticide and herbicide use; and proper disposal of food items and trash.	Prior to and during construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
4-8	***(Employee Education Program)*.** Prior to the start of construction the applicant will retain a qualified biologist to conduct a tailgate meeting to train all construction staff that will be involved with the Project on the San Joaquin kit fox. This training will include a description of the kit fox and its habitat needs; a report of the occurrence of kit fox in the Project area; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of the measures being taken to reduce impacts to the species during Project construction and implementation.	Prior to initiation of construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
4-9	***(Mortality Reporting)*.** The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified in writing within three working days in case of the accidental death or injury of a San Joaquin kit fox during Project-related activities. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information.	During construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
American Badger: The following measures will be implemented to avoid and minimize the potential for project-related mortality of American badgers.							
4-10	***(Preconstruction Surveys)*.** A preconstruction survey for American badgers will be conducted by a qualified biologist within 30 days of the onset of Project-related activities involving ground disturbance or heavy equipment use.	Prior to initiation of construction	Issuance of building permit	County of Tulare Planning Department and			

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	Preconstruction surveys will be conducted in all suitable denning habitat of the Project area.			Cal Fish and Wildlife Service			
4-11	***(Avoidance).*** Should an active natal den be identified during the preconstruction surveys, a disturbance-free buffer will be established around the den and maintained until a qualified biologist has determined that the cubs have dispersed or the den has been abandoned.	Prior to initiation of construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
Nesting Raptors and Migratory Birds (Including Tricolored Blackbird): The following measures will be implemented prior to the start of Project activities within the PPSA.							
4-12	***(Preconstruction Surveys).*** If Project activities must occur during the nesting season (February 1-August 31), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 30 days of the onset of these activities. The survey will include the proposed work area(s) and surrounding lands within 500 feet for all nesting raptors and migratory birds save Swainson's hawk; the Swainson's hawk survey will extend to ½-mile outside of work area boundaries. If no nesting pairs are found within the survey area, no further mitigation is required.	Prior to initiation of construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
4-13	**(*Avoidance*).** In order to avoid impacts to nesting raptors and migratory birds, individual Projects within the Project will be constructed, where possible, outside the nesting season (between September 1st and January 31st).	Prior to initiation of construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
4-14	***(Establish Buffers).*** Should any active nests be discovered near proposed work areas, the biologist will determine appropriate construction setback distances based on applicable CDFW guidelines and/or the biology of the affected species. Construction-free buffers will be identified on the ground with flagging, fencing, or by other easily visible means, and will be maintained until the biologist has determined that the young have fledged.	Prior to initiation of construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
Pallid and Hoary Bats: The following measures will be implemented for construction activities involving the removal of buildings or mature trees.							

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4-15	***(Pre-construction Surveys).*** If removal of buildings or trees is to occur between April 1 and September 30 (general maternity bat roost season), then within 30 days prior to these activities, a qualified biologist will survey affected buildings and trees for the presence of bats. The biologist will look for individuals, guano, and staining, and will listen for bat vocalizations. If necessary, the biologist will wait for nighttime emergence of bats from roost sites. If no bats are observed to be roosting or breeding, then no further action would be required, and construction could proceed.	Prior to initiation of construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
4-16	***(Avoidance).*** To avoid potential impacts to maternity bat roosts, removal of buildings and trees should occur outside of the period between April 1 and September 30, the time frame within which colony-nesting bats generally assemble, give birth, nurse their young, and ultimately disperse.	Prior to initiation of construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
4-17	***(Minimization).*** If a non-breeding bat colony is detected during preconstruction surveys, the individuals will be humanely evicted via partial dismantlement of trees prior to full removal and/or installation of exclusion devices on buildings prior to demolition under the direction of a qualified biologist to ensure that no harm or "take" of any bats occurs as a result of construction activities.	Prior to initiation of construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
4-18	***(Avoidance of Maternity Roosts).*** If a maternity colony is detected during preconstruction surveys, a disturbance-free buffer will be established around the colony and remain in place until a qualified biologist deems that the nursery is no longer active. The disturbance-free buffer will range from 50 to 100 feet as determined by the biologist.	Prior to initiation of construction	Issuance of building permit	County of Tulare Planning Department and Cal Fish and Wildlife Service			
Cultural Resources and Tribal Cultural Resources							
5-1	In the event that historical, archaeological or paleontological resources are discovered during site excavation, the County shall require that grading and construction work on the Project site be immediately suspended until the significance of the features can be determined by a qualified archaeologist or paleontologist. In this event, the property	Prior to issuance of grading permits Ongoing monitoring	Retention of professional paleontologist/ ongoing monitoring/ submittal of	County of Tulare Planning Department			

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	owner shall retain a qualified archaeologist/paleontologist to provide recommendations for measures necessary to protect any site determined to contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recover, excavation analysis, and curation of archaeological or paleontological materials. County staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously approved by the County.	during subsurface excavation	Report of Findings, if applicable				
5-2	The property owner shall avoid and minimize impacts to paleontological resources. If a potentially significant paleontological resource is encountered during ground disturbing activities, all construction within a 100-foot radius of the find shall immediately cease until a qualified paleontologist determines whether the resources requires further study. The owner shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall notify the Tulare County Resource Management Agency and the Project proponent of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the Tulare County Resource Management Agency determines avoidance is not feasible, the paleontologist shall design and implement a data recovery plan consistent with applicable standards. The plan shall be submitted to the Tulare County Resource Management Agency for review and approval. Upon approval, the plan shall be incorporated into the Project.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/ ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning Department			
5-3	Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American	Prior to issuance of grading permits	Retention of professional paleontologist/ ongoing monitoring/	County of Tulare Planning Department			

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burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken: 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and b. If the coroner determines the remains to be Native American: i. The coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or 2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a	Ongoing monitoring during subsurface excavation	submittal of Report of Findings, if applicable				

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	recommendation within 24 hours after being notified by the commission. b. The descendant fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendent.						
Greenhouse Gas Emissions							
8-1	Prior to issuance of building permits, the project applicant or project sponsor shall provide documentation that demonstrates project design provides electrical vehicle charging infrastructure.	Prior to issuance of grading/ building permits.	Issuance of building permit.	County of Tulare Planning Department			
8-2	Prior to the issuance of any certificate of occupancy for the proposed project, the project applicant or project sponsor shall provide the Tulare County with documentation, to the County's satisfaction, demonstrating that the project will include on-site renewable sources of electricity or the project's electricity demand will be supplied with 100 percent carbon-free electricity sources through the year 2045.	Prior to issuance of grading/ building permits.	Issuance of building permit.	County of Tulare Planning Department			