

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY



5961 South Mooney Boulevard
Visalia, CA 93277

Initial Study and Mitigated Negative Declaration

8347 Avenue 280
(GPA 25-005 & PZC 25-004)

March 2025

Prepared by 4-Creeks for:
County of Tulare Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division

INITIAL STUDY CHECKLIST

1. **Project Title:** 8347 Avenue 280 (GPA 25-005 & PZC 25-004)
2. **Lead Agency:** County of Tulare
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277
3. **Contact Persons:** Emily Gage, Planner III (Project Planner) – 559-624-7083
Gary Mills, Chief, Environmental Planning Division – 559-624-7199
4. **Project Location:** The Project site is located in the Goshen USGS 7.5 Minute Quadrangle in Tulare County, directly west of the City of Visalia city limits, generally abutting Highway 99 to the east and Avenue 280 to the north. It lies within Section 8, Township 19 South, Range 24 East, Mount Diablo Base Meridian and entirely within County APN 119-010-008.
5. **Applicant:** Eleazar Figueroa
20130 Jefferson St.
Perris, CA 92570
6. **Owner** Eleazar Figueroa
20130 Jefferson St.
Perris, CA 92570
7. **General Plan Designation:** A (Agriculture)
8. **Zoning:** AE-40 (Exclusive Agriculture – 40 Acre Minimum)
9. **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 Project includes an existing, non-conforming concrete batch facility, beekeeping operations, and three mobile trailer homes located at 8347 Avenue 280 on a 13.25-acre site (see Figures 1 through 4). The Project site is currently designated in the Rural Valley Lands Plan as Valley Agriculture, is zoned AE-40 (Exclusive Agriculture – 40 Acre Minimum), and is located within the Visalia Urban Area Boundary (UAB). Current operations are not permitted within the existing land use designation or in the AE-40 Zone. Therefore, the Project will require a general plan amendment to change land use designation from Valley Agriculture to Mixed-Use and a zone change from AE-40 to C-2 (General Commercial) whereby existing businesses will be allowed to continue operation in conformance with the General Plan and Zoning Code. Proposed improvements to the Project site will include a second access point on the west edge of the property to comply with Fire Department conditions. In addition, the applicant will need to enter into a code compliance agreement for the existing code violation and has submitted an application for a General Plan Amendment (GPA 25-005) and Zone Change (PZC 25-004). Current operations are described below.

Oliver Concrete Company

Oliver Concrete Company is a ready-mix concrete supplier and specializes in all aspects of concrete as well as sand, gravel, and rock. Services include providing trucking aggregate and cement for concrete and asphalt to and from various production facilities and construction sites located in the Central Valley as well as southern California. Pneumatic and dump trucks leave the yard before 6:00 A.M. and return midafternoon, typically hauling to and from other facilities or construction job sites. The three (3) short-load trucks each do three (3) to five (5) trips per day from early to midafternoon, delivering in total 30-100 cubic yards of concrete per day,

for a total of 9 to 15 truck trips per day. Sand and gravel are loaded with a wheel loader from storage piles, and cement is loaded from the portable silos located on site. Oliver Concrete specializes in the delivery of raw material, which amounts to approximately 30,000 tons per year. Fifty (50) cubic yards of concrete is produced a day on average, which is then loaded and delivered and mixed on site. One hundred twenty (120) cubic yards of concrete is the maximum output per day. There are two (2) material piles located on site, approximately 5,000 square feet in area and 1,000 tons each, one (1) located at the northeast and the second located at the southeast corner of the property. One thousand five hundred (1,500) gallons of diesel fuel are stored on site. Two (2) buildings on the property are used for storage and maintenance. Oliver Concrete currently operates between 4:00 A.M. to 4:00 P.M. six (6) days per week, with ten (10) employees who work during the same daily shift. Hours of operation may vary depending on work demand.

Vehicles and equipment used on site for Oliver Concrete are as follows:

- 3 pneumatic trucks for trucking cement
- 6 dump trucks for hauling materials
- 3 volumetric (short load trucks)
- 1 wheel loader
- 1 bobcat loader/forklift
- 1 landscaping tractor
- 1 water truck
- 2 mobile/portable 30-ton silos for storing cement (15' tall)
- 1 mobile/portable tilt up 40-ton silo for storing and loading cement (31' tall)

Huston-Ferguson Apiaries

Huston-Ferguson Apiaries specializes in beekeeping for the collection of honey and other products the beehives produce. The bees are distributed throughout the state and country depending on the time of year and weather. The bees pollinate almonds, citrus, buckwheat, clover, sunflower, sage, and California buckbrush. Due to the seasonal nature of beekeeping, the number of hives on site varies throughout the year. Approximately 180 hives are on site between February to May; from June to January the bees are used in other parts of California and in North Dakota. When bees are on site, there are typically four (4) employees operating the Apiary. Seasonal workers are housed in the mobile trailers located on site. Huston-Ferguson Apiaries utilizes typical beekeeping supplies and equipment, including standard hives.

Figure 4 shows site plan of existing uses located at this property.

10. Surrounding land uses and setting (Brief description):

North: vacant land, limited agriculture, irrigation canals;

South: vacant land and limited agriculture;

East: vacant land, limited agriculture, railroad track, State Route 99;

West: vacant land, limited agriculture, and scattered rural residences

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement): Regional Water Quality Control Board (RWQCB), San Joaquin Valley Unified Air Pollution Control District (SJVAPCD), California Department of Transportation (Caltrans), other TBD.

12. 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 search was requested from the Native American Heritage Commission (NAHC) on February 26, 2022. On February 28, 2022, tribal consultation notices were sent to ten (10) tribal contacts representing five (5) Native American tribes. On May 10, 2022, the NAHC responded indicating the search results were negative. The County received two (2) responses from the tribes

within the 30-day response time. 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. Vicinity Map

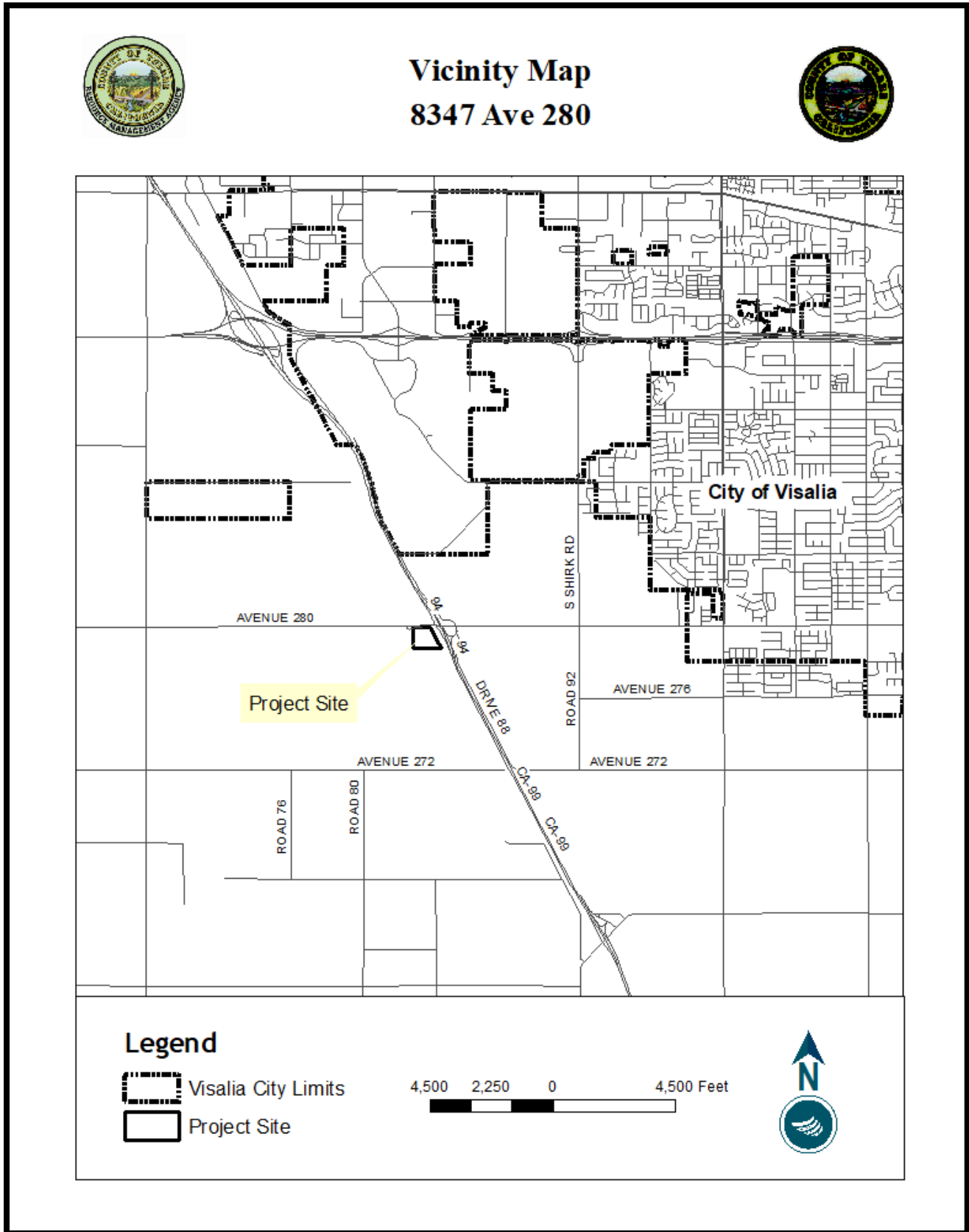


Figure 2. Aerial View of Site

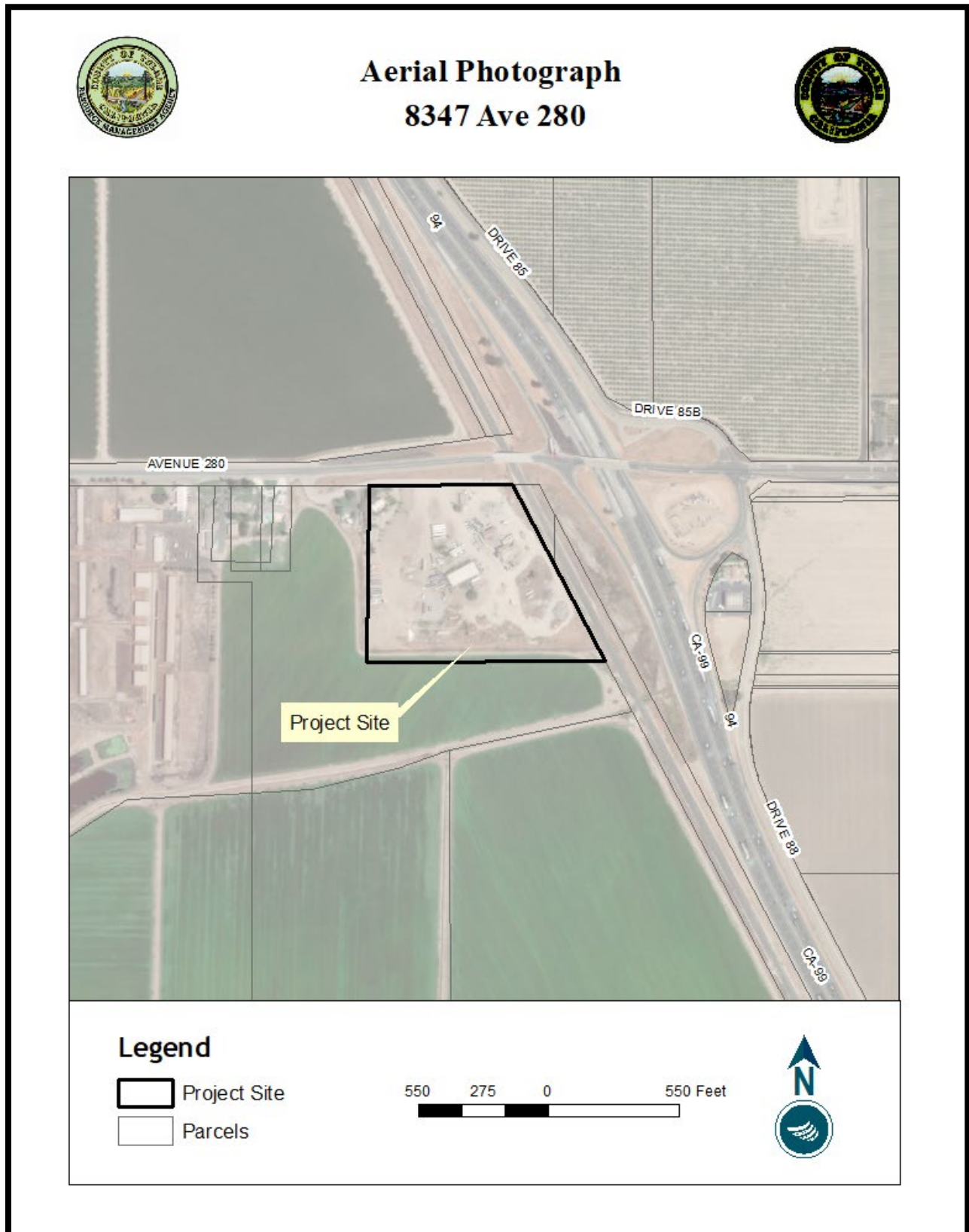


Figure 3. Existing Zoning

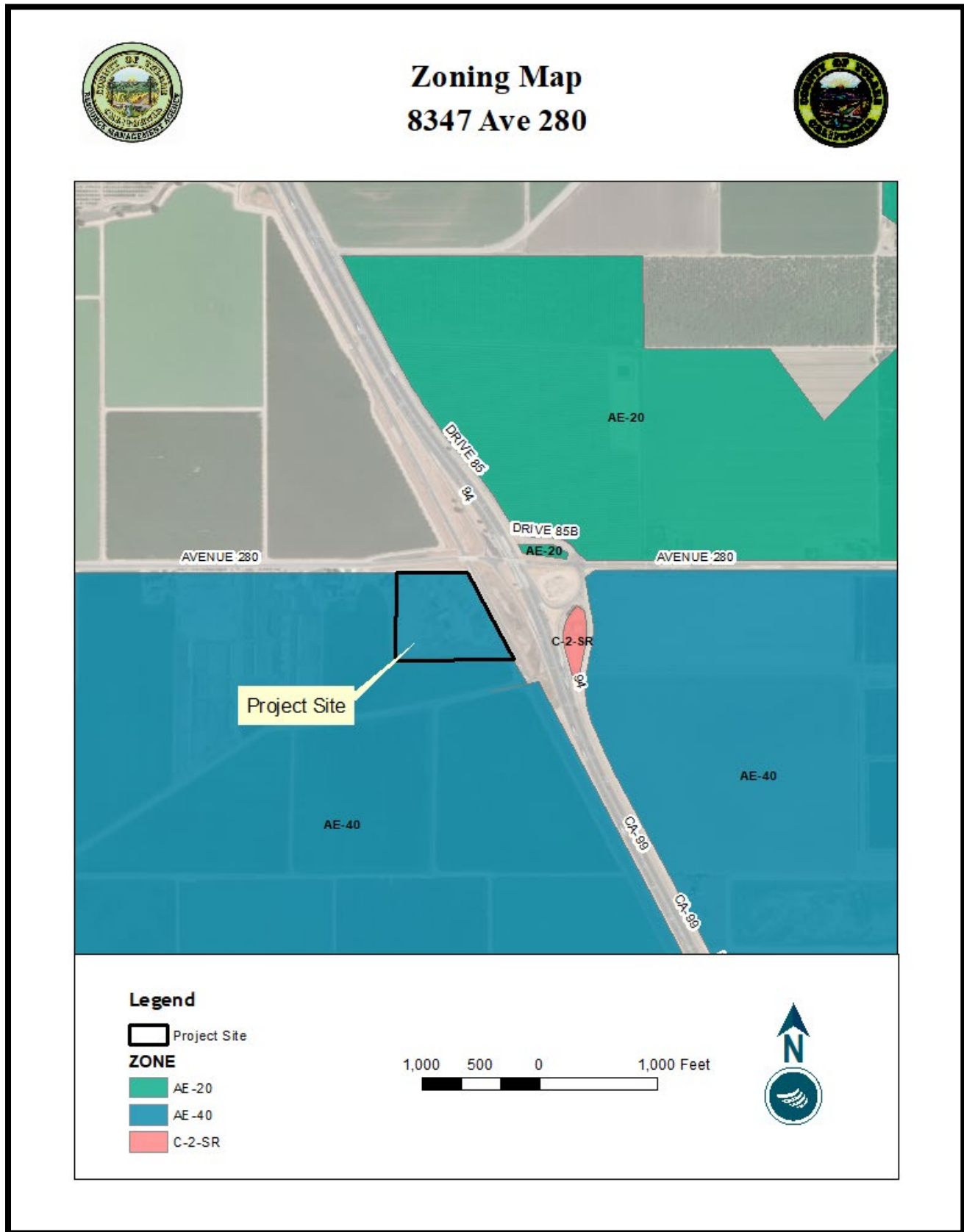


Figure 4. Site Plan



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: 3/19/2025

Gary A. Mills
Printed Name

Chief Planner, Environmental Planning Division
Title

Signature: 

Date: 3.19.25

Aaron R. Bock
Printed Name

Assistant Director, Resource Management Agency
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:
 - 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.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
1.	AESTHETICS					
	Would the project:					
	a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
	b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
	c)	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, 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, through 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 Project site is located on the San Joaquin Valley floor in an unincorporated area approximately 1.5 miles west of the City of Visalia at the southwest corner of SR 99 and Avenue 280/Caldwell Avenue. The Project site is located approximately 22 miles east of the Coast Range. Topographically, the Project site is relatively flat (less than 2 percent slope across the site) with an average elevation of approximately 300 feet above mean sea level, and has historically been used for irrigated row crop cultivation and grazing. The aesthetic features of the existing visual environment in the proposed Project area are relatively uniform, with broad, flat, agricultural setting landscapes. Existing, non-conforming uses includes several buildings, silos, material stock piles, vehicles, and mobile homes that support the existing facility's operations. Avenue 280 west of State Route 99 are County roads is identified in the Tulare County General Plan as a Scenic County Road. In addition, other than scattered rural residences and predominantly agricultural lands, there are no scenic resources such as rivers, lakes, rock outcroppings, historical structures, etc., within or near the Project area. REGULATORY SETTING Federal						

¹ Tulare County 2030 General Plan: Recirculated Draft EIR (RDEIR). Page 3.1-11. Accessed in August 2024 at: <http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf>

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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 <u>Nighttime Sky – Title 24 Outdoor Lighting Standards</u> 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. 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 government² <u>California Scenic Highway Program</u> 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 <u>Tulare County General Plan 2030 Update</u> 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: <i>SL-1.1 Natural Landscapes</i> which requires new development to not significantly impact or block views of Tulare County’s natural landscapes; <i>SL-1.2 Working Landscapes</i> 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 <i>SL-2.1 Designated Scenic Routes and Highways</i> 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.				

² California Department of Energy. Title 24 Standards Table 10-114-, Lighting Zone Characteristics and Rules for Amendments by Local Jurisdictions. Page 6.6
Accessed August 2024 at: https://www.energy.ca.gov/sites/default/files/2020-05/06_OutdoorLighting.pdf.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
“Tulare County’s existing General Plan identifies State designated scenic highways and County designated eligible highways. There are three highway segments designated as eligible by the State. These include State Route 198 from Visalia to Three Rivers, State Route 190 from Porterville to Ponderosa, and State Route 180 extending through Federal land in the northern portion of Tulare County. State Route 198 closely follows around Lake Kaweah and the Kaweah River, while State Route 190 follows around Lake Success and the Tule River. Both Scenic Highways travel through agricultural areas of the valley floor to the foothills and the Sierra Nevada Range. Additionally, the General Plan Update identifies preserving the rural agricultural character of SR 99 and SR 65 as valuable to the County and communities.”³ The Tulare County General Plan 2030 Update has identified Avenue 280/Caldwell Avenue, including areas west of SR 99, as a County Scenic Road. ⁴ PROJECT IMPACT ANALYSIS a) No Impact: Since the Project is remedying an existing, non-conforming use, the Project will have no impact on a scenic vista. The area surrounding the Project site is primarily rural agricultural land, with field and nut crops to the north and south, several rural residential homes to west, and SR 99 to the east. Also, there are no designated scenic vistas within visible distance of the Project site (County of Tulare, 2010). Therefore, the Project would have no impact on a scenic vista. 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 65 miles northeast of the Project site. Additionally, there are two Eligible State Scenic Highways (SR 190, approximately fifteen miles northeast; and SR 198, approximately 33 miles northeast), but neither of these are near the Project site. As such, the Project is not located within the viewshed of any of the listed designated or eligible highway segments. The County of Tulare identified a number of County Scenic Roads in its 2012 General Plan Update, which includes the segment of Avenue 280 that runs along the northern boundary of the Project site. As mentioned earlier, since this Project is an already existing use, it would have no impact on existing scenic resources or highways. In addition, due to its reduced visibility from the road, it will not represent a substantial intrusion on the viewshed of the area. 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) No Impact: As noted earlier, the Project involves improvements to an already existing, non-conforming use located in a rural, predominantly agricultural area. Because of its reduced visibility from the road, it will not result in an adverse impact to public views or vantage points viewing. As such, even though the Project location is in a non-urbanized area, it would not substantially degrade the existing visual character or quality of the site and its surroundings. The Project does not seek to propose any permanent structures that may impede the viewshed of the area. However, the Project may require the addition of substantial landscape treatment within the Project’s front setbacks areas along Avenue 280/Caldwell Avenue as a result of the proposed SR 99 and Caldwell Interchange Project, in an effort to “enhance the visual character of the site and surrounding area above its current condition.”⁵ The Caldwell Interchange Project will require the acquisition of approximately 1.468 of the Project property to accommodate the widening of Avenue 280 which may include potential aesthetic treatment, and minimize potential impact to the proposed County Scenic Route.⁶ The project would not conflict with applicable zoning and other regulations governing scenic quality resulting in no impact to this resource.				

³ Tulare County General Plan 2030 Update. August 2012. Recirculated Draft EIR. Page 3.1-11. Accessed in August 2024 at:

<http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf>

⁴ Tulare County General Plan 2030 Update. August 2012. Goals and Policies Report Figure 7-1. Page 7-5. Accessed August 2024 at:

[http://generalplan.co.tulare.ca.us/documents/GeneralPlan2008/Goals%20and%20Policies%20Report%20\(Component%20C\).pdf](http://generalplan.co.tulare.ca.us/documents/GeneralPlan2008/Goals%20and%20Policies%20Report%20(Component%20C).pdf)

⁵ Caldwell Interchange Initial Study with Mitigated Negative Declaration/Environmental Assessment. August 2024. Page 103.

⁶ Caldwell Interchange Initial Study with Mitigated Negative Declaration/Environmental Assessment. August 2024. Page 42.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
d) No Impact: Since this Project involves improvement to an already existing, non-conforming use, the Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. A standard condition of approval requires exterior lighting to be directed away from public roadways and adjacent properties. As such, there is no impact.						
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:					
	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 Project site is located in the San Joaquin Valley portion of Tulare County. This area is characterized by rich, highly productive farmland. Agriculture is the most important sector in Tulare County's economy, and agriculture and related industries make Tulare County one of the two most productive agricultural counties in the United States, according to Tulare County Farm Bureau statistics. "Agricultural lands (crop and commodity production and grazing) also provide the County's most visible source of open space lands. As such, the protection of agricultural lands and continued growth and production of agriculture industries is essential to all County residents."⁷ The 2022 Tulare County Annual Crop and Livestock Report stated "Tulare County's total gross production value for 2022 is \$8,612,450,000. This represents an increase of \$522,828,700 or 6.5% above 2021's value of \$8,089,621,300. Milk continues to be the leading agricultural commodity in Tulare County; with a gross value of \$2,671,291,000, an increase of \$728,248,000 or 37%. Milk represents 31% of the total crop and livestock value for 2022. The value of milk increased by \$7.20 per hundredweight (cwt). Livestock and Poultry's gross value of \$823,251,000 represents an increase of 12% above 2021, mostly due to a higher per unit value for cattle.						

⁷ Tulare County General Plan 2030 Update. Page 3-4.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
The total value of all Field Crop production in 2022 was \$745,489,000, an increase of 30% from the previous year. This increase is mostly attributed to better prices for field crops across the board. Fruit and Nut commodities were valued at \$4,127,035,000, a decrease of 10%. This decrease can be partially attributed to a decrease in the value of Lemons, Peaches, Tangerines, and Walnuts. Vegetable crops were valued at \$26,604,000, representing an increase of nearly 30%. This can be attributed to an increase in harvested acreage for a variety of vegetables. Tulare County's agricultural strength is based on the diversity of the crops produced. The 2022 crop report covers more than 150 different commodities, 41 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 90 countries throughout the world.”⁸ 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 2018-2020. However, Tulare County specific data from the period 2018-2020 indicates that agricultural lands in Tulare County in 2018 included 858,012 acres of important farmland (designated as FMMP Prime, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance) and 440,212 acres of grazing land, for a total of 1,298,224 acres of agricultural land.⁹ In line with the State of California, Tulare County has also seen a decrease in FMMP-designated farmland. Between the years 2018 and 2020, Tulare County lost 452 acres of Prime Farmland, and gained 1,044 acres of Farmland of Statewide Importance, and lost 11 acres of Unique Farmland.¹⁰ 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 and must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. Overall, between 2018-2020, Tulare County lost 373 acres of agricultural lands (which includes 33 acres of grazing land). The California Land Conservation Act of 1965, also known as the Williamson Act, is a program that allows local governments to contract with private landowners to restrict land use to agricultural or open space. The Act required the submittal of biennial Williamson Act Status Reports that provided information to the Legislature and general public on the implementation of the Act by counties and cities.¹¹ Senate Bill 574 (Laird, 2021) simplified the Williamson Act Reporting requirements, eliminating the biennial Williamson Act Status Report and collecting information in Geographic Information System (GIS) format.¹² The Williamson Act 2020-21 Status Report (May 2022) notes that 2,985,970 acres of farmland in the San Joaquin Valley Region is under California Land Conservation Act (Williamson Act) contracts; a program designed to prevent premature conversion of farmland to residential or other urban uses.¹³ As presented in Table AG-1, 1,126,640 acres of farmland under Williamson Act or Farmland Security Zone contracts are within Tulare County and are divided by the following categories: 565,966 acres of Williamson Act prime, 549,522 acres nonprime, and 11,152 acres of Farmland Security Zone lands (The acreage totals also include a loss of 1,203 acres of Williamson Act prime contract land and 11,311 acres of Williamson Act of nonprime contract land in nonrenewal.)				

⁸ Tulare County. 2022 Tulare County Annual Crop and Livestock Report, September 2023. Cover letter from Tom Tucker, Agricultural Commissioner. Accessed August 2024 at: <https://agcomm.co.tulare.ca.us/pest-exclusion-standardization/crop-reports1/crop-reports-2021-2030/crop-and-livestock-report-2022/>.

⁹ California Department of Conservation. Division of Land Resource Protection. Table A-45 Tulare County 2018-2020 Land Use Conversion. Accessed August 2024 at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/county_info.aspx and <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx>.

¹⁰ Ibid.

¹¹ California Legislative Information. California Land Conservation Act. Chapter 7 Government Code Sections 51200-51297.4. <https://www.conservation.ca.gov/dlrp/wa/Pages/lrcc/Statutes%20and%20Regulations.aspx>. Accessed August 2024.

¹² California Department of Conservation. Division of Land Resource Protection. Reports and Statistics. Accessed August 2024 at: https://www.conservation.ca.gov/dlrp/wa/Pages/stats_reports.aspx. And, Open Space Subvention Act at <https://www.conservation.ca.gov/dlrp/wa/Pages/Open-Space-Subvention.aspx>.

¹³ California Department of Conservation. Division of Land Resource Protection. "Williamson Act Status Report (2020-2021)". May 2022. Accessed August 2024 at: https://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2022%20WA%20Status%20Report.pdf.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Table AG-1	
2021 Tulare County Lands under Williamson Act or Farmland Security Zone Contracts	
Acres	Category
565,966	Total Prime = Prime Active + NR Prime
549,522	Total Non-Prime = Non-Prime Active + NR Nonprime
11,152	Farmland Security Zone
1,126,640	TOTAL ACRES in Williamson Act and Farmland Security Zone contracts

Important Farmland Trends

Using data collected by the FMMP, farmland acreage has been consistently decreasing for each two-year period since 1998, losing an average of 786 acres of agricultural land annually, with a total loss of 17,508 acres of Important Farmland and 17,284 acres of total agricultural land. In the 2020 FMMP analysis, Tulare County lost 4,443 acres of important farmland and 4,252 acres of total agricultural land between 2008 and 2010; gained 128 acres of important farmland and 26 acres of total agricultural land between 2010 and 2012; lost 948 acres of important farmland and 926 acres of total agricultural land between 2012 and 2014; lost 1,053 acres of important farmland and 1,081 acres of total agricultural land between 2014 and 2016; lost 106 acres of important farmland but gained 173 acres of total agricultural land (as a result of an increase of grazing land) between 2016 and 2018; and lost 341 acres of important farmland and 375 acres of total agricultural land between 2018 and 2020.¹⁴

“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).”¹⁵

Land Classifications and Soils

According to the FMMP, the Project site is mapped as Semi-agricultural and Rural Commercial Land. The 13.25-acre Project site is composed of one soil type, as shown in **Table AG-2** below. All soils within the Project site have a Non-Irrigated Capability Class of 4 meaning that the soils “have severe limitations that reduce the choice of plants or that require very careful management, or both” (USDA, 2020).

TABLE AG-2				
SOIL INFORMATION FOR 8347 AVENUE 280 PROJECT SITE				
Map Unit Symbol	Map Unit Name	Non-Irrigated Capability Class	Rating Grade	Acreage/Site Percentage
137	Tagus loam, 0 to 2% slopes	4	1 Excellent (81-100)	15.5 acres / 100%

Source: USDA/NRCS July 2024 accessed at: <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

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.”¹⁶

¹⁴ California Department of Conservation. Division of Land Resource Protection. Tulare County Important Farmland Data Availability, Historic Land Use Conversion. Accessed July 2024 at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx>.

¹⁵ Tulare County General Plan 2030 Update Recirculated Draft EIR (SCH # 2006041162). Page 3.10-6. And, Tulare County General Plan 2030 Update Background Report. Page 4-25.

¹⁶ Ibid. 4-20.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
As the proposed Project is located on the Valley floor, there is no timberland or forest in the Project vicinity. REGULATORY SETTING <i>Federal</i> 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). <i>State</i> <u>California Environmental Quality Act (CEQA) Definition of Agricultural Lands</u> 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. <u>California Department of Conservation, Division of Land Resource Protection</u> 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.¹⁷ • 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. • 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.				

¹⁷ California Department of Conservation. FMMP – Important Farmland Map Categories. Accessed July 2024 at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx>

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
- 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. <u>California Land Conservation Act (Williamson Act)</u> 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.¹⁸ 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.¹⁹ <u>Forestry Resources</u> State regulations regarding forestry resources are not relevant to the proposed project because no forestry resources exist at the Project site. Local <u>County of Tulare</u> The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: <i>AG-1.1 - Primary Land Use</i> in which the County maintains agriculture as the primary land use in the valley region of the County, not only in recognition of the economic importance of agriculture, but also in terms of agriculture's real contribution to the conservation of open space and natural resources; <i>AG-1.7 Preservation of Agricultural Lands</i> in which the County promotes the preservation of its agricultural economic base and open space resources through the implementation of resource management programs; such as the Williamson Act, Rural Valley Lands Plan, Foothill Growth Management Plan or similar types of strategies and the identification of maximum growth parameters for all urban areas located in the County; <i>AG-1.14 Right-to-Farm Noticing</i> in which the County conditions discretionary permits for special uses and residential development within or adjacent to agricultural areas upon the recording of a Right-to-Farm Notice (Ordinance Code of Tulare County, Part VII, Chapter 29, Section 07-29-1000 and following), which is an acknowledgement that residents in the area should be prepared to accept the inconveniences and discomfort associated with normal farming activities and				

¹⁸ California Department of Conservation. Williamson Act Program. Accessed July 2024 at: <https://www.conservation.ca.gov/dlrp/wa>.

¹⁹ California Department of Conservation. Williamson Act Contracts. Accessed July 2024 at <https://www.conservation.ca.gov/dlrp/wa/Pages/contracts.aspx>

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
that an established agricultural operation shall not be considered a nuisance due to changes in the surrounding area; and AG-1.17 Agricultural Water Resources in which the County seeks to protect and enhance surface water and groundwater resources critical to agriculture.					
PROJECT IMPACT ANALYSIS					
a) No Impact: As noted earlier, the Project is mapped as Semi-agricultural and Rural Commercial Land. There is no Farmland of Statewide Importance in the Project area. As such, the Project would not result in the Conversion of 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. Therefore, there is no impact.					
b) Less Than Significant Impact: The Project site is currently zoned AE-40 (Exclusive Agriculture- 40 acre minimum). The Project conflicts with existing zoning, as industrial operations are not permitted in the AE-40 Zone. Therefore, the Proposed project seeks a zone change to CS (Commercial Service) whereby existing, non-conforming businesses will be allowed to continue operation in conformance with the zoning code. In addition, the applicant will need to enter into a code compliance agreement for the existing code violation and submit an application for a General Plan Initiation and General Plan Amendment. As such, a zone change would allow for the proposed Project to continue existing operations.					
The Project parcel is not under a Williamson Act Contract, so there would be no impact to a Williamson Act Contract. Existing uses will be allowed to operate following a zone change from AE-40 to CS. Moreover, the property owner shall sign and return the Right to Farm Notice to the Resource Management Agency as a condition of approval. Therefore, the impact is less than significant.					
c) 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)). There is no impact.					
d) No Impact: As noted above, 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)). There is no impact.					
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. Moreover, the proposed Project is an improvement of an existing, non-conforming commercial use that has been operating for over 15 years. Therefore, no other changes to the environment are anticipated that could result in the conversion of farmland to non-farmland. There is no impact.					
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:					
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?	☐	☐	☒	☐

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	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. Air resources in the SJVAB is managed by the San Joaquin Valley Air Pollution Control District (Air District, District, or SJVAPCD).

REGULATORY SETTING

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 PM_{2.5}), and lead (Pb).

Federal

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.

The Federal Clean Air Act (CAA) requires EPA to set NAAQS for the six criteria pollutants, noted above, that occur throughout the United States. Of the six pollutants, particle pollution and ground-level ozone are the most widespread health threats. EPA regulates the criteria pollutants by developing human health-based and/or environmentally-based criteria (science-based guidelines) for setting permissible levels. The set of limits based on human health is called primary standards. Another set of limits intended to prevent environmental and property damage is called secondary standards.

EPA is required to designate areas as meeting (attainment) or not meeting (nonattainment) the air pollutant standards. The Federal CAA further 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

The California Air Resources Board (CARB or ARB) is the state agency responsible for implementing the federal and state Clean Air Acts. ARB has established California Ambient Air Quality Standards (CAAQS), which include all criteria pollutants established by the NAAQS, but with additional regulations for Visibility Reducing Particles, sulfates, hydrogen Sulfide (H₂S), and vinyl chloride.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

The Project is located within the SJVAB, which includes San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and parts of Kern counties and is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD, Air District, or District).

Air basins are designated as attainment or nonattainment. 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.

Attainment status for listed pollutants in the Air District can be found in **Table AQ-1**. Note that both state and federal standards are presented.

Table AQ-1 SJVAB Attainment Status		
	Designation/Classification	
Pollutant	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 (Particulate)	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
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 PM₁₀ National Ambient Air Quality Standard (NAAQS) and approved the PM₁₀ Maintenance Plan. 4 The Valley is designated nonattainment for the 1997 PM_{2.5} NAAQS. EPA designated the Valley as nonattainment for the 2006 PM_{2.5} NAAQS on November 13, 2009 (effective December 14, 2009). Source: San Joaquin Valley Unified Air Pollution Control District. Ambient Air Quality Standards & Valley Attainment Status. https://ww2.valleyair.org/air-quality-information/ambient-air-quality-standards-valley-attainment-status/. Accessed March 2025.		

Local

San Joaquin Valley Air Pollution Control District

The Air District is the local agency charged with preparing, adopting, and implementing mobile, stationary, and area air emission control measures and standards within the SJVAB. The SJVAB is considered to be in attainment for federal and state air quality standards for carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂); attainment for federal and non-attainment for state air quality standards for respirable particulate matter (PM₁₀); and non-attainment of state and federal air quality standards for ozone (O₃) and fine particulate matter (PM_{2.5}). To meet federal Clean Air Act requirements, the Air District has adopted the

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
following attainment plans: the 2004 Extreme Ozone Attainment Demonstration Plan (for the 1-hour standard); the 2007 Ozone Plan (for the 1997 8-hour standard); 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; the 2020 RACT Demonstration; the 2022 Plan for the 2015 8-Hour Ozone Standard; the 2006 PM10 Plan (for federal attainment standards), the 2007 PM10 Maintenance Plan (determining the SJVAB had achieved attainment with federal attainment standards); the 2008 PM2.5 Plan (for the 1997 annual standard); the 2012 PM2.5 Plan (for the 2006 24-hour standard); the 2015 Plan for the 1997 PM2.5 Standard (for annual and 24-hour standards); 2016 Moderate Area Plan for the 2012 PM2.5 Standard; 2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards; the 2024 Plan for the 2012 Annual PM 2.5 Standard; and the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. 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 PM₁₀ and PM_{2.5} standards have no attainment planning requirements but must demonstrate that all measures feasible for the area have been adopted.²⁰ The Air District has several rules and regulations that may apply to the Project, following is an example of those rules/regulations which likely apply to this Project:²¹ ➤ Rule 2010 (Permits Required) – This rule requires any person constructing, altering, replacing or operating any source operation which emits, may emit, or may reduce emissions to obtain an Authority to Construct (ATC) or a Permit to Operate (PTO). ➤ Rule 2201 (New and Modified Stationary Source Review Rule) – This rule applies to all new and modified stationary sources and requires implementation of best available control technology (BACT) and offsets of emissions exceeding thresholds contained in the rule. The rule implements the federal Title V permitting program for the San Joaquin Valley Air Basin. ➤ 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 Emissions Standards for Hazardous Air Pollutants) - The purpose of the rule is to incorporate the National Emission Standards for Hazardous Air Pollutants (NESHAPs) from Part 61, Chapter I, Subchapter C, Title 40, Code of Federal Regulations and the National Emission Standards for Hazardous Air Pollutants for Source Categories from Part 63, Chapter I, Subchapter C, Title 40, Code of Federal Regulations to protect the health and safety of the public from HAPs, such as asbestos. ➤ Rule 4101 (Visible Emissions) – This rule applies to any source of air contaminants and prohibits the visible emissions of air contaminants. ➤ Rule 4102 (Nuisance) – This rule applies to any source of air contaminants and prohibits any activity which creates a public nuisance. ➤ Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). This rule limits VOC emissions by restricting the application and manufacturing of certain types of asphalt for paving and maintenance operations. ➤ Regulation VIII (Fugitive PM10 Prohibitions) – This regulation is a series of eight rules designed to reduce PM₁₀ emissions by reducing fugitive dust emissions. Regulation VIII requires implementation of control measures to ensure that visible dust emissions are substantially reduced.				

²⁰ SJVAPCD. Air Quality Attainment Plans. Ozone Plans at <https://ww2.valleyair.org/rules-and-planning/air-quality-plans/ozone-plans/>. Particulate Matter Plans at <https://ww2.valleyair.org/rules-and-planning/air-quality-plans/particulate-matter-plans/>. Accessed March 2025.

²¹ SJVAPCD. Current District Rules and Regulations at <https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations/>. Accessed March 2025.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
It is reiterated that the Project does not contain a new development proposal; rather, the Project involves improvements to an existing, non-conforming use, which will include an emergency access road and second entry point on the western edge of the property. The subject site has been operating for over 13 years, and contains structures, mobile homes, storage units, and material stockpiles. The Project is subject to various Air District rules/regulations, thresholds, and/or permitting requirements, as applicable. As indicated below and depending upon a final determination by the Air District, the Project would not result in the exceedance of any Air District thresholds. <u>Tulare County General Plan 2030 Update</u> The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: <i>AQ-1.1 Cooperation with Other Agencies</i> requiring the County to cooperate with other local, regional, Federal, and State agencies (e.g., Valley 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; <i>AQ-1.5 California Environmental Quality Act (CEQA) Compliance</i> where the County will ensure that air quality impacts identified during the CEQA review process are consistently and reasonable mitigated when feasible; <i>AQ-2.2 Indirect Source Review</i> regarding mitigating air quality impacts associated with the Project to Valley Air District's Rule 9510; <i>AQ-3.4 Landscape</i> regarding 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; and <i>AQ-4.2 Dust Suppression Measures</i> regarding implementation of dust suppression measures during excavation, grading, and site preparation activities consistent with SJVAPCD Regulation VIII – Fugitive Dust Prohibitions. PROJECT IMPACT ANALYSIS a) Less Than Significant Impact: Air quality plans (also known as attainment plans) and subsequent rules are used to bring the applicable air basin into attainment with federal ambient air quality standards designed to protect the health and safety of residents within that air basin. In the event development proposals were to occur following approval of the proposed Project, such developments will be required to comply with all applicable Air District rules and regulations including, but not limited to, Regulation VIII (Fugitive PM₁₀ Prohibitions) requirements. The Air District's <i>Guidance for Assessing and Mitigating Air Quality Impacts</i> (GAMAQI) states, "...the District has established thresholds of significance for criteria pollutant emissions, which are based on District New Source Review (NSR) offset requirements for stationary sources. Stationary sources in the District are subject to some of the toughest regulatory requirements in the nation. Emission reductions achieved through implementation of District offset requirements are a major component of the District's air quality plans. Thus, projects with emissions below the thresholds of significance for criteria pollutants would be determined to "Not conflict or obstruct implementation of the District's air quality plan."²² "Determination of whether a project would exceed the applicable thresholds of significance for criteria pollutants requires quantification of project specific emissions. To streamline the process of assessing significance of criteria pollutant emissions from commonly encountered projects, the District has developed the screening tool, Small Project Analysis Level (SPAL). Using project type and size, the District has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants."²³ Construction activities of the proposed Project, which involves the construction of the new emergency access road, would result in emissions of criteria pollutants including ozone precursors such as ROG and NO_x as well as particulate matter. The Air District's 2022 Plan for the 2015 8-Hour Ozone Standard, 2016 Plan for the 2008 8-Hour Ozone Standard, 2013 Plan for the Revoked 1-Hour Ozone Standard, 2007 Ozone Plan, 2007 PM₁₀ Maintenance Plan and Request for Redesignation, 2008 PM_{2.5} Plan, 2012 PM_{2.5} Plan, 2015 Plan for the 1997 PM_{2.5} Standard, 2016 Moderate Area Plan for the 2012 PM_{2.5} Standard, the 2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards, and the 2024 Plan for the 2012 Annual PM 2.5 Standard outline a number of control strategies to help the SJVAPCD reach attainment for the revoked federal 1-hour ozone standard, the 24-				

²² SJVAPCD. Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). Page 65. <https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf>. Accessed March 2025.

²³ Ibid. 85.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
hour PM₁₀ standard, and the federal and state PM_{2.5} standards, respectively.²⁴ The San Joaquin Valley Air Basin is in attainment for CO, SO₂, and lead, so there are no attainment plans for those pollutants. Control measures outlined in the ozone plans focus primarily on control of stationary and indirect sources such as housing and commercial developments that may generate substantial vehicle trips during operations. The primary source of criteria pollutant emissions generated by the proposed Project would be associated with construction-related activities, which would be short-term and temporary. Therefore, the proposed Project would not create a permanent substantial source of ozone precursor emissions, and would not obstruct implementation of the SJVAPCD's ozone attainment plan. The 2008 PM_{2.5} Plan, 2012 PM_{2.5} Plan, 2015 Plan for the 1997 PM_{2.5} Standard, 2016 Moderate Area Plan for the 2012 PM_{2.5} Standard, the 2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards, and the 2024 Plan for the 2012 Annual PM_{2.5} Standard focus specifically on PM_{2.5}, although the control strategies from previous PM₁₀ plans (particularly those related to fugitive dust control) have already improved the SJVAB ambient PM_{2.5} levels. Therefore, because fugitive dust controls continue to be addressed in the PM₁₀ plan, the plans contain a comprehensive list of strict regulatory and incentive-based measures to reduce directly-emitted PM_{2.5} and precursor emissions. However, the Project would result in relatively negligible PM_{2.5} emissions from those types of sources, with the vast majority of PM_{2.5} emissions associated with the Project arising from the PM_{2.5} component of fugitive dust. The Air District has determined that projects with emissions below the thresholds of significance for criteria pollutants would not conflict or obstruct implementation of the Air District's air quality plan. As discussed below with respect to item b), unmitigated emissions during construction-related activities would not exceed the Air District significance thresholds. The Project would be required to comply with applicable Air District rules and regulations, such as Regulation VIII (Fugitive PM₁₀ Prohibitions) and Rule 9510 (Indirect Source Review), further reducing Project-related emissions. The Project involves improvements to an existing, non-conforming use, which will include an emergency access road and second entry point on the western edge of the property. The subject site has been operating for over 15 years, and contains structures, mobile homes, storage units, and material stockpiles. Access road construction emissions have been estimated using CalEEMod, Version 2016.3.2. The model was used to quantify annual construction-related activities ROG, NO_x, CO, SO₂, PM_{2.5} and PM₁₀ emissions from off-road equipment, haul trucks, on-road worker vehicle emissions, and vendor delivery trips. Since CalEEMod does not contain a Land use type specific to roads, Other Asphalt Surfaces was used to estimate on-site construction emissions based on the total floor surface area. The annual construction-related emissions can be found in Table AQ-2; modeling outputs can be found in Attachment "A". As noted earlier, the proposed Project involves improvements to an existing, non-conforming use, as well as a zone change to bring existing, non-conforming uses into compliance. Improvements to the Project include the construction of an access road along the western boundary of the Project site. Implementation of the proposed Project would result in a new access point that was designed to be a second point of access for emergency vehicles, per the conditions of approval established by the Fire Department. As a result, visits to the site for emergency purposes would occur infrequently, and not result in an addition of trips to the site than that of current conditions. CEQA requires emissions only above the status quo. However, since this project has been operating without County permits and requires Authority to Construct (ATC)/Permit to Operate (PTO) from the Air District, emissions that have been operating without permits have been assessed in the emissions analysis provided. The determination is based on comparing emissions from a previously approved project (Dunn Asphalt and Concrete Batch Plant) to the proposed Project.²⁵				

²⁴ SJVAPCD Attainment Plans are available online at <https://ww2.valleyair.org/rules-and-planning/air-quality-plans/>.

²⁵ The EIR for the Dunn Concrete and Asphalt Batch Plant is available on the Tulare County website at: <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/dunn-asphalt-and-concrete-batch-plant/>, and on the Office of Land Use and Climate Innovation (LCI) CEQAnet at: <https://ceqanet.opr.ca.gov/2019011039/2>.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Permitted operational emissions are directly related to the material output of the batch plant facility. The Dunn facility produces up to 100,000 cubic yards of concrete per year (averaging 274 cubic yards per day for 260 workdays) and approximately 150,000 tons of asphalt per year. By comparison, Oliver Concrete produces a maximum of 120 cubic yards of concrete per day (a maximum annual capacity of 37,440 cubic yards over 312 workdays) and does not produce any asphalt. As air emissions are linear by nature, it is reasonable to assume that permitted operational emissions from the Oliver Concrete Batch Plant will be approximately 68% lower than those of the Dunn facility. A summary of the Project's operational emissions is provided in **Table AQ-2**. Emissions calculations can be found in Attachment "A". Attachment "B" includes the emissions calculations from the Dunn project.

TABLE AQ-2 PROJECT CONSTRUCTION AND OPERATIONS EMISSIONS ESTIMATES (UNMITIGATED)						
Activity/Source	ROG	NO _x	CO	SO ₂	Total PM ₁₀	Total PM _{2.5}
Construction						
Access Road / Entry	0.00608	0.0621	0.0423	0.000082	0.0142	0.0087
Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No
Operational Non-Permitted Sources						
Oliver Concrete	0.09715	1.95203	1.26551	0.00772	0.08555	0.08642
Huston-Ferguson Apiaries	0.00021	0.00101	0.00996	0.00003	0.00001	0.00001
On-Site Residential	0.01922	0.00751	0.05937	0.00013	0.00047	0.00047
Total Non-Permitted	0.1166	1.9605	1.3348	0.0079	0.0860	0.0869
Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No
Operational Permitted Sources						
Oliver Concrete	---	---	---	---	0.9668	0.9668
Huston-Ferguson Apiaries	---	---	---	---	---	---
On-Site Residential	---	---	---	---	---	---
Total Permitted	0	0	0	0	0.9668	0.9668
Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No
See Attachment "A" of this document.						

According to the Air District's GAMAQI, a project would be considered to contribute considerably to a significant cumulative impact if it would result in an increase in ROG, NO_x, SO₂, CO, PM₁₀, or PM_{2.5} of more than its respective significance thresholds. As presented in **Table AQ-2**, proposed Project construction- and operational-related activities emissions would not exceed the annual SJVAPCD thresholds of significance for ROG, NO_x, SO₂, CO, PM₁₀, and PM_{2.5}. Therefore, this Project would result in a less than significant impact.

- b) Less Than Significant Impact:** As discussed earlier in item a), the Air Basin is currently designated as non-attainment for the 1-hour state ozone standard as well as for the federal and state 8-hour standards. Additionally, the Air Basin is designated as non-attainment for the state 24-hour and annual arithmetic mean PM₁₀ standards, as well as the state annual arithmetic mean and the national 24-hour PM_{2.5} standards. See **Table AQ-1** for designations and classifications of all criteria pollutants.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

The contribution of a project's individual air emissions to regional air quality impacts is, by its nature, a cumulative effect. Emissions from past, present, and future projects in the region also have or will contribute to adverse regional air quality impacts on a cumulative basis. No single project by itself would be sufficient in size to result in non-attainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality conditions. The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

According to the Air District's GAMAQI, a project would be considered to contribute considerably to a significant cumulative impact if it would result in an increase in ROG, NO_x, SO₂, CO, PM₁₀, or PM_{2.5} of more than its respective significance thresholds (SJVAPCD, 2015). As presented in **Table AQ-2**, proposed Project construction- and operational-related activities emissions would not exceed the annual SJVAPCD thresholds of significance for ROG, NO_x, SO₂, CO, PM₁₀, and PM_{2.5}. Therefore, this Project would result in a less than significant impact.

- c) Less Than Significant Impact:** Diesel particulate matter (DPM) represents the primary toxic air contaminates (TAC) of concern associated with the proposed Project. DPM emissions are primarily the result of the short-term operation of internal combustion engines of construction equipment (e.g., loaders, backhoes, and cranes, as well as haul trucks) and from long-term operation of on-site stationary sources (e.g., diesel generators) and diesel fueled transport vehicles (e.g., on-road heavy-duty trucks).

The dose to which receptors are exposed is the primary factor affecting health risk from TACs. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. According to the State of California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments (which determine the exposure of sensitive receptors to TAC emissions), should be based on 9-year exposure period for children and 70-year exposure period for adults when assessing TACs (such as DPM) that have only cancer or chronic non-cancer health effects. However, such health risk assessments should be limited to the duration of the emission-producing activities associated with the Project, unless the activities occur for less than 6-months. Activities that would last more than 2-months, but less than 6 months, are recommended to be evaluated as if they would last for 6-months. The OEHHA does not recommend assessing cancer risk for projects lasting less than 2 months near the maximum exposed individual (MEI). Since construction-related activities of the proposed Project would occur over a one-month period and the nearest sensitive receptors (property owners to the west and temporary residences to the east) are located within 200 feet from the proposed Project's western boundary, the proposed Project has the potential to temporarily and intermittently expose off-site sensitive receptors to increased criteria pollutant and DPM concentrations from diesel powered construction-related equipment during the short-term, temporary construction-related phase and from heavy-duty truck emissions during the long-term operations of the Project.

A Health Risk Assessment (HRA) was prepared for the proposed Project by consulting firm LSA in May 2024. The HRA follows the guidance of the SJVAPCD and addresses potential cancer and noncancer risks to on- and off-site receptors from operation-related emissions. The results of the HRA are summarized in **Table AQ-3** and the HRA can be found in Attachment "A".

TABLE AQ-3 HEALTH RISK LEVELS FOR RESIDENTS AND WORKER ON OR NEAR THE PROJECT SITE			
Location	Maximum Cancer Risk	Maximum Noncancer Risk	
		Chronic HI	Acute HI
MEI Residential Risks	2.3 in 1 million	0.0004	0.001
MEI Worker Risks	0.1 in 1 million	0.0001	0.0003
SJVAPCD Significance Threshold	20 in 1 million	1.0	1.0
Significant?	No	No	No
HI = hazard index; MEI = maximally exposed individual			

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
<u>Acute Risk Impacts</u> The Acute Hazard Index (HI) is the ratio of the average short-term (generally 1-hour) ambient concentration of an acutely toxic substance(s) divided by the acute reference exposure level set by the OEHHA. This ratio is repeated for every acutely toxic substance, and all are summed to derive the overall Acute Hazard Index. If this Acute Hazard Index is above 1, then adverse health effects may occur. As shown in Table AQ-3, the Acute HI would be 0.001 or less for the residential MEI and 0.0003 or less for the worker MEI. Both are less than the threshold of 1.0. Acute impacts are a result of exposure to contaminant concentrations at extremely high levels. As demonstrated by the results of the analysis, air dispersion between the emission sources and the receptor locations would substantially limit contaminant concentrations to the extent that a significant acute risk would not occur. <u>Carcinogenic and Chronic Risk Impacts</u> The resident risk levels shown apply to a child living in a residence for 9 years and to an adult living in a residence for 70 years. For the residential MEI, which is the residence on the project site, the carcinogenic health risk level would be 2.3 in 1 million or less, which is less than the threshold of 20 in 1 million. For the MEI worker receptor, which is a worker at the Huston-Ferguson Apiaries on the project site, the maximum cancer risk would be 0.1 in 1 million, also less than the threshold of 20 in 1 million. The Chronic HI for both would be 0.0004 and 0.0001 or less for the MEI resident and MEI worker, respectively. Both are less than the threshold of 1.0. Neither child nor adult residents living on or near to the proposed project nor workers at workplaces on or near to the proposed project would be exposed to carcinogenic, Chronic HI, or Acute HI risks that exceed applicable significance thresholds. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations and the Project will have a less than significant impact. d) Less Than Significant Impact: Operation of the proposed Project would not create odorous emissions. However, proposed Project construction-related activities would include fuels and other odor sources (such as diesel-fueled equipment), could result in the creation of objectionable odors. Since construction-related activities would be short-term, temporary, and spatially dispersed (i.e., intermittent), and occur in a predominantly rural area, these activities would not affect a substantial number of people. Therefore, odors generated by construction-related activities of the Project would result in a less than significant impact.					
4.	BIOLOGICAL RESOURCES				
	Would the project:				
	a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐
	b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, 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.)	☐	☐	☒

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
		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?	☐	☐	☐	☒

As previously noted, Project improvements to an existing, non-conforming use will include an emergency access road and a second entry point on the western edge of the property. The subject site has been used as an industrial site for over 13 years, contains structures, mobile homes, and material stockpiles.

In 2019, the Dunn Asphalt and Concrete Batch Plant Draft Environmental Impact Report (DEIR) was prepared to evaluate significant environmental effects of the 20-acre industrial development located at 7763 Avenue 280, approximately 0.60 miles to the west of the Project site. The Biological Evaluation completed by Live Oak Associates, Inc. for the Dunn Asphalt and Concrete Batch Plant project evaluated a study area that encompasses the proposed Project area. Therefore, the discussion regarding Environmental Setting, CEQA requirements, Regulatory Setting, and Chapter 3.4 Biological Resources as contained in the Dunn Asphalt and Concrete Batch Plant DEIR 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 site is within the lower Kaweah River Delta, whose distributary drainages historically drained into the Tulare Lake. These waterways were historically characterized by extensive riparian, wetland, and aquatic ecosystems that supported large populations of diverse native plants and animals. Agricultural diversions and channel realignments have eliminated much of the original riparian habitat of this river system, and aquatic and wetland habitats have been greatly degraded from agricultural runoff and controlled flows. Tulare Lake has long been drained and converted to farmland and urban uses. Native plant and animal species once abundant in the region have become locally extirpated or have experienced large reductions in their populations due to conversion of upland, riparian, and aquatic habitats to agricultural and urban uses. Remaining native habitats are particularly valuable to native wildlife species including special status species that still persist in the region.”²⁶

Biological Species Evaluation

The Technical Memorandum “*Biological Resources Evaluation for 8347 Avenue 280 (GPA 18-002)*” (BRE Memo) was completed by RMA Staff (Jessica Willis, Planner IV) in August 2021 to analyze potential impacts on biological species in the Project vicinity (See Attachment “C”). The California Department of Fish and Wildlife’s (CDFW) California Natural Diversity Database (CNDDB), RareFind 5 and Biogeographic Information and Observation System (BIOS) mapping applications were accessed on July 21, 2021 and July 29, 2021.²⁷ A subsequent memorandum was completed by RMA Staff (Brenda Alcantar, Planner I) in August 2024 providing updated information contained in the CNDDB and BIOS applications.

²⁶ Dunn Asphalt and Concrete Batch Plant Draft Environmental Impact Review. Page 3.4-2. December 2019. Accessed March 2025 at: <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/dunn-asphalt-and-concrete-batch-plant/>.

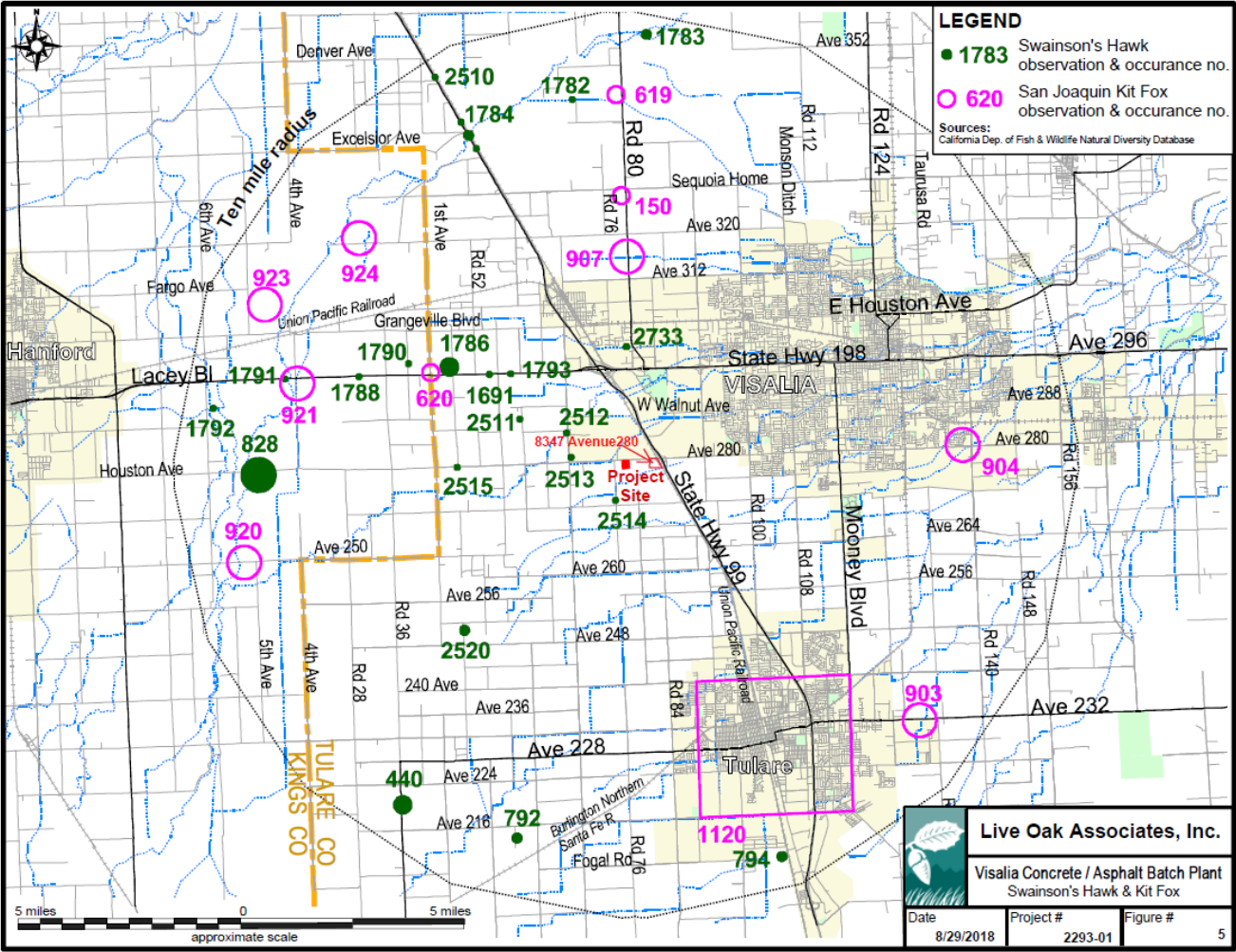
²⁷ CDFW. <https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data>

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Special Status Plants and Animals

“The California Natural Diversity Data Base (CDFW 2018) was queried for special status species occurrences in the nine USGS 7.5 minute quadrangles containing and immediately surrounding the project site (Goshen, Visalia, Tulare, Paige, Waukena, Remnoy, Burris Park, Traver, and Monson). These species, and their potential to occur on the project site, are listed in Table 1 [Table 3.4-1 of this DEIR] on the following pages. Sources of information for this table included California’s Wildlife, Volumes I, II, and III (Zeiner et. al 1988-1990), California Natural Diversity Data Base (CDFW 2018), Endangered and Threatened Wildlife and Plants (USFWS 2018), The Recovery Plan for Upland Species of the San Joaquin Valley, California (USFWS 1998), The Jepson Manual: Vascular Plants of California, second edition (Baldwin et al 2012), and The California Native Plant Society’s Inventory of Rare and Endangered Vascular Plants of California (CNPS 2018), Calflora.org, and eBird.org. Special status species occurrences within 5 kilometers of the project site are depicted in Figure 4 [in the BE] and San Joaquin kit fox (*Vulpes macrotis mutica*) occurrences and Swainson’s hawk (*Buteo swainsoni*) nesting locations within 10 miles are presented in Figure 5 [in the BE].”²⁸

Special status species observed within the study area in relation to the Project site is shown in the Figure below.



²⁸ Dunn Asphalt and Concrete Batch Plant Draft Environmental Impact Review. Page 3.4-4. December 2019. Accessed March 2025 at: <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/dunn-asphalt-and-concrete-batch-plant/>.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
REGULATORY SETTING <i>Federal</i> <u>Endangered Species Act</u> The Federal Endangered Species Act (FESA) protects plants and wildlife that are listed as endangered or threatened by the USFWS and National Oceanic and Atmospheric Administration (NOAA) Fisheries. Section 9 of the FESA prohibits the taking of listed wildlife, where taking is defined as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct” (50 CFR 17.3). For plants, this statute governs removing, possessing, maliciously damaging, or destroying any listed plant on federal land and removing, cutting, digging-up, damaging, or destroying any listed plant on non-federal land in knowing violation of state law (16USC1538). Pursuant to Section 7 of the FESA, federal agencies are required to consult with the USFWS if their actions, including permit approvals or funding, could adversely affect a listed plant or wildlife species or its critical habitat. Through consultation and the issuance of a biological opinion, the USFWS may issue an incidental take statement allowing take of the species that is incidental to another authorized activity, provided the action will not jeopardize the continued existence of the species. Section 10 of the FESA provides for issuance of incidental take permits to private parties, provided a Habitat Conservation Plan (HCP) is developed. <u>Migratory Bird Treaty Act</u> 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. <u>Federal Clean Water Act</u> The Federal Clean Water Act’s (CWA’s) purpose is to “restore and maintain the chemical, physical, and biological integrity of the nation’s waters.” Section 404 of the CWA prohibits the discharge of dredged or fill material into waters of the United States without a permit from the U.S. Army Corps of Engineers (ACOE). 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 USEPA also has authority over wetlands and may override an ACOE 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 RWQCB. <i>State</i> <u>California Endangered Species Act</u> The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA, but unlike its federal counterpart, the CESA applies the take prohibitions to species proposed for listing (called candidates by the state). Section 2080 of the CDFG Code prohibits the taking, possession, purchase, sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit or in the regulations. Take is defined in Section 86 of the CDFG Code as to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” The CESA allows for take incidental to otherwise lawful				

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
development projects. State lead agencies are required to consult with the CDFG to ensure that any action they undertake is not likely to jeopardize the continued existence of any endangered, threatened, or candidate species or result in destruction or adverse modification of essential habitat. The CDFG administers the act and authorizes take through Section 2081 agreements (except for designated fully protected species). <u>Fully Protected Species</u> 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. <u>Native Plant Protection Act</u> 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. Local <u>Tulare County General Plan 2030 Update</u> The following Tulare County General Plan 2030 Update Environmental Resources Management Element policies for this resource apply to this Project: ERM-1.1 <i>Protection of Rare and Endangered Species</i>; ERM-1.2 <i>(Development in Environmentally Sensitive Areas)</i>; ERM-1.4 <i>Protect Riparian Areas</i>; ERM-1.6 <i>Management of Wetlands</i>; ERM-1.7 <i>Planting of Native Vegetation</i>; ERM-1.8 <i>Open Space Buffers</i>; ERM-1.9: <i>Coordination of Management on Adjacent Lands</i>; ERM-1.15 <i>Minimize Lighting Impacts</i>; ERM-1.16 <i>Cooperation with Wildlife Agencies</i>; ERM-5.8 <i>Watercourse Development</i>; ERM-1.16 <i>Cooperation with Wildlife Agencies</i>; ERM-5.8 <i>Watercourse Development</i>. PROJECT IMPACT ANALYSIS a) Less than Significant Impact with Mitigation Incorporated: As noted earlier, the Project is an addition to and improvements of an existing, non-conforming use. As such, the Project will not have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or a special status species. According to the August 2021 technical memo, the most recent California Department of Fish and Wildlife's California Natural Diversity Database (CNDDDB), RareFind 5 and Biogeographic Information and Observation System (BIOS) mapping applications were accessed on July 21 and July 29, 2021. Based on the information in the CNDDDB and BIOS, there are 54 special status species and three (3) natural communities recorded within the 9-quadrangle Project area, of which only 34 special status species and three (3) natural communities				

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT																																	
have been mapped (see Attachment D of Attachment C). These species include: 17 plant species; two (2) crustacean species; three (3) insect species; three (3) amphibian species, two (2) reptile species; five (5) bird species; and 2 mammal species. The CNDDDB and BIOS indicates that there are nine (9) special status species and one (1) natural community recorded within the Goshen quadrangle (see Attachment E of Attachment C). These species include: five (5) plant species; one (1) crustacean species; one (1) amphibian species; one (1) bird species; and one (1) mammal species. The results from the CNDDDB and BIOS also indicated that there is one (1) special status species <i>Buteo swainsoni</i> (Swainson’s Hawk) recorded within a one-mile radius of the Project site (see Attachment F of Attachment C). No other special status species have been recorded within the Project site and adjacent parcels (see Attachment C of Attachment C). To ensure that Project-related construction activities (new access road) will have a less than significant impact on special status species, the following mitigations measure requiring pre-construction surveys will be implemented. Table BIO-1 summarizes Mitigation Measures BIO-1 through BIO-6 which can be found in their entirety in Attachment “C of this IS/MND.																																					
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If the event of accidental death or injury during project-relation activities, the Sacramento Field Office of the USFWS and the Fresno Field Office of the CDFW shall be contacted immediately by phone or email to obtain the necessary authorization/take permit. 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The proposed Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the biological resources of the area and environment. With implementation of Mitigation Measures BIO-1 through BIO-6, impacts to special status plant and animal species will be Less Than Significant with Mitigation. b) - d) No Impact: The proposed Project would not 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; would not result in an 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; and it would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The nearest body of water is Evans Ditch, approximately 280 feet south of the Project site. There would be no impact. e) and f) No Impact: The proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinances. Moreover, the proposed Project is not expected to conflict with the goals or policies of the Tulare County General Plan that protect biological resources. Also, as the Project is not within or in the vicinity of any approved habitat conservation plans, natural community conservation plans, or regional or state habitat conservation plans in effect, the Project would result in no impact to these resources within the vicinity of the proposed Project site.					
5.	CULTURAL RESOURCES				
	Would the project:				
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 Project involves improvements to an existing, non-conforming use, which will include an emergency access road and second entry point on the western edge of the property. The subject site has been operating for over 13 years, and contains structures, mobile homes, storage units, and material stockpiles. In 2018, the Sequoia Gateway Commerce Park Draft Environmental Impact Report (DEIR) was prepared to evaluate significant environmental effects of the 217-acre commercial development approximately 0.15 miles east of the Project site. A Cultural Resources Assessment (CRA) was prepared by Basin Research Associates in February 2018 to identify any cultural, historical, or archaeological resources occurring within the project vicinity. As such, the CRA study area encompasses the Project site. Therefore, the discussion regarding Environmental Setting, CEQA requirements, Regulatory Setting Chapter 3.4 Biological Resources, contained in the Sequoia Gateway Commerce Park DEIR are incorporated herein in their entirety. Where necessary and if available, specific facts, data, information, etc. are included in this discussion. Environmental Setting <u>Native American Resources</u> <i>Ethnography</i> "Cultural resources are traces of human occupation and activity. In central California, cultural resources extend back in time for at least 5,000-8,000 and possibly longer. In general, the study area appears to have been located in a generally favorable prehistoric environment. The area had seasonal and permanent water along Cross Creek/Saint John's River and Mill Creek to the north and Packwood Creek to the south with freshwater marshes, riparian environments and inland resources within or near to the project. In					

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
addition, the Kings River is approximately 13.5 miles north of the project and is among the many streams and rivers which used to flow into Tulare Lake Basin. The project site is located within <i>Telamni</i> tribal territory of the Southern Valley Yokuts who occupied the areas surrounding Tulare, Buena Vista and Kern lakes and their connecting sloughs, and the lower portions of the Kings, Kaweah, Tule and Kern rivers. The groups spoke a Southern Valley-type dialect of the Yokuts language of the Penutian family of languages. They were hunters and gatherers who depended on almost year-round fishing, hunting waterfowl and collecting shellfish, roots and seeds. Villages were selected for proximity to water and many were on small open flats at the water's edge. Within a geographic area, villages functioned as the center of each tribe. The <i>Telamni</i> Yokuts occupied Cross, Mill and Packwood creeks and held Buena Vista Lake. A large village with an estimated population of 550, known as <i>Waitatshulul</i> or <i>Waitachuiyui</i>, appears to have been located on the north side of Packwood Creek within the southeastern part of the City of Visalia or to its southeast. The Southern Valley Yokuts first came into contact with Europeans when Spanish explorers visited the area in approximately 1772. Over the next fifty years, contact between the Yokuts and Europeans was infrequent. In 1833, Mexican contact produced a severe epidemic throughout California that reduced the Southern Yokuts population by 75 percent. The discovery of gold in 1848 and the ensuing flow of miners and immigrants further decimated the indigenous populations. The Mariposa Indian War, waged from December 1850 through May 1851, also had a major impact on Native Americans in the general study area. Nonetheless, Native Americans were still occupying villages in the general study area through the early 1860s.”²⁹ <i>Prehistoric Archaeology</i> “The Cultural Resources Assessment revealed that no prehistoric archaeological sites have been recorded or reported on the project site or within the off-site areas planned for project-related improvements, or in the adjacent areas (i.e., within ¼ mile of the project site and off-site improvement areas). No other prehistoric or combined prehistoric/historic-era sites or isolates have been recorded in or adjacent to the Sequoia Gateway project site. No National Register of Historic Places or California Register of Historical Resources eligible or listed historic properties/cultural resources, or traditional cultural places (TCPs) have been identified in or adjacent to the project site. The Native American Heritage Commission (NAHC) has indicated that a search of the Sacred Land Inventory was negative for the presence of Native American resources in the immediate project area. Likewise, no prehistoric materials were observed during the intensive field inventory of the project site conducted by Basin Research.”³⁰ <u>Historic-Era Resources</u> <i>Historical Overview</i> “After the initial period of exploration, the settlement of California by the Spanish took place mainly on the coast while some exploration parties also included the interior. Hispanic settlement of the Tulare County area was minimal due to geographic features including the almost impenetrable tule marsh of the San Joaquin Valley and the absence of reliable fresh water. The earliest American settlement in the area was established at Woodville, seven miles east of Visalia, as early as 1849. Settlement of the area gradually increased as former gold seekers turned to farming and ranching. In 1872, the Southern Pacific Railroad entered Tulare County providing connections to markets in the north and east. About the same time, settlers constructed a series of water conveyance system (canals, dams, and ditches) to provide irrigation for agriculture. The Evans Ditch, which traverses the project site, was originally constructed in 1885, although in a different alignment from the present day ditch. <i>Historical-Era Architectural Resource</i> The Evans Ditch has been recorded as a historic archaeological site within the project site [Sequoia Gateway Commerce Park], and is designated as P-54-002179 (CA-TUL-3053H). The following history of Evans Ditch is summarized from the Cultural Resources Assessment by Basin Research Associates. • P-54-002179 (CA-TUL-3053H), an earth irrigation ditch includes portions that are underground. The above ground ditch is associated with concrete riprap, board-formed concrete and wood drops, board-formed concrete and steel turnouts, concrete headgates, a water pump system, concrete culverts, etc. The segment from Shirk Road to Akers Street is located on the south side of Avenue 280 with a “. . . recently maintained with a direct access road passing along its edge.” The				

²⁹ Sequoia Gateway Commerce Park Draft Environmental Impact Report. September 2018. Pages 3.5-1 and 3.5-2. <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/sequoia-gateway-commerce-park/>.

³⁰ Ibid. 3.5-2.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
estimated period of design and initial completion of Evans Ditch east of Visalia is 1858, while Evans Ditch west of Visalia is dated to 1885 with the segment from Shirk Road east to Akers Street (including the east portion of the project) later in the mid-1890s. The ditch has undergone 20th century repair, replacement and maintenance. In addition, episodes of severe flooding have also “. . . likely required resurfacing and repair.” The Evans Ditch does not retain “. . . integrity of design, materials, feeling, and workmanship” in regard to the Evans Ditch 1885 period of significance (Basin Research 2018, p. 17). The Evans Ditch has been previously evaluated for listing on the National Register of Historic Places (NRHP) and was determined to be ineligible for such listing. The Evans Ditch has been evaluated as not eligible for the California Register of Historical Resources (CRHR), and is not a historical resource for purposes of CEQA (Basin Research 2018, p. 17). No other local, state or federal historically or architecturally significant structures, landmarks, or points of interest have been identified within or immediately adjacent to the project.”³¹ <u>Paleontological Resources</u> <i>Overview</i> “Paleontological resources comprise fossils – the remains or traces of once-living organisms preserved in sedimentary deposits – together with the geologic context in which they occur. Sedimentary deposits include unconsolidated or semi-consolidated “soils” or sedimentary rocks. Most fossil remains are the preserved hard parts of plants or animals, and include bones and/or teeth of once-living vertebrate animals, shells or body impressions of invertebrate animals, and impressions or carbonized or mineralized parts of plants (e.g. “petrified wood”). Trace fossils include preserved footprints, trackways, and burrows of prehistoric animals and root marks created by plants. Fossils are scientifically important as they provide the only available direct evidence of the anatomy, geographic distribution, and paleoecology of organisms of the past. Scientific studies based on fossils and comparisons between them continue to refine details of the basic history of life. In conjunction with physical geologic investigations, the use of fossils as indicators of geologic time and ancient environments also contributes to understanding of the physical history of the earth, the distribution of mineral resources, dynamics of earth processes, and past climatic changes. Potential for Fossils to Occur within Project Area <i>Geologic Indicators</i> As described in Section 3.6. Geology, Soils, and Mineral Resources, the project site is entirely underlain by Quaternary alluvium, including primarily alluvial fan deposits with a small area of basin deposits in the southeast corner. The Quaternary period includes the older Pleistocene Epoch (about 2.6 million to 10,000 years ago) and the Holocene (Recent) Epoch, which includes approximately the last 10,000 years. The Pleistocene Epoch is informally termed the Ice Age, and this is the depositional period which yields vertebrate fossils, and therefore deposits from this period are considered highly sensitive for paleontological resources. The Holocene deposits, which comprise more recent layers that were deposited on top of the Pleistocene material, yield few if any vertebrate fossils, and thus are considered to have a low sensitivity for paleontological resources. However, since Holocene strata have some potential to preserve fossil materials, there is always a possibility of fossil discoveries in these younger materials. In the eastern San Joaquin Valley, the thickness of the Holocene deposits overlying the Pleistocene deposits generally increases with distance westward from the lower foothills of the Sierra. While the depth to sensitive Pleistocene strata at the project site has not been determined, two recent EIRs in the immediate project vicinity indicate that the Pleistocene strata are unlikely to occur in the upper 5-6 feet of soil material. The first EIR, on the SR-99 Tulare to Goshen 6-Lane widening project, determined that there was a low probability of encountering fossils in the upper 5 feet (Caltrans 2008, p. 60). The second EIR, on the Avenue 280 Road Widening Project EIR, determined that paleontological sensitivity in the project vicinity was presumed low because the depth to sensitive Pleistocene strata was presumed to be greater than the excavation depths of up to 6 feet (Tulare County 2010a, Figure 3-6.1).				

³¹ Op. Cit. 3.5-2 and 3.5-3.

Unpublished Museum Locality Records

There are no records or reports of known vertebrate fossil localities in the project vicinity, with the nearest vertebrate fossil discoveries occurring near Exeter at least 10 miles east of the project site, where there are surface exposures of Pliocene-era alluvium. The University of California Museum of Paleontology (UCMP) database includes 11 records for vertebrate materials from Pliocene deposits in Tulare County. These include examples of horse, mammoth, camel, and elephant, with the Exeter records both consisting of horse fossils (Tulare County 2010a, p. 3.6-12).

Conclusions on Paleontological Potential

Previous studies of paleontological resources in the project vicinity indicated the potential presence of significant fossils within the Pliocene-era strata beneath the project site. While the depth to the paleontologically sensitive Pliocene strata at the site is undetermined, the absence of fossil records from the site vicinity, and the conclusions of previous studies on adjacent lands indicate that the Pliocene strata likely occurs at depths of 5 feet or greater at the project site. The younger Holocene alluvium near the ground surface is less than 10,000 years old and, while it is considered to have low sensitivity for paleontological resources, it is always possible that fossils may occur in these near-surface materials.”³²

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

The proposed Project is subject to CEQA which requires public or private projects financed or approved by public agencies to assess their effects on historical resources. CEQA uses the term “historical resources” to include buildings, sites, structures, objects or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance. CEQA states that if implementation of a project results in significant effects on historical resources, then alternative plans or mitigation measures must be considered; however, only significant historical resources need to be addressed (CCR 15064.5, 15126.4). For the purposes of this CEQA document, a significant impact would occur if project implementation:

- Causes a substantial change in the significance of a historical resource
- Causes a substantial adverse change in the significance of an archaeological resource
- Disturbs any human remains, including those interred outside of formal cemeteries

Therefore, before impacts and mitigation measures can be identified, the significance of historical resources must be determined. CEQA guidelines define three ways that a property may qualify as a historical resource for the purposes of CEQA review:

- If the resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR)
- If the resource is included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the PRC unless the preponderance of evidence demonstrates that it is not historically or culturally significant
- The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (CCR, Title 14, Division 6, Chapter 3, Section 15064.5(a))

Each of these ways of qualifying as a historical resource for the purpose of CEQA is related to the eligibility criteria for inclusion in the CRHR (PRC 5020.1(k), 5024.1, 5024.1(g)).

A historical resource may be eligible for inclusion in the 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 in our past

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
➤ 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 ➤ Has yielded, or may be likely to yield, information important in prehistory or history Properties that area listed in or eligible for listing in the National Register of Historic Places are considered eligible for listing in the CRHR, and thus are significant historical resources for the purpose of CEQA (PRC Section 5024.1(d)(1)). <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: (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.”³³ <u>Public Resources Code §5097.5</u> 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				

³² Op. Cit. 3.5-3 and 3.5-4.

³³ California Environmental Quality Act (CEQA) Statute and Guidelines. 2024. PDF page 231. Accessed July 2024 at: https://www.califaep.org/docs/2024_CEQA_Statute_and_Guidelines_Handbook.pdf.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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. <u>Human Remains</u> 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 <u>Tulare County General Plan 2030 Update</u> The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: <i>ERM-6.1 Evaluation of Cultural and Archaeological Resources</i> 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; <i>ERM-6.2 Protection of Resources with Potential State or Federal Designations</i> 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; <i>ERM-6.3 Alteration of Sites with Identified Cultural Resources</i> 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; <i>ERM-6.4 Mitigation</i> 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; <i>ERM-6.7 Cooperation of Property Owners</i> 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; <i>ERM-6.8 Solicit Input from Local Native Americans</i> (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; <i>ERM-6.9 Confidentiality of Archaeological Sites</i> 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 <i>ERM-6.10 Grading Cultural Resources Sites</i> 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 discussed earlier, the Project involves improvements to an existing non-conforming use. The Project site and surroundings have been under commercial, industrial, and agricultural use for over 13 years. A cultural resources assessment has been conducted within the Project vicinity for Sequoia Gateway Commerce Park, and no cultural resources are known to be on or near the site. Although no cultural resources were identified within the Project area in the records search, a potentially significant impact could occur if historical or archaeological resources were uncovered during proposed Project construction. However, implementation of the Mitigation Measures CUL-1 thru CUL-3 will reduce				

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
potential impacts in the unlikely event of encountering a historical or archaeological resource to a less than significant impact with mitigation. Mitigation Measure CUL-1: If, in the course of Project construction, operation, or decommissioning, any archaeological or historical resources are uncovered, discovered, or otherwise detected or observed, activities within fifty (50) feet of the find shall be ceased. A qualified archaeologist shall be contacted and advise the County of the site's significance. If the findings are deemed significant by the Tulare County Resources Management Agency, appropriate mitigation measures shall be required prior to any resumption of work in the affected area of the proposed Project. Where feasible, mitigation achieving preservation in place will be implemented. Preservation in place may be accomplished by, but is not limited to: planning construction to avoid archaeological sites or covering archaeological sites with a layer of chemically stable soil prior to building on the site. If significant resources are encountered, the feasibility of various methods of achieving preservation in place shall be considered, and an appropriate method of achieving preservation in place shall be selected and implemented, if feasible. If preservation in place is not feasible, other mitigation shall be implemented to minimize impacts to the site, such as data recovery efforts that will adequately recover scientifically consequential information from and about the site. Mitigation shall be consistent with CEQA Guidelines section 15126.4(b)(3). An archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology, hereafter "qualified archaeologist," should inspect the findings within 24 hours of discovery. Mitigation Measure CUL-2: If cultural resources are encountered during construction or land modification activities work shall stop and the County shall be notified at once to assess the nature, extent, and potential significance of any cultural resources. If such resources are determined to be significant, appropriate actions shall be determined. Depending upon the nature of the find, mitigation could involve avoidance, documentation, or other appropriate actions to be determined by a qualified archaeologist. For example, activities within 50 feet of the find shall be ceased. If it is determined that the Project could damage a significant cultural resource, mitigation should be implemented with a preference for preservation in place, consistent with the priorities set forth in CEQA Guidelines Section 15126.4(b)(3). If avoidance is not feasible, a qualified archaeologist should prepare and implement a detailed treatment plan in consultation with the County of Tulare and, for prehistoric resources, the ethnographically associated Native American tribe. If the resource is determined to be a tribal cultural resource, as defined by Public Resources Code 21074, the County of Tulare, in consultation with the ethnographically associated Native American tribe, should, if feasible, minimize significant adverse impacts by avoiding the resource or treating the resource with culturally appropriate dignity, which includes protecting the cultural character and integrity of the resource, protecting the traditional use of the resource, and protecting the confidentiality of the resource. Therefore, implementation of Mitigation Measures CUL-1 and CUL-2 would result in a Less than Significant Impact to this item. c) Less Than Significant Impact With Mitigation: As noted in Items a) and b), the Project is improvements to an already existing, non-conforming use. While unlikely, if any previously unknown human remains were encountered during ground disturbing activities during the construction of the access road, any impacts to the human remains resulting from the Project could be potentially significant. Any such potential significant impacts would be reduced to a less than significant level by implementing Mitigation Measure CUL-3. Inadvertent Disturb any human remains, including those interred outside of formal cemeteries Discovery of Human Remains, by requiring work to halt in the vicinity of a find until the County coroner determines whether the remains are Native American in origin and, if they are, contacting the Native American Heritage Commission. Mitigation Measure CUL-3: In the unlikely event of discovery or recognition of any human remains during construction-related activities, the provisions of CEQA Guidelines § 15064.5(e) shall be followed and such				

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
activities should cease within 50 feet of the find until the Tulare County Coroner has been contacted to determine that no investigation of the cause of death is required. If it is determined that the remains are Native American in origin, the Native American Heritage Commission (NAHC) will be contacted within 24 hours. The NAHC will then identify the person or persons it believes to be the most likely descendant (MLD) from the deceased Native American. The MLD would, in turn, make recommendations to the County of Tulare for the appropriate means of treating the human remains and any grave goods. Therefore, implementation of Mitigation Measure CUL-3 would result in a less than significant impact to this item.						
6.	ENERGY					
	Would the project:					
	a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
	b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒
ENVIRONMENTAL SETTING						
As previously noted, the proposed Project's improvements to an existing, non-conforming use will include an emergency access road and second entry point on the western edge of the property. The subject site has been operating for over 13 years, and contains structures, mobile homes, storage units, and material stock piles. Current amenities and utilities will not be upgraded or changed.						
REGULATORY SETTING						
Federal						
<u>Energy Policy Act of 2005</u>						
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.						
State						
<u>California Energy Commission</u>						
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 California Energy Commission (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						

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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; and, ➤ 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. <u>California Global Warming Solutions Act of 2006 (Assembly Bill 32)</u> 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 California Public Utilities Commission and CEC with providing information, analysis, and recommendations to the California Air Resources Board regarding ways to reduce GHG emissions in the electricity and natural gas utility sectors. <u>California Energy Code (Title 24, Part 6, Building Energy Efficiency Standards)</u> 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. <u>Clean Energy and Pollution Reduction Act (SB 350)</u> The Clean Energy and Pollution Reduction Act (SB 350) was passed by California Governor Brown on October 7, 2015, and establishes new clean energy, clean air, and greenhouse gas reduction goals for the year 2030 and beyond. SB 350 establishes a				

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

greenhouse gas reduction target of 40 percent below 1990 levels for the State of California, further enhancing the ability for the state to meet the goal of reducing greenhouse gas emissions by 80 percent below 1990 levels by the year 2050.

Renewable Portfolio Standard (SB 1078 and SB 107)

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

Local

Tulare County General Plan 2030 Update

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: *ERM-4.3 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-4.3 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.

PROJECT IMPACT ANALYSIS

- a) Less than Significant Impact:** Energy use associated with construction of the proposed access road and operation of the concrete batch plant were estimated using CalEEMod (Attachment A), EMFAC data, project specific information provided by the applicant and through comparison to the previously approved Dunn Asphalt and Concrete Batch Plant project (Dunn Attachment B). Energy calculations are provided in Attachment D and summarized in Tables Energy-1 and Energy-2, below.

During project construction there would be an increase in energy consumption related to worker trips and operation of construction equipment. This energy use would be limited to the greatest extent possible through compliance with local, state, and federal regulations.

TABLE ENERGY-1 PROJECT CONSTRUCTION ENERGY USE SUMMARY			
	Diesel (gal)	Gasoline (Gal)	MBTU
Construction Equipment	1,111	---	154
Construction Mobile	---	57	7

As shown in Table Energy-2, operation of the proposed Project would result in the demand for approximately 2188 MWh/yr. of electricity; 35,300 therms of natural gas per year, 4,460 gallons of gasoline fuel per year, and 62,106 gallons of diesel fuel per year under 2024 operational conditions. Annual energy use is expected to decrease over time as a result of improvements in vehicle fuel efficiency standards.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Table Energy-2 Project Operations Energy Use Summary		
Mobile Fuel Use		
	Gal/Year	MMBTU
Gasoline	4,460	536
Diesel	6,2106	8,532
Stationary Energy Use		
Electricity	MWh/Year	MMBTU
	2,188	7,466
Natural Gas	Therms/Year	MMBTU
	35,300	3,530
		MMBTU
Total Operational Energy Use		20,064

Based on existing energy demands and capacity of service providers, estimated operational demand for electricity as part of the Project would represent 0.05% of Tulare County's and 0.0021% percent of SCE's total electricity demands based on 2020 electricity consumption data. Estimated operational demand for natural gas as part of the Project would represent approximately 0.08% of Tulare County's and 0.0018% of SoCal Gas' total gas demands based on 2020 natural gas consumption data.

Lastly, approximately 79% % of the Project's VMT is from heavy-duty trucks. Further, according to the Forecasting Models document, Tulare County's heavy-duty truck travel distances are nearly twice that of Madera and Kings Counties, 50% greater than Merced, Stanislaus, and San Joaquin Counties, but is approximately 50% less than Fresno and Kern Counties. As such, the Project, is generally consistent with other San Joaquin Valley counties regarding VMT for heavy-duty trucks. As such, based on VMT, the Project would consume 4,460 gallons of gasoline fuel per year and 62,106 gallons of diesel fuel per year, representing approximately 0.00004% and 0.00382% percent; respectively, of the statewide vehicle fuel demand.

The Project would provide a source of building materials (in this case concrete) that are vital to construction-related activities. Its relatively central location in the San Joaquin Valley, proximity to SRs 99 and 198 (and connectivity to other local and regional transportation corridors), its less than 1% use of electricity energy demand from SCE, less than 1% of natural gas demand from SoCal Gas, its less than 1% use of gasoline and diesel fuels of the entire State's supply demonstrate that the Project will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operations, nor will it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As such, the Project would result in a *less than significant impact* to these resources.

b) Less than Significant Impact: See response to Impact A, above, the impact is *less than significant*.

7.	GEOLOGY/SOILS				
	Would the project:				
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the	☐	☐	☒	☐

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
		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?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

“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.”³⁴

“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 geologic terms. Geologically recent is defined as having occurred

³⁴ Tulare County General Plan 2030 Update. Appendix B General Plan Background Report. Page 8-5.

<http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20B%20-%20Background%20Report.pdf>.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
within the last two million years (the Quaternary Period). All faults believed to have been active during Quaternary time are considered “potentially active.”³⁵ “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.”³⁶ “Liquefaction is a process whereby soil is temporarily transformed to a fluid form during intense and prolonged ground-shaking. 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.”³⁷ <u>Earthquake Hazards</u> “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.”³⁸ “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-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.”³⁹ “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] 44 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.				

³⁵ Op. Cit.

³⁶ Op. Cit. 8-9.

³⁷ Op. Cit. 8-8 and 8-9.

³⁸ Op. Cit. 8-7.

³⁹ Op. Cit.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
• 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] 82 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] 76 miles north of the project area. Activity along this fault could potentially generate more seismic 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.”⁴⁰ No Alquist-Priolo Earthquake Fault Zones or known active faults are in or near the Project area. <u>Soils and Liquefaction</u> “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-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.”⁴¹ “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.”⁴² <u>Landslides</u> “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).”⁴³ <u>Subsidence</u> “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				

⁴⁰ Op. Cit. 8-6 and 8-7.

⁴¹ Op. Cit. 8-7.

⁴² Op. Cit. 8-9.

⁴³ Op. Cit. 8-10.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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.”⁴⁴ <u>Paleontology</u> Regarding paleontological resources, “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). 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. REGULATORY SETTING <i>Federal</i> None that apply to the Project. <i>State</i> <u>California Building Code</u> “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.”⁴⁵ <u>Alquist-Priolo Earthquake Fault Zoning Act</u> “The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zone Act), signed into law December 1972, requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce the hazards associated with fault rupture and to prohibit the location of most structures for human occupancy across these traces.”⁴⁶ <u>State Water Resources Control Board and Regional Water Quality Control Board</u> 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 from 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:				

⁴⁴ Op. Cit. 8-11.

⁴⁵ Tulare County. Revised Draft General Plan 2030 Update. July 2024. Page. 8-3.

⁴⁶ Ibid.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
• 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 <u>Tulare County General Plan Policies</u> The General Plan has a number of policies that apply to projects within Tulare County. General Plan policies that relate to the Project include: <i>HS-1.2 Development Constraints</i> wherein the County shall permit development only in areas where the potential danger to the health and safety of people and property can be mitigated to an acceptable level; <i>HS-1.3 Hazardous Lands</i> wherein the County shall designate areas with a potential for significant hazardous conditions for open space, agriculture, and other appropriate low intensity uses; <i>HS-1.5 Hazard Awareness and Public Education</i> wherein the County shall continue to promote awareness and education among residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, fire hazards, and emergency procedures; <i>HS-1.11 Site Investigations</i> wherein the County shall conduct site investigations in areas planned for new development to determine susceptibility to landslides, subsidence/settlement, contamination, and/or flooding; <i>HS-2.1 Continued Evaluation of Earthquake Risks</i> wherein the County shall continue to evaluate areas to determine levels of earthquake risk; <i>HS-2.4 Structure Siting</i> 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; <i>HS-2.7 Subsidence</i> wherein the County shall confirm that development is not located in any known areas of active subsidence; <i>HS-2.8 Alquist-Priolo Act Compliance</i> wherein The County shall not permit any structure for human occupancy to be placed within designated Earthquake Fault Zones; <i>WR-2.2 NPDES Enforcement</i> 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; <i>WR-2.3 Best Management Practices</i> 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 <i>WR-2.4 Construction Site Sediment Control</i> wherein the County shall continue to enforce provisions to control erosion and sediment from construction sites. <u>Five County Seismic Safety Element (FCSSE)</u> 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.⁴⁷ PROJECT IMPACT ANALYSIS a) Less Than Significant Impact: According to the Tulare County General Plan, the planning area lies in the V1 seismic study				

⁴⁷ Five County Seismic Safety Element. Fresno, Kings, Madera, Mariposa, & Tulare Counties. 1974. Pages 4-7. Prepared by Envicom Corporation. Accessed March 2025 at <https://tularecounty.ca.gov/rma/planning-building/environmental-planning/environmental-planning-resources/five-county-seismic-safety-element-1974/>.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
area, characterized by a relatively thin section of sedimentary rock overlying a granitic basement. 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.⁴⁸ The Project is not located near the closest area faults i.e. the Clovis Group, Pond-Poso, and San Andreas, which would be the expected sources of significant shaking, and therefore the shaking effects should be minimal. i) <i>Fault Rupture</i>: No substantial faults are known to occupy Tulare County according to the Alquist-Priolo Earthquake Fault Zoning Maps and the State of California Department of Conservation. The nearest known faults likely to affect the Project site are the San Andreas Fault (approximately 40 miles west of Tulare County’s western border). According to the Five County Seismic Safety Element (FCSSE), the proposed Project site is located in the V-1 zone, characterized as a moderately thick section of marine and continental sedimentary deposits overlying the granitic basement complex. The FCSSE further states that, “Amplification of shaking that would affect low to medium-rise structures is relatively high, but the distance to either 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. 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) <i>Ground Shaking</i>: The Project area is located in a seismic zone which is sufficiently far from known faults and consists primarily of a stable geological formation. Any impacts regarding strong seismic ground shaking have been discussed in Impact VI-a-i. As such, the impact due to ground shaking would be less than significant. iii) <i>Ground Failure and Liquefaction</i>: The proposed Project site is located in the Five County Seismic Safety Element’s V-1 zone, and therefore has a low risk of liquefaction. No subsidence-prone soils or oil or gas production is involved with the proposed Project. The any impacts will be less than significant. iv) <i>Landslides</i>: The proposed Project is located in the Five County Seismic Safety Element’s V-1 zone and therefore will have a minimal risk of landslides. 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. b) Less Than Significant Impact: Site construction-related activities for the new access road will include trenching, earth-moving, pouring concrete, and grading. These activities could expose soils to erosion processes. The extent of erosion will vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. The site has little slope (i.e., a slight grade from east to west of 0 to 2%) and will have a flat topography after minimal grading. To preserve and restore the agricultural productivity of the Project site to the existing condition during and upon completion of the life of the Project, no soils would be removed from the Project site during construction or operation of the Project. As stated earlier, the relatively flat nature of the site reduces the need for grading which would be limited to access roads, substation, inverter pads, and switchyard. Any soils removed from these areas would be redistributed around and retained elsewhere on the Project site. As noted earlier, 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 from moving off site into receiving waters. The proposed Project involves the construction of a 500 ft long access road (approximately 10,000 square feet). Since the area being disturbed is less than one acre, a General Permit and SWPPP will not				

⁴⁸ Ibid. Summary of Seismic Hazards & Safety Recommendations.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
be required. As such, the Project would not result in substantial soil erosion or loss. There would be a less than significant impact.						
c) 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-1 zone, characterized as a moderately thick section of marine and continental sedimentary deposits overlying the granitic basement complex, 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.						
d) No Impact: According to the USDA, NRCS, and the Soil Survey of Tulare County, the proposed Project site contains Tagus Loam with 0-2% slopes. Generally, this soil type is very deep, well drained, and formed in alluvium derived from granitic rock. 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.						
e) No Impact: The proposed Project does not include the installation or use of septic tanks or other alternative waste water disposal systems. As such, the Project would result in no impact						
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), will ensure that any impact will be less than significant.						
8.	GREENHOUSE GAS EMISSIONS					
	Would the project:					
	a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
	b)	Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
ENVIRONMENTAL SETTING						
"An increase in the near surface temperature of the earth. Global warming has occurred in the distant past as the result of natural influences, but the term is most often used to refer to the warming predicted to occur as a result of increased emissions of greenhouse gases. Scientists generally agree that the earth's surface has warmed by about 1 degree Fahrenheit in the past 140 years, but warming is not predicted evenly around the globe. Due to predicted changes in the ocean currents, some places that are currently moderated by warm ocean currents are predicted to fall into deep freeze as the pattern changes."⁴⁹ "The warming of the earth's atmosphere attributed to a buildup of CO₂ or other gases; some scientists think that this build-up allows the sun's rays to heat the earth, while making the infra-red radiation atmosphere opaque to infrared radiation, thereby preventing a counterbalancing loss of heat. Ibid. 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 (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)."⁵⁰ "Enhancement of the greenhouse effect can occur when concentrations of GHGs exceed the natural concentrations in the atmosphere. Of these gases, CO₂ and methane are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas methane primarily						

⁴⁹ Tulare County General Plan 2030 Update Background Report. Page 6-31.

⁵⁰ Ibid. 6-16 and 6-20.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
results from off-gassing associated with agricultural practices and landfills. SF6 is a GHG commonly used in the utility industry as an insulating gas in transformers and other electronic equipment. There is widespread international scientific 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.”⁵¹ “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; o Increase of heat index over land areas; and • More intense precipitation events.”⁵² “Snowpack and snowmelt may also be affected by climate change. Much of California’s precipitation falls as snow in the Sierra Nevada and southern Cascades Mountain ranges, and snowpack represents approximately 35 percent of the state’s useable annual water supply.”⁵³ “The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended.”⁵⁴ “As air temperatures increase due to climate change, the water stored in California’s snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt.”⁵⁵ “In 2007, Tulare County generated approximately 5.2 million tonnes of Carbon Dioxide Equivalent (CO₂e). The largest portion of these emissions (63 percent) is attributed to dairies/feedlots, while the second largest portion (16 percent) is from mobile sources, the third largest portion (11%) is from electricity sources.”⁵⁶ Table 6-7 [Table GHG-1 in this document] identifies Tulare County’s emissions by sector in 2007.”⁵⁷ “In 2030, Tulare County is forecast to generate approximately 6.1 million tonnes of CO₂e. The largest portion of these emissions (59%) is attributed to dairies/feedlots, while the second largest portion (20%) is from mobile sources, and third largest portion (11%) is from electricity as shown on Table 6-8 [Table GHG-2 in this document]. Per capita emissions in 2030 are projected to be approximately 27 tonnes of CO₂e per resident.”⁵⁸ The Tulare County General Plan contains the following: Enhancement of the greenhouse effect can occur when concentrations of GHGs exceed the natural concentrations in the atmosphere. Of these gases, CO₂ and methane are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas methane primarily results from off-gassing associated with agricultural practices and landfills. SF6 is a GHG commonly used in the utility industry as an insulating gas in transformers and other electronic equipment. There is widespread international scientific 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.”⁵⁹				

⁵¹ Op. Cit. 6-31.

⁵² Op. Cit.

⁵³ Op. Cit. 8-85.

⁵⁴ Op. Cit.

⁵⁵ Op. Cit.

⁵⁶ Op. Cit. 6-36.

⁵⁷ Op. Cit. 6-38.

⁵⁸ Op. Cit.

⁵⁹ Op. Cit. 6-31.

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<table><tr><th colspan="3">Table GHG-1 GHG Emissions by Sector in 2007⁶⁰</th></tr><tr><th>Sector</th><th>CO2e (tons/year)</th><th>% of Total</th></tr><tr><td>Electricity</td><td>542,690</td><td>11%</td></tr><tr><td>Natural Gas</td><td>321,020</td><td>6%</td></tr><tr><td>Mobile Sources</td><td>822,230</td><td>16%</td></tr><tr><td>Dairy/Feedlots</td><td>3,294,870</td><td>63%</td></tr><tr><td>Solid Waste</td><td>227,250</td><td>4%</td></tr><tr><td>Total</td><td>5,208,060</td><td>100%</td></tr><tr><td>Per Capita</td><td>36.1</td><td></td></tr></table>	Table GHG-1 GHG Emissions by Sector in 2007 ⁶⁰			Sector	CO2e (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					
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<table><tr><th colspan="3">Table GHG-2 GHG Emissions by Sector in 2030⁶¹</th></tr><tr><th>Sector</th><th>CO₂e (tons/year)</th><th>% of Total</th></tr><tr><td>Electricity</td><td>660,560</td><td>11%</td></tr><tr><td>Natural Gas</td><td>384,410</td><td>6%</td></tr><tr><td>Mobile Sources</td><td>1,212,370</td><td>20%</td></tr><tr><td>Dairy/Feedlots</td><td>3,601,390</td><td>59%</td></tr><tr><td>Solid Waste</td><td>246,750</td><td>4%</td></tr><tr><td>Total</td><td>6,105,480</td><td>100%</td></tr><tr><td>Per Capita</td><td>27.4</td><td></td></tr></table>	Table GHG-2 GHG Emissions by Sector in 2030 ⁶¹			Sector	CO ₂ e (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					
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The San Joaquin Valley Air Pollution Control District (Air District) proposed, and subsequently adopted, the following process for determining the cumulative significance of project specific GHG emissions on global climate change when issuing permits for stationary source projects:

- “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, consistent with GHG emission reduction targets established in ARB’s AB 32 Scoping Plan. 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.

⁶⁰ Op. Cit.

⁶¹ Op. Cit.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
- Project requiring preparation of an Environmental Impact Report 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.”⁶² REGULATORY SETTING <i>Federal</i> 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 <i>Massachusetts v. EPA</i> (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. <i>State</i> 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 - Reduce to 1990 levels by 2020 - Reduce to 80 percent below 1990 levels by 2050 In 2006, California passed AB 32, the California Global Warming Solutions Act of 2006. The Act requires ARB to design and implement emission limits, regulations, and other feasible cost-effective measures to reduce statewide GHG emissions to 1990 levels by 2020. Senate Bill 97 was signed into law in August 2007. The Senate Bill required the Office of Planning and Research (OPR) to prepare, develop, and transmit to the Resource Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions by July 1, 2009. On April 13, 2009, the OPR submitted to the Secretary for Natural Resources its recommended amendments to the State CEQA Guidelines for addressing GHG emissions. On July 3, 2009, the Natural Resources Agency commenced the Administrative Procedure Act rulemaking process for certifying and adopting the amendments. Following a 55-day public comment period and 2 public hearings, and in response to comments, the Natural Resources Agency proposed revisions to the text of the proposed Guidelines amendments. The Natural Resources Agency transmitted the adopted				

⁶² SJVAPCD. District Policy. Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as Lead Agency. Page 8 and 9. Accessed in July 2024 at: <https://www.valleyair.org/Programs/CCAP/12-17-09/2%20CCAP%20-%20FINAL%20District%20Policy%20CEQA%20GHG%20-%20Dec%2017%202009.pdf>

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
amendments and the entire rulemaking file to the Office of Administrative Law on December 31, 2009. On February 16, 2010, the Office of Administrative Law approved the amendments, and filed them with the Secretary of State for inclusion in the CCR. The Amendments became effective on March 18, 2010. The AB 32 Scoping Plan contains the main strategies California will use to reduce GHG emissions that cause climate change. The scoping plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (such as a cap-and-trade system), and an AB 32 cost of implementation fee regulation to fund the program. The first regulation adopted by the ARB pursuant to AB 32 was the regulation requiring mandatory reporting of GHG emissions. The regulation requires large industrial sources emitting more than 25,000 metric tons of CO₂ per year to report and verify their GHG emissions from combustion of both fossil fuels and biomass-derived fuels. The California Cap and Trade program is being developed and the ARB must adopt regulations by January 1, 2011. Also, Governor Schwarzenegger directed the ARB, pursuant to Executive Order S-21-09, to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020. <u>California Environmental Quality Act (CEQA) Requirements</u> 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 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.⁶³ Local <u>Tulare County General Plan 2030 Update</u> The Tulare County General Plan 2030 Update: Chapter 9 – Air Quality contains a number of policies that apply to projects within Tulare County that support GHG reduction efforts and which have potential relevance to the Project's CEQA review: AQ-1.3				

⁶³. California Environmental Quality Act (CEQA). Section 15064.4 Determining the Significance of Impacts from Greenhouse Gas Emissions

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
<i>Cumulative Air Quality Impacts</i> wherein the County shall require development to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts; <i>AQ-1.5 California Environmental Quality Act (CEQA) Compliance</i> wherein the County shall ensure that air quality impacts identified during the CEQA review process are consistently and reasonably mitigated when feasible; <i>AQ-1.7 Support Statewide Climate Change Solutions</i> 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; <i>AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan</i> 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. 1. Inventory all known, or reasonably discoverable, sources of greenhouse gases in the County, 2. Inventory the greenhouse gas emissions in the most current year available, and those projected for year 2020, and 3. Set a target for the reduction of emissions attributable to the County’s discretionary land use decisions and its own internal government operations. <u>Tulare County Climate Action Plan</u> The Tulare County Climate Action Plan (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.⁶⁴ PROJECT IMPACT ANALYSIS a) Less Than Significant Impact: GHG emissions from construction and operation of the Project were estimated using CalEEMod, EMFAC emission factors, and through comparison of the previously approved Dunn Asphalt and Concrete Batch Plant project (Dunn Facility).⁶⁵ CalEEMod outputs and emissions calculations are provided in Attachment “A”. The Project will result in approximately 7.976 metric tons of GHG which will be generated only during construction-related activities (particularly, heavy-duty off road equipment). However, these emissions will be intermittent (i.e., varying times throughout the course of a day, varying uses of construction-related equipment, varying duration of use by equipment type, etc.), temporary (i.e., only occurring during daylight hours), and short-term (lasting no longer than one (1) month). GHG emissions also would be generated by construction-related worker-related daily commutes, by heavy-duty diesel tractor-trailer trucks that would be required to haul materials and debris to/from the proposed Project site, and as a result of water use for dust control and other construction-related activities. The SJVAPCD does not provide numeric thresholds to assess the significance of greenhouse gas emissions. Instead, the SJVAPCD “Guidance for Valley Land Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA” states that projects which achieve a 29% GHG emission reduction compared to Business as Usual (BAU) would be determined to				

⁶⁴ Tulare County Climate Action Plan. Page 1. Accessed July 2024 at: <http://generalplan.co.tulare.ca.us/documents.html>; then select tab noted as “Climate Action Plan February 2010 Draft”

⁶⁵ See Attachment “B”. These emissions estimates were derived from the emissions analysis of another batch plant project in Tulare County (Dunn Asphalt and Concrete Batch Plant). The Dunn facility produces up to 100,000 cubic yard of concrete per year (274 cubic yards per day for 260 work days). Additionally, the Dunn Batch Plant produces approximately 150,000 tons of asphalt per year. By comparison, Oliver Concrete produces a maximum of 120 cubic yards of concrete per day (a maximum capacity of 37,440 cubic yards per 312-day work year) and does not produce any asphalt. Therefore, it can be presumed that permitted operational emissions from the Oliver Concrete Batch Plant will be approximately 68% lower than those of the Dunn Facility. The emissions analysis for the Dunn Facility can also be found in the DEIR prepared for the Dunn Batch Plant, which is available on the State Clearinghouse CEQAnet website at <https://ceqanet.opr.ca.gov/2019011039/2>.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

have a less than significant individual and cumulative impact for GHG. “Business as usual” (BAU) conditions are defined based on the year 2005 building energy efficiency, average vehicle emissions, and electricity energy conditions. The BAU conditions assume no improvements in energy efficiency, fuel efficiency, or renewable energy generation beyond that existing today.

The project’s operational GHG emissions and 2005 BAU GHG emissions are summarized in Table GHG-3, below. 2005 BAU estimates did not include implementation of any mitigation measures and assumed additional employees would be needed to operate the batch plant due to limitations in available technology.

Activity/Source		Construction	Operation	% Reduction from BAU
Oliver Concrete	Project	7.9769	930.77	29.1%
	2005 BAU	---	1312.418314	
Huston-Ferguson Apiaries	Project	---	2.537389247	32.4%
	2005 BAU	---	3.751369526	
On-Site Residential	Project	---	16.60974757	32.5%
	2005 BAU	---	24.5896744	
Total	Project	7.9769	949.92	29.2%
	2005 BAU	---	1,340.76	

As shown in **Table 3-10**, implementation of the proposed Project would result in a GHG emissions reduction of approximately 390.84 MT CO₂e annually, or 29.2%, as compared to 2005 BAU conditions. Therefore, the Project is presumed to not generate a cumulatively considerable GHG impact nor would it conflict with any applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. The impact is less than significant.

- b) Less Than Significant Impact:** The SJVAPCD is responsible for regulating GHG emissions within the project area to meet statewide GHG emission reduction objectives. The regulations and standards enforced by the SJVAPCD are designed to ensure that the region meets the goals of AB 32, SB 1078, SB 107, and Executive Order S-14-08. Furthermore, the Tulare County Climate Action Plan (CAP), adopted in 2012 and updated in 2018, serves as a guiding document for County actions to reduce GHG emissions and adapt to the potential effects of climate change. As this Project began operating more than 13 years ago, it was included in the emissions inventory utilized in the CAP. The proposed Project involves the construction of an emergency access point and entryway. As discussed earlier, the construction activities would generate a very small amount of GHGs. Therefore, the Project is not in conflict with any local or statewide plans, policies or regulations adopted to reduce GHG emissions. The impact is less than significant.

9.	HAZARDS AND HAZARDOUS MATERIALS:				
	Would the project:				
	a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒
	b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒
	c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The Project involves improvements to an existing non-conforming use, which will include an emergency access road and second entry point on the western edge of the property. The subject site has been operating for over 13 years, and contains structures, mobile homes, storage units, and material stockpiles.

The nearest airport (Visalia Municipal Airport in the City of Visalia), is approximately one mile northwest of the proposed Project site. The nearest operational landfill is Visalia Landfill, approximately six miles north of the proposed Project site.

The nearest public elementary (Linwood Elementary School) is located in Visalia (approximately 2.50 miles east of the Project site), while the nearest public high school (El Diamante High School) is approximately 2.25 miles northwest of the Project site in the City of Visalia. The nearest school, Sycamore Valley Academy (a private school), is approximately 1.5 miles west of the proposed Project site.

REGULATORY SETTING

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

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
a) and b) Less Than Significant Impact: As previously noted, the proposed Project is an addition to and improvements of a non-conforming existing use. As a result, the Project will not create a new source of a significant hazard to the public or the environment. Proposed Project construction for the 500 ft long emergency access road may require the transport and use of small quantities of hazardous materials in the form of gasoline, diesel, and oil. There is the potential for small leaks due to refueling of the construction equipment; however, standard construction Best Management Practices (BMPs) 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 Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The nearest school, Sycamore Valley Academy, is approximately 1.5 miles west of the proposed Project site. There will be no impact. d) No Impact: The Project will not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, it will not create a significant hazard to the public or the environment. An online search through Envirostor was conducted on April 7, 2021 which indicated that there are no known hazards or toxic sites in the vicinity of the project site. e) No Impact: The nearest airport, Visalia Municipal Airport, is approximately 1 mile northeast of the Project site. As noted earlier, the Project involves improvements to an existing use, and the subject site has been operating for over 13 years. Since existing conditions have not changed, the proposed Project would not result in a safety hazard or excessive noise for people residing or working the project area. There is no impact. f) No Impact: The proposed Project will not impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Per standard conditions of approval, the proposed Project involves the construction of a new emergency access road for enhanced safety. There is no impact. g) No Impact: The surrounding land is predominantly agricultural and scattered rural residential uses and is not subject or vulnerable to wildland fires. Therefore, the 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.						
10.	HYDROLOGY AND WATER QUALITY					
	Would the project:					
	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?	☐	☐	☒	☐

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
	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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

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.

Hydrology in the Project vicinity is associated with the Tulare Lake Basin, one of three main water subareas in the county. The Tulare Lake Basin is in the northern alluvial fan and basin subarea which is characterized by southwest-to-south flowing rivers, creeks, and irrigation canal systems that convey water from the Sierra Nevada to the west toward the Tulare Lake Bed. The southern portion of the basin is internally drained by the Kings, Kaweah, Tule, and Kern Rivers.⁶⁶ The Tulare Lake Basin comprises the drainage area of the San Joaquin Valley south of the San Joaquin River, and is essentially a closed basin because surface water drains north into the San Joaquin River only in years of extreme rainfall.

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.

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.

State

State Water Resources Control Board

⁶⁶ California Department of Water Resources. Draft California's Groundwater Bulletin 118. 2020. Accessed July 2024 at: <https://water.ca.gov/Programs/Groundwater-Management/Bulletin-118>.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
The State Water Resources Control Board (SWRCB), located in Sacramento, CA, is the agency with jurisdiction over water quality issues in the State of California. The SWRCB is governed by the Porter-Cologne Water Quality Act (Division 7 of the California Water Code) which establishes the legal framework for water quality control activities by the SWRCB. The intent of the Porter-Cologne Act is to regulate factors which may affect the quality of waters of the State to attain the highest quality which is reasonable, considering a full range of demands and values. Much of the implementation of the SWRCB's responsibilities is delegated to its nine Regional Boards. The Project site is located within the Central Valley Region. <u>Regional Water Quality Board</u> 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 <u>Tulare County Land Development Regulations</u> 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. <u>Tulare County General Plan 2030 Update</u> The Tulare County General Plan 2030 Update: (Chapter 10 – Health and Safety and Chapter 11 – Water Resources) contains the following goals and policies that relate to hydrology and water quality and which have potential relevance to the Project's California Environmental Quality Act (CEQA) review: <i>AG-1.17 Agricultural Water Resources</i> wherein the County shall seek to protect and enhance surface water and groundwater resources critical to agriculture; <i>HS-4.4 Contamination Prevention</i> wherein the County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination; <i>WR-1.1 Groundwater Withdrawal</i> 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; <i>WR-2.1 Protect Water</i>				

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
<i>Quality</i> wherein 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. This policy requires the County to 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; <i>WR-2.2 National Pollutant Discharge Elimination System (NPDES) Enforcement</i> 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; <i>WR-2.3 Best Management Practices (BMPs)</i> 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 <i>WR-2.4 Construction Site Sediment Control</i> wherein the County shall continue to enforce provisions to control erosion and sediment from construction sites. PROJECT IMPACT ANALYSIS a) Less Than Significant Impact: The proposed Project involves the addition to and improvement of an existing non-conforming use. The Project site is a flat developed parcel of land in unincorporated Tulare County, directly west of Visalia city limits. According to the U.S. FWS NWI database, no wetlands or water features occur on the Project site. The nearest water feature is Evans Ditch approximately 280 feet south of the Project site. Due to the size of the new construction for the emergency access road (approximately 10,000 square feet of surface area), impacts to this resource would be minimal, and would not violate any water quality standards or waste quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Compliance with the County's Best Management Practices would reduce the impact to less than significant. 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. The Project site does not include impacts to any groundwater recharge areas. Since the existing Project site is already developed and the existing non-conforming facilities are currently operating, the Project would not substantially reduce surface runoff that results in groundwater recharge. Improvements associated with the proposed Project would not require a permanent potable supply of water and would not utilize or develop an on-site surface or groundwater supply over the life of the Project. The Project includes a concrete batch plant, which will continue to use similar amount of water currently being used. The Project would not require substantial increased use in water consumption. As such, the impact would be less than significant. c) Less Than Significant Impact: Overall, the Project would not 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. <i>i) Erosion and Siltation; Less Than Significant Impact:</i> The extent of potential erosion will vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. As noted in the Project Description, the relatively flat nature of the site reduces the need for grading which would be limited to access roads, substation, inverter pads, and switchyard. 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. Therefore, construction-related activities will minimally disturb the ground surface resulting in a less than significant impact from erosion and siltation. <i>ii) Runoff resulting in Flooding On- or Off-site; Less Than Significant Impact:</i> The site will not result in waters capable of flooding either on- or off-site. The site lies within the Flood Zone A (1% annual chance flood hazard) per the Federal				

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM map).⁶⁷ However, even though the proposed Project will include the addition of a 500 foot long, 20 foot wide access road to an existing use that is currently operating, the Project will not generate substantial amounts of runoff that would result in on- or off-site flooding due to the scale of the improvements. As such, the Project would result in a less than significant impact to or from this resource item. iii) <i>Runoff affecting Drainage Systems and Polluted Runoff; Less Than Significant Impact</i> See Items 10 c) i) and ii): Also, the Project will not require the connection to any existing or planned stormwater drainage system. Therefore, it will not provide any additional sources of polluted runoff. Although the Project involves the construction of a new paved access road, the improvements will not generate a substantial amount of runoff that will affect the drainage system given the size of the road. The Project would not 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 a less than significant impact. iv) <i>Impede or redirect flood flows; Less than Significant Impact:</i> See items 10 c ii) and iii). In addition, no streams or water features are within the Project vicinity that would be altered by the improvements associated with the proposed Project. Since the area impacted by the new access road is small in scale² (approximately 10,000 square feet of surface area), the proposed Project would not substantially alter the surface area of the site as the site is currently developed and existing facilities are currently operating. The impact would be less than significant. d) Less than Significant: The Project is located within Flood Zone A, also known as the 100-year floodplain, as mapped by the Federal Emergency Management Agency FIRM map. However, since the Project is an addition to and improvements of an existing non-conforming use that is currently operating, the Project is not anticipated to result in the additional exposure of persons or structures to risks associated with inundation. The Project is not located on or near any areas that would result in or be impact by a flood hazard, tsunami, or seiche zones, that would result in a risk release of pollutants due to project inundation. Moreover, the Project site is not exposed to or near any river, reservoirs, pond, or lake subject to seiches from earthquake activity; and it is at least 85 miles east of the nearest coastline that would be subject to tsunami. Therefore, the impact from potential inundation by the flood hazard, tsunami, or seiches would be less than significant. e) No Impact: The proposed Project will continue to use well water, but will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Due to the nature of the Project (a new access road that serves as an improvement to an existing, non-conforming use), the Project would not conflict with or obstruct implementation of water quality control plan or sustainable groundwater management plan.						
11.	LAND USE AND PLANNING					
	Would the project:					
	a)	Physically divide an established community?	☐	☐	☐	☒
	b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
ENVIRONMENTAL SETTING						
The Project involves improvements to an existing, non-conforming use, which will include an access road and second entry point on the western edge of the property. The subject site has been operating for over 13 years, and contains structures, mobile homes, storage units, and material stockpiles.						

⁶⁷ U.S. Department of Homeland Security. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 06107C0917E June 16, 2009. Accessed July 2024 at: map <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-119.24027126756349,36.137670866489145,-119.15718716111826,36.17232174266695>

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

The Project site is located on the San Joaquin Valley floor in an unincorporated area approximately 1.5 miles west of the City of Visalia at the southwest corner of SR 99 and Avenue 280/Caldwell Avenue.

Existing land uses in Tulare County have been organized into generalized categories that are summarized on **Table LU-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 Project includes an existing, non-conforming concrete batch facility, beekeeping operations, and three mobile trailer homes located at 8347 Avenue 280 on a 13.25 acre site. Current industrial operations are not permitted in the AE-40 Zone. Therefore, the Project will require a change of zone to CS (Commercial Service) whereby existing, non-conforming businesses will be allowed to continue operation in conformance with the zoning code. Proposed improvements to the Project site will include a second access point on the west edge of the property to comply with Fire Department conditions. In addition, the applicant will need to enter into a code compliance agreement for the existing code violation and submit an application for a General Plan Initiation and General Plan Amendment.

Table LU-1		
County of Tulare Summary of Assessed Land by Generalized Use Categories⁶⁸		
Generalized Land Use Category	Square Miles¹	Percentage²
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
<i>1 One square mile = 640 acres.</i>		
<i>2 Percent reflect those estimated for the total land area of the County and may not equal 100 due to rounding.</i>		

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

⁶⁸ Tulare County General Plan 2030 Update Background Report. Page 3-53.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
<u>Tulare County General Plan 2030 Update</u> The Tulare County General Plan 2030 Update (Chapter 4 – Land Use, Chapter 8 – Environmental Resources Management and Part II Chapter 1 - Rural Valley Lands Plan) 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: <i>LU-2.1 Agricultural Lands</i> wherein 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; <i>LU-5.1 Industrial Developments</i> wherein 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; and <i>LU-7.15 Energy Conservation</i> wherein the County shall encourage the use of solar power and energy conservation building techniques in all new development. PROJECT IMPACT ANALYSIS a) and b) No Impact: The Project is located in an agricultural area in the western portion of Tulare County, approximately 1.5 miles west of the City of Visalia. 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. As noted earlier, the Project is intended to bring an existing, non-conforming use into conformance through a change of zone from AE-40 to CS (Commercial Service). Therefore, the Project would result in no impact to these resources.						
12.	MINERAL RESOURCES					
	Would the project:					
	a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
	b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
ENVIRONMENTAL SETTING Per 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						

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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 <i>Federal</i> There are no federal or local regulations pertaining to mineral resources relevant to the proposed project. <i>State</i> 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. <i>Local</i> <u>Tulare County General Plan 2030 Update</u> The Tulare County General Plan 2030 Update: 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: <i>ERM-2.1 Conserve Mineral Deposits</i> 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				

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
PCC grade aggregate; and <i>ERM-4.6 Renewable Energy</i> wherein the County shall support efforts, when appropriately sited, for the development and use of alternative energy resources, including renewable energy such as wind, solar, bio-fuels and co-generation. 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 Tule river is the nearest of these four streams to the proposed Project site and is located approximately 25 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 in the General Plan) indicates the locations of State-designated Mineral Resource Zones. According to the map, the Project site is not located in or within 10 miles of a Mineral Resource Zone. The California Department of Conservation indicates that the nearest, active mining operation (K& G Ranches, mining sand) is located approximately 8 miles southeast of the Project site.⁶⁹ 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.						
13.	NOISE					
	Would the project result in:					
	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?	☐	☐	☐	☒
ENVIRONMENTAL SETTING The Project involves improvements to an existing, non-conforming use, which will include an access road and second entry point on the western edge of the property. The subject site has been operating for over 13 years, and contains structures, mobile homes, storage units, and material stockpiles. The site is predominantly surrounded by agricultural land and scattered rural residences. 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 are rural residences that are located within 100-feet west of the Project site. REGULATORY SETTING						

⁶⁹ State of California Department Of Conservation, Division of Mine Reclamation, Maps: Mines and Mineral Resources Accessed July 2024 at: <https://maps.conservation.ca.gov/mol/index.html>.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Federal <u>Federal Vibration Policies</u> 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).⁷⁰ 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. 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 NOI-1 Land Use Compatibility for Community Noise Environments⁷¹: <u>Tulare County General Plan 2030 Update</u> 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: <i>HS-8.4 Airport Noise Contours</i> wherein the County shall ensure new noise sensitive land uses are located outside the 60 CNEL contours of all public use airports; <i>HS-8.6 Noise Level Criteria</i> 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); <i>HS-8.8 Adjacent Uses</i> 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; <i>HS-8.11 Peak Noise Generators</i> 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; <i>HS-8.18 Construction Noise</i> 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; <i>HS-8.19 Construction Noise Control</i> 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.				

⁷⁰ U.S. Department of Transportation, “The Noise and Vibration Impact Assessment Manual”. September 2018. FTA Report No. 0123 Federal Transit Administration Page 113. 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. Accessed July 2024.

⁷¹ Tulare County General Plan 2030 Update. Goals and Policies Report. Page 10-25.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Table NOI-1

Land Use Category		Community Noise Exposure- L_{dn} or CNEL (dB)						
		50	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes								
Residential – Multi-Family								
Transient Lodging – Motels, Hotels								
Schools, Libraries, Churches, Hospitals, Nursing Homes								
Auditoriums, Concerts Halls, Amphitheaters								
Sports Arenas, Outdoor Spectator Sports								
Playgrounds, Neighborhood Parks								
Golf Courses, Riding Stables, Water Recreation, Cemeteries								
Office Buildings, Business Commercial and Professional								
Industrial, Manufacturing, Utilities, Agriculture								
	Normally Acceptable	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.						
	Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.						
	Normally Unacceptable	New construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.						
	Clearly Unacceptable	New construction or development generally should not be undertaken.						

[Source: Figure Noise-1. State Land Use Compatibility Standards for Community Noise Environment: California Governor's Office of Planning and Research, October 2003]

[Source: Figure Noise-1, State Land Use Compatibility Standards for Community Noise Environment: California Governor's Office of Planning and Research, October 2003]

PROJECT IMPACT ANALYSIS

- a) **Less Than Significant Impact with Mitigation:** As mentioned earlier, the Project is an addition to and improvement of an existing, non-conforming use. Project construction will include site preparation, grading, paving, and construction of a new access road along the western edge of the Project site on private property. Noise sensitive receptors include two (2) rural homes located directly adjacent to the proposed access road as well as mobile homes on site that are seasonally occupied (several months a year).

Table NOI-2 indicates the anticipated noise levels of the typical construction-related equipment (i.e., graders, trenchers, tractors) based on a distance of 50-feet between the equipment and the sensitive noise receptor. Equipment that is typically used for road construction include compactors, rollers, pavers, and trucks.

The General Plan 2030 Update Health and Safety Element (2012) does not identify short-term, construction-noise-level thresholds. It limits noise generating activities (such as construction) to hours of normal business operation unless specific County approval is given. However, noise associated with construction of the access road would be short-term, temporary, intermittent, and generated during daytime working hours.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

Table NOI-2 Construction Equipment Noise Levels ⁷²	
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

Due to the close proximity of sensitive receptors to the proposed access road, construction-related activities will adhere to the Tulare County General Plan goals and policies, the Tulare County Zoning Ordinance, and **Mitigation Measures NOI-1** through **NOI-5**. As there will be no long-term, on-going, operational noise, **Mitigation Measures NOI-1** through **NOI-5**, would reduce the short-term, intermittent, and temporary (less than one month) noise from construction-related activities. Therefore, implementation of **Mitigation Measures NOI-1** through **NOI-4** would reduce the impacts from construction-related activities noise to a less than significant impact with mitigation.

Mitigation Measure NOI-1: Internal combustion engines shall be equipped with a muffler of a type recommended by the manufacturer.

⁷² U.S. Department of Transportation, "The Noise and Vibration Impact Assessment Manual". September 2018. FTA Report No. 0123 Federal Transit Administration Page 175. 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. Accessed July 2024.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
Mitigation Measure NOI-2: Construction activities, excluding activities required to occur without interruption or activities that would pose a significant safety risk to workers or citizens, shall be limited to between the daytime hours of 7:00 a.m. and 7:00 p.m. Mitigation Measure NOI-3: Portable/stationary equipment (e.g., generators, compressors) shall be located at the furthest distance from the nearest residential dwelling. Mitigation Measure NOI-4: As directed by the County resident engineer, the contractor shall implement appropriate additional noise abatement measures including, but not limited to, siting the location of stationary construction equipment away from sensitive noise receptors to the greatest extent feasible, turning off idling equipment after no more than five minutes of inactivity, and rescheduling construction activity to avoid noise-sensitive days or times. Although there is noise associated with current non-conforming operations at the concrete batch plant. As activity levels, hours, throughput of products, etc., will not increase or decrease; noise levels of the non-conforming use will remain the same. It is noted that the greatest source of noise in the Project vicinity is SR 99 and Avenue 280, as well as potential intermittent train-related noise. In addition, due to the distance from the sensitive receptors and dispersed layout of the concrete batch plant operations, the noise associated with existing operations would not exceed existing ambient noise levels of the Project site. Therefore, the Project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project site that would surpass existing conditions or standards listed in the General Plan or noise ordinance. With mitigation incorporated, the impact will be less than significant. b) Less Than Significant Impact: 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. As mentioned earlier, the Project is an addition to and improvements of an existing, non-conforming use, and will predominantly involve the grading and paving of a new access road. Although construction-related activities may result in minor amounts of groundbourne vibration, such groundbourne noise or will not be generally perceptible outside of the construction areas. Current Project operations would continue as is. As activity levels, hours, throughput of products, etc., will not increase or decrease; noise levels of the non-conforming use will remain the same and groundbourne noise or vibrational impacts would not exceed existing conditions. Therefore, the Project would result in a less than significant impact and would not generate excessive groundbourne vibration or groundbourne noise. c) No Impact: The nearest public airport or public use airport is Visalia Municipal Airport (in the City of Visalia) is located approximately one mile northeast of the Project site. However, the Project will only modify an existing use and therefore will not expose people residing or working in the project area to excessive noise levels. The proposed Project is located outside of the 55 dB CNEL noise contour and will not conflict with Tulare County Airport Land Use Plan policy. Therefore, there will be no impact.						
14.	POPULATION AND HOUSING					
	Would the project:					
	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?	☐	☐	☐	☒

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
ENVIRONMENTAL SETTING The California Department of Finance (DOF) provides population estimates for Tulare County. According to DOF population estimates, between 2010 and 2018, Tulare County grew from 442,179 to 481,733⁷³ persons; an increase of 39,554 persons. Between 2010 and 2020, the County experienced an average yearly population growth of 0.82 percent, for a total (Year 2020) population of 481,733. The annual growth rate for the entire County is anticipated to increase from 1.9 percent to 2.4 percent through 2030. While the percentage of the County's population living in incorporated cities is anticipated to increase by 2030, the percentage of persons living in unincorporated areas in the County will decrease by 2030. The Tulare County Association of Governments (TCAG) projects an additional 313,970 people to be living in Tulare County by 2030 for a total projected population of approximately 742,970.⁷⁴ REGULATORY SETTING <i>Federal</i> <u>U.S. Department of Housing and Urban Development (HUD)</u> “HUD’s mission is to create strong, sustainable, inclusive communities and quality affordable homes for all. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes; utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination; and transform the way HUD does business.”⁷⁵ However, as the Project does not propose any housing, HUD or other federal regulations do not apply to this Project. <i>State</i> <u>California Department of Housing and Community Development (HCD)</u> HCD’s mission is to “Promote safe, affordable homes and strong vibrant communities throughout California.”⁷⁶ “In 1977, the State Department of Housing and Community Development (HCD) adopted regulations under the California Administrative Code, known as the Housing Element Guidelines, which are to be followed by local governments in the preparation of local housing elements. AB 2853, enacted in 1980, further codified housing element requirements. Since that time, new amendments to State Housing Law have been enacted. Each of these amendments has been considered during development of this Housing Element.”⁷⁷ <u>California Relocation Assistance Act</u> The State of California adopted the California Relocation Assistance Act (California Government Code §7260 et seq.) in 1970. This State law, which follows the federal Uniform Relocation Assistance and Real Property Acquisition Act, requires public agencies to provide procedural protections and benefits when they displace businesses, homeowners, and tenants in the process of				

⁷³ State of California. Department of Finance. E-4 Population Estimates for City, Counties, and the State, 2011-2021, with 2010 Benchmark. Sacramento, California. May 2021. Accessed in May 2021 at: <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-4/2010-21/>

⁷⁴ Tulare County General Plan 2030 Update. General Plan Background Report. Table 2-16. Page 2-31.

⁷⁵ U.S. Department of Housing and Urban Development. Mission. Accessed July 2024 at: <https://www.hud.gov/about/mission>.

⁷⁶ California Department of Housing and Community Development. Mission. Accessed July 2024 at: [About HCD | California Department of Housing and Community Development](#).

⁷⁷ Tulare County Housing Element 2015 Update. Page 1-3. Accessed May 2021 at: <http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/110Part%20I%20Voluntary%20Elements%20Chapters%206,%2012%20and%2015/001CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015/CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015.pdf>

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
implementing public programs and projects. This State law calls for fair, uniform, and equitable treatment of all affected persons through the provision of relocation benefits and assistance to minimize the hardship of displacement on the affected persons. Local <u>Tulare County Regional Housing Needs Assessment Plan 2014-2023</u> The Tulare County Association of Governments (TCAG) was responsible for allocating the State's projections to each local jurisdiction within Tulare County including the County unincorporated area, which is reflected in this Housing Element. Tulare County has no control over the countywide population and housing projections provided to TCAG when it prepared the Regional Housing Needs Assessment Plan. <u>Tulare County Regional Blueprint 2009</u> This Blueprint includes the following preferred growth scenario principals:⁷⁸ ➤ Increase densities county-wide by 25% over the status quo densities; ➤ Establish light rail between cities; ➤ Extend Highway 65 north to Fresno County; ➤ Expand transit throughout the county; ➤ Maintain urban separators around cities; and ➤ Growth will be directed toward incorporated cities and communities where urban development exists and where comprehensive services and infrastructure are or will be provided. <u>Tulare County Housing Authority</u> "The Housing Authority of the County of Tulare (HATC) has been officially designated as the local public housing agency for the County of Tulare by the Board of Supervisors and was created pursuant to federal and state laws. ...HATC is a unique hybrid: a public sector agency with private sector business practices. Their major source of income is the rents from residents. The HATC mission is "to provide affordable, well-maintained rental housing to qualified low- and very low-income families. Priority shall be given to working families, seniors and the disabled. Tenant self sufficiency and responsibility shall be encouraged. Programs shall be self-supporting to the maximum extent feasible." HATC provides rental assistance to very low and moderate-income families, seniors and the handicapped throughout the county. HATC offers many different programs, including the conventional public housing program, the housing choice voucher program (Section 8), the farm labor program for families with farm labor income, senior housing programs, and other programs. They also own or manage some individual subsidized rental complexes that do not fall under the previous categories, and can provide information about other affordable housing that is available in Tulare County. All programs are handicap accessible. Almost all of the complexes have 55-year recorded affordability covenants."⁷⁹ PROJECT IMPACT ANALYSIS a) No Impact: The proposed Project is an addition to and improvements of an existing, non-conforming use, which involves the construction of a new access road. As such, the Project will not directly or indirectly induce substantial unplanned population growth in an area. There will be no impact.				

⁷⁸ TCAG. Tulare County Regional Blueprint. May 2009. Page 18. Accessed July 2024 at: <https://tularecog.org/tcag/planning/regional-transportation-plan-rtp/rtp-20181/tulare-county-blue-print/>

⁷⁹ Tulare County Housing Element 2015 Update. Page 5-12.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
b) No Impact: As mentioned earlier, the proposed Project is an addition to and improvements of an existing use, which involves the construction of a new access road. As such, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. There is no impact.					
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:					
a)	Fire protection?	☐	☐	☒	☐
b)	Police protection?	☐	☐	☐	☒
c)	Schools?	☐	☐	☐	☒
d)	Parks?	☐	☐	☐	☒
e)	Other public facilities?	☐	☐	☐	☒
ENVIRONMENTAL SETTING					
“Law enforcement protection for the unincorporated county is divided into 22 areas with four stations... [T]he Porterville substation serves the largest number of areas with 10 patrols, followed by the headquarters in Visalia with six, and Cutler-Orosi and Pixley, each with three areas.”⁸⁰ As such, the County of Tulare’s Sheriff’s Office has the capability to provide police protection services to the proposed Project upon development. Tulare County Fire Department has 28 stations that are situated throughout the County within its most densely populated areas. Tulare County Fire Department Station 7 (located in the Goshen) is the nearest station with a distance of approximately 5.5 miles north of the proposed Project site. The nearest public elementary (Linwood Elementary School) is located in Visalia (approximately 2.5 miles east of the Project site), while the nearest public high school (El Diamante High School) is approximately 2.25 miles northwest of the Project site in the City of Visalia. The nearest school to the Project site is Sycamore Valley Academy (a K-8 Charter School, approximately one mile west of the Project site). The nearest County-operated parks are Peter Mulloch Park (approximately four miles north), Mooney Grove Park (approximately 4.25 east), and Elk Bayou Park (approximately 11 miles south) of the site. The nearest operational landfill is Visalia Landfill, approximately six miles north of the proposed Project site. When it becomes operational in 2021-2022 (estimated), the Woodville Landfill is located approximately 13 miles east of the Project site.					
REGULATORY SETTING					
Federal					
None that are applicable to this Project.					
State					
<u>California Fire Code and Building Code</u>					
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					

⁸⁰ Tulare County General Plan 2030 Update. Background Report. Pages 7-71 to 7-72.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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.⁸¹ Local <u>Tulare County General Plan 2030 Update</u> 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: <i>PFS-7.2 Fire Protection Standards</i> 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; <i>PFS-7.5 Fire Staffing and Response Time Standards</i> wherein the County shall strive to maintain fire department staffing and response time goals consistent with National Fire Protection Association (NFPA) standards; <i>PFS-7.6 Provision of Station Facilities and Equipment</i> 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; <i>PFS-7.12 Design Features for Crime Prevention and Reduction</i> wherein the County shall promote the use of building and site design features as means for crime prevention and reduction; and <i>PFS-7.9 Sheriff Response Time</i> 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. The proposed Project will not rely on the addition or alteration of any public services. The subject site is within the southwestern portion of Tulare County and will utilize existing services provided by Tulare County. There will be a less than significant impact. 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. The closest station, Goshen Fire Station (#7), is located approximately 4.5 miles north of the Project site. As a condition of approval from the Fire Department, the Project will include a second access road into the site. Propane tanks shall also be installed in accordance with NFPA 58 Provisions, and the applicant shall provide a solid foundation, vehicle impact protection, and emergency contact information at the site. The proposed Project is not increasing the service area for the Fire Station. The impact is less than significant. b) Police Protection – No Impact: The County of Tulare will continue to provide police protection services to the Project site upon development. Emergency response is adequate to the proposed Project. No residential construction is proposed on the site. There will be no impact. c) Schools – No Impact: The nearest schools, Sycamore Valley Academy (a private school, approximately 1.5 miles west of the proposed Project site), Linwood Elementary School (approximately 2.50 miles east of the Project site) and El Diamante High School (approximately 2.25 miles west of the Project site). However, the Project will not include construction of any residential structures which could result in an increase in new school students. There will be no impact. d) Parks – No Impact: The nearest County owned and operated parks from the Project site are Peter Mulloch Park (approximately four miles north), Mooney Grove Park (approximately 4.5 southeast), and Elk Bayou Park (approximately 11 miles south) . Currently, there are approximately 10 employees working on the Project site. As the proposed Project will not induce population growth, the Project will not create a need for additional park or recreational services. There will be no impact.				

⁸¹ 2016 California Fire Code (Title 24, Part 9 of the California Code of Regulations). 1.1.2 Purpose. Page 3. Accessed July 2024.
<https://www.citymb.info/Home/ShowDocument?id=28089>

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
e) Other public facilities – No Impact: The proposed Project will rely on an existing septic system and water system. The proposed Project involves an addition of an access road. Since no additional improvements to the site will be made, the Project will not impact service levels for other public facilities, such as wastewater and solid waste. Therefore, there is no impact.					
16.	RECREATION				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
ENVIRONMENTAL SETTING “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.”⁸² 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. Peter Mulloch Park (an approximately 4-acre facility) is the nearest park to the Project site and located approximately four miles north of the proposed 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. Federal <u>Lakes Kaweah and Success</u> “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.”⁸³ <u>National Parks and National Forests</u>					

⁸² Tulare County General Plan 2030 Update Background Report. February 2010. Page 4-1.

⁸³ Ibid. 4-7

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
“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.”⁸⁴ <u>Sequoia National Forest</u> “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 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.”⁸⁵ <u>Giant Sequoia National Monument</u> “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.”⁸⁶ <u>Sequoia and Kings Canyon National Parks (SEKI)</u> “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.”⁸⁷ 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.”⁸⁸ Colonel Allensworth State Historic Park (approximately 3,715 acres in area) is located in the unincorporated community of Allensworth in southwestern Tulare County, approximately 3.5 miles southeast of the Project site. Other Recreational Facilities				

⁸⁴ Op. Cit. 4-8.

⁸⁵ Op. Cit. 4-9.

⁸⁶ Op. Cit.

⁸⁷ Op. Cit.

⁸⁸ Op. Cit. 4-7.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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.⁸⁹ 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 <u>Parks</u> As mentioned earlier, Mooney Grove Park is the nearest County owned and operated park near the Project site. It is an approximately 130-acre park equipped with green space, trails, picnic areas, historical buildings, playgrounds, a museum, and a lagoon for rental boats. Mooney Grove Park was established as a way to protect the grove of oak trees for future generations. There is a \$6.00 entrance fee per vehicle. <u>Schools</u> “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.”⁹⁰ As noted earlier, the nearest schools are Sycamore Valley Academy (a private school, approximately 1.5 miles west of the proposed Project site), Linwood Elementary School (approximately 2.50 miles east of the Project site) and El Diamante High School, are located (approximately 1.5 2.25 miles west and 2.5 miles west of the Project site) REGULATORY SETTING Federal None that apply to this Project. State None that apply to this Project. Local None that apply to this Project. PROJECT IMPACT ANALYSIS a) No Impact: As discussed in Item 15 e), the Project will not increase the demand for recreational facilities, nor will it put a strain on the existing recreational facilities. The nearest parks are Peter Mulloch Park (approximately four miles north) and Mooney Grove Park (approximately 4.5 miles southeast) of the proposed Project site. As such, the Project would not 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. Therefore, there will be no impact to this resource.				

⁸⁹ Op. Cit. 4-10 to 4-11.

⁹⁰ Tulare County General Plan 2030 Update Background Report. Pages 7-75 and 7-76

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
b) No Impact: The Project does not include recreational facilities. Since there is no population growth associated with the Project, there will be no need to construct or expand any recreational facilities as there would be no adverse physical effect on the environment; therefore, there would be impact to this resource.						
17.	TRANSPORTATION					
Would the project:						
	a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	☐	☐	☐	☒
	b)	Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?	☐	☐	☒	☐
	c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	☐	☐	☒	☐
	d)	Result in inadequate emergency access?	☐	☐	☐	☒
ENVIRONMENTAL SETTING “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 Para transit services, general aviation, limited passenger air service and freight rail service”⁹¹ The Project site is located in the USGS 7.5 Minute Quadrangle in Tulare County, directly west of the City of Visalia city limits, generally abutting Highway 99 to the east and Avenue 280 to the north. The nearest railroad to the proposed Project site is Burlington Northern & Santa Fe Rail Road (BN&SF) spur line that runs parallel to the Project’s eastern boundary. The BN&SF provides freight service and functions to connect Tulare County with both northern and southern markets. The area surrounding the Project site is predominantly agricultural land, scattered rural residences, a private elementary school, and active dairy facilities. Visalia Municipal Airport is approximately one mile north of the Project site. In 2019, the California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), prepared an Initial Study with Mitigated Negative Declaration/Environmental assessment for the Caldwell Interchange Project in Tulare County. The Caldwell Interchange Project “proposes to reconstruct the Caldwell Avenue interchange on SR 99 from post miles 35.8/37.1 The purpose of the project is to: 1. Alleviate future congestion and improve safety and traffic operations on Caldwell Avenue at and near the State Route 99 Interchange 2. Provide operational performance at the interchange that is consistent with the TCAG goals and consistent.”⁹² Since the Project site is generally bound by Caldwell Avenue/Avenue 280 to the north, and SR 99 to the east, it is important to consider the impacts of Caldwell Interchange project on the proposed Project, including partial take of the property Both build alternatives listed in the Caldwell Interchange Project IS/MND would require widening 0.690 or 1.468 acres along Avenue 280 to accommodate the transition to the Mid-Valley Overhead Bridge. The land acquisition and proposed access easement would not affect the existing and proposed access road. The land acquired will incorporate aesthetic treatment.						
REGULATORY SETTING						

⁹¹ Tulare County General Plan Background Report. Page 5-4.

⁹² Caldwell Interchange Project Initial Study with Mitigated Negative Declaration/Environmental Assessment June 2019. Page 1-2

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Federal Several federal regulations govern transportation issues. They include: Title 49, CFR, Sections 171-177 (49 CFR 171-177) which governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles; 49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations which address safety considerations for the transport of goods, materials, and substances over public highways; and 49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, which directs the U.S. Department of Transportation to establish criteria and regulations for the safe transportation of hazardous materials. State <u>CEQA Guidelines Section 15064.3, Subdivision (b): Criteria for Analyzing Transportation Impacts</u> (1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact. (2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152. (3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate. (4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section. <u>Caltrans: Transportation Concept Reports</u> 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". However, the Project site is not adjacent to or near any Concept Report facilities. The nearest facility is SR 43 approximately 3.5 miles east of the Project. <u>Caltrans Guide for the Preparation of Traffic Impact Studies</u>				

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT

The California Department of Transportation (Caltrans) has developed this "Guide for the Preparation of Traffic Impact Studies" to provide a starting point and a consistent basis in which Caltrans evaluates traffic impacts to State highway facilities.⁹³ The applicability of this guide for local streets and roads (non-State highways) is at the discretion of the effected jurisdiction. Caltrans Guide for the Preparation of Traffic Impact Studies establishes the following criterion as a starting point in determining when a TIS is needed:

1. Generates over 100 peak hour trips assigned to a State highway facility
2. Generates 50 to 100 peak hour trips assigned to a State highway facility – and, affected State highway facilities are experiencing noticeable delay; approaching unstable traffic flow conditions (LOS “C” or “D”).
3. Generates 1 to 49 peak hour trips assigned to a State highway facility – the following are examples that may require a full TIS or some lesser analysis
 - a. Affected State highway facilities experiencing significant delay; unstable or forced traffic flow conditions (LOS “E” or “F”).
 - b. The potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.).
 - c. Change in local circulation networks that impact a State highway facility (i.e., direct access to State highway facility, a non-standard highway geometric design, etc.).

Oliver Batch Plant has been operational for over 13 years. As such, operational trips associated with the Project are included as part of the existing conditions. The 2020 Caltrans Traffic Census Program found that the existing traffic volume on this segment of SR 99 is 64,000 AADT with 24% truck traffic.⁹⁴ Based on Table 13 of the FHWA Simplified Highway Capacity Calculation Method for the Highway Performance Monitoring System (2017), the existing Service Volume on this segment of SR 99 is estimated to be LOS B. Because operational trips are existing, and existing traffic volumes remain well below Level of Service standard thresholds, a traffic study to assess existing operational trips is not warranted.

The Project will result in temporary traffic increases during construction-related activities. During project construction, the Project would generate a maximum of 18 additional trips per day. Based on the criterion identified in the Caltrans Guide for the Preparation of Traffic Impact Studies, a traffic impact study would not be required for construction-related trips.

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.

PROJECT IMPACT ANALYSIS

- a) No Impact:** Oliver Batch Plant has been operational for over 13 years. As such, operational trips associated with the Project are included as part of the existing conditions. No additional trips are expected as a result of the proposed emergency access road. Because existing traffic volumes within the vicinity of the Project site remain below acceptable Level of Service thresholds, it is evident that traffic related to the proposed project does not conflict with any ordinances or policies 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

⁹³ Caltrans. Guide for the Preparation of Traffic Impact Studies. December 2002. <https://www.contracosta.ca.gov/DocumentCenter/View/34121/Caltrans2002-TIS-Guidelines-PDF>.

⁹⁴ Caltrans. Traffic Census Program. <https://dot.ca.gov/programs/traffic-operations/census>.

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Therefore, the Project would result in no impact.						
b) Less Than Significant Impact: The State of California Governor’s Office of Planning and Research (OPR) Technical Advisory on Evaluating Traffic Impacts in CEQA dated December 2018 provides guidance for determining a project’s transportation impacts. Transportation impacts are identified based on vehicle miles traveled (VMT). The OPR Technical Advisory indicates that projects that generate or attract fewer than 110 trips per day generally may be presumed to cause a less-than-significant transportation impact. The OPR Technical Advisory also states: “For the purposes of this section, ‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project.’ Here, the term “automobile” refers to on-road passenger vehicles, specifically cars and light trucks.” Therefore, large truck trips typical of those that will be generated by the proposed Project are generally excluded from the requirements of CEQA as they pertain to transportation impacts and VMT. Of the 66 total average daily trips generated by the project, only 36 would be classified as on-road passenger vehicles and subject to CEQA VMT standards. Because the average daily employee, customer, and light-truck trips will be less than 110 trips, the Project may be presumed to cause a less than significant transportation impact.						
c) Less Than Significant Impact: The proposed Project involves the addition of a 500 foot long, 20 foot wide access road that will run along the western edge of the property. The Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, (e.g., farm equipment). As such, the Project would result in a less than significant impact to this resource.						
d) No Impact: As noted earlier, the proposed Project involves the addition of a 500 foot long, 20 foot wide access road that will run along the western edge of the property to connect to a proposed secondary entry point for emergency access. The Project would not result in inadequate emergency access, but rather enhance it. Therefore, there is no impact.						
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:					
	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?	☐	☒	☐	☐
ENVIRONMENTAL SETTING						
“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						

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Of the main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory.”⁹⁵ The Project involves improvements to an existing, non-conforming use, which will include an access road and second entry point on the western edge of the property. The subject site has been operating for over 13 years, and contains structures, mobile homes, storage units, and material stock piles. In 2018, the Sequoia Gateway Commerce Park Draft Environmental Impact Report (DEIR) was prepared to evaluate significant environmental effects of the 217-acre commercial development approximately 0.15 miles east of the Project site. A Cultural Resources Assessment (CRA) was prepared by Basin Research Associates in February 2018 to identify any cultural, historical, or archaeological resources occurring within the project vicinity (i.e., within one half mile). As such, the CRA study area encompasses the Project site. Therefore, the discussion regarding Environmental Setting, CEQA requirements, Regulatory Setting Chapter 3.4 Biological Resources, contained in the Dunn Asphalt and Concrete Batch Plant are incorporated herein in their entirety. Where necessary and if available, specific facts, data, information, etc. are included in this discussion. <u>Native American Consultation</u> On February 28, 2022, tribal consultation notices were sent to ten (10) tribal contacts representing five (5) Native American tribes. The County received two (2) responses from the tribes within the 30-day response time. 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. REGULATORY SETTING <i>Federal</i> <u>The National Historic Preservation Act</u> With passage of the National Historic Preservation Act (NHPA) in 1966, Congress made the federal government a full partner and a leader in historic preservation. While Congress recognized that national goals for historic preservation could best be achieved by supporting the drive, enthusiasm, and wishes of local citizens and communities, it understood that the federal government must set an example through enlightened policies and practices. In the words of the NHPA, the federal government's role is to "provide leadership" for preservation, "contribute to" and "give maximum encouragement" to preservation, and "foster conditions under which our modern society and our prehistoric and historic resources can exist in productive harmony." Indeed, an underlying motivation for passage of the NHPA was to transform the federal government from an agent of indifference, frequently responsible for needless loss of historic resources, to a facilitator, an agent of thoughtful change, and a responsible steward for future generations. Section 106 of the NHPA requires that federal agencies take into account the effects of their actions on historic properties and give the ACHP an opportunity to comment on any effects. The ACHP has issued regulations that guide how agencies should fulfill this responsibility.⁹⁶ <i>State</i> <u>California State Office of Historic Preservation (OHP)</u>				

⁹⁵ Tulare County General Plan 2030 Update. August 2012. Page 8-5.

⁹⁶ Advisory Council on Historic Preservation. Accessed May 2021 at: <https://www.achp.gov/preservation-legislation>.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
“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.”⁹⁷ “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.”⁹⁸ 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; ➤ 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.⁹⁹ <u>Native American Heritage Commission</u> “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 (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The Commission is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintain an inventory of Native American sacred sites located on public lands, and review current administrative and statutory protections related to these sacred sites.”¹⁰⁰ <u>Tribal Consultation Requirements: AB 52 (Gatto, 2014)</u> “The Public Resources Code now states 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. Res. Code § 21084.2. To 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. Res. 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. Pub. Res. Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources.”.¹⁰¹				

⁹⁷ State of California. Office of Historic Preservation. Mission and Responsibilities. http://ohp.parks.ca.gov/?page_id=1066

⁹⁸ Ibid.

⁹⁹ State of California. Office of Historic Preservation. California Register of Historic Places. Accessed July 2024 at: http://www.ohp.parks.ca.gov/?page_id=21238

¹⁰⁰ Native American Heritage Commission. Welcome. Accessed July 2024 at: <http://nahc.ca.gov/>

¹⁰¹ Office of Planning and Research. Technical Advisory: AB 52 and Tribal Cultural Resources in CEQA (June 2017). Page 4. Accessed July 2024 at: https://www.opr.ca.gov/docs/20200224-AB_52_Technical_Advisory_Feb_2020.pdf

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
<u>CEQA Guidelines: Archaeological Resources</u>¹⁰² 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. <u>CEQA Guidelines: Human Remains</u> 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:¹⁰³ (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 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. (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.				

¹¹⁷ California Natural Resources Agency. 15064.5. Determining the Significance of Impacts to Archeological and Historical Resources, Section 15064.5(c). PDF Pages 158-161

¹⁰³ Ibid.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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. (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 <u>Tulare County General Plan 2030 Update</u> 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: <i>ERM-6.1 Evaluation of Cultural and Archaeological Resources</i> wherein the County shall participate in and support efforts to identify its significant cultural and archaeological resources using appropriate State and Federal standards; <i>ERM-6.2 Protection of Resources with Potential State or Federal Designations</i> 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; <i>ERM-6.3 Alteration of Sites with Identified Cultural Resources</i> 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; <i>ERM-6.4 Mitigation</i> 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; <i>ERM-6.9 Confidentiality of Archaeological Sites</i> 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 <i>ERM-6.10 Grading Cultural Resources Sites</i> 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. As noted earlier, the Project consists involves improvements to an existing, non-conforming use, which will include an access road and second entry point on the western edge of the property. The subject site has been operating for over 13 years, and contains structures, mobile homes, storage units, and material stock piles.. The intensive use of the Project site have continually been disturbed to the point that there are no evident surface Tribal cultural resources. However, as discussed below, mitigation measures are included in the unlikely event that Tribal cultural resources are encountered.				

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
PROJECT IMPACT ANALYSIS				
a) and b) Less Than Significant Impact With Mitigation: The Project is in the approximate vicinity and study area of the Sequoia Gateway Commerce Park project which included a cultural resources assessment (CRA) in the certified environmental impact report prepared for that project. According to the CRA conducted by Basin Research Associates in February 2018, “there are no known tribal cultural resources within the project area, and the probability that any are present is low. However it is possible that previously unknown tribal cultural resources may be present within the project area which could be adversely affected by grading, excavation, and construction.”¹⁰⁴ Mitigation Measures TCR-1 through TCR-4 would be implemented to reduce 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. Therefore, the Project would result in a less than significant impact to this resource. Mitigation Measure TCR-1: (Tribal Monitoring) Prior to any ground disturbance, a surface inspection of the site shall be conducted by a Tribal Monitor. The Tribal Cultural Staff shall monitor the site during grading activities. The Tribal Cultural Staff shall provide pre-construction briefings to supervisory personnel and any excavation contractor, which will include information on potential cultural material finds and on the procedures to be enacted if resources are found. Prior to any ground disturbance, the applicant shall offer the Santa Rosa Rancheria Tachi Yokut Tribe the opportunity to provide a Native American Monitor during ground disturbing activities during both construction and decommissioning. Tribal participation would be dependent upon the availability and interest of the Tribe. Mitigation Measure TCR-2: (Stop Work) In the event that cultural resources, paleontological resource, or unique geological features are discovered during construction or decommissioning. Operations shall stop within 100 feet of the find, and a qualified archeologist shall determine whether the resource requires further study. The qualified archaeologist shall determine the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with §15064.5 of the CEQA Guidelines. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing, and data recovery, among other options. Any previously undiscovered resources found during construction within the Project area shall be recorded on appropriate Department of Parks and Recreation forms and evaluated for significance. No further ground disturbance shall occur in the immediate vicinity of the discovery until approved by the qualified archaeologist. Tulare County Resource Management Agency along with other relevant or Tribal officials, shall be contacted upon the discovery of cultural resources to begin coordination on the disposition of the find(s). Treatment of any significant cultural resources shall be undertaken with the approval of the Tulare County Resource Management Agency. Mitigation Measure TCR-3: (Disposition of Cultural Resources) Upon coordination with Tulare County Resource Management Agency, any archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines. Mitigation Measure TCR-4: (Treatment of Human Remains) The applicant shall follow current legal requirements at the time of discovery for the treatment of human remains. Currently, pursuant to Section 5097.98 of the California Public Resources Code (PRC) and Section 7050.5 of the California State Health and Safety Code (HSC) Section and PRC Section 5097.98, if human remains or bone remains of unknown origin are found at any time during on-or off-site construction, all work shall stop in the vicinity of the find, and the Tulare County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD), who shall have at least 48 hours from notification of the find to comment.				

¹⁰⁴ Sequoia Gateway Commerce Park Draft Environmental Impact Report. September 2018. Page ES-20. <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/sequoia-gateway-commerce-park/>.

			SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
The Landowner and MLD, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall include appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD and the other parties do not agree on the reburial method, the Project shall follow PRC Section 5097.98(e) which states that "... the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance." Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, Tulare County Resource Management Agency, and the California Historical Resources Information System, Southern San Joaquin Valley Information Center. The Archaeologist may assist the Tribe, if requested, but the archaeologist has no jurisdiction over human remains, and is subject to the same fines as anyone else. Therefore, implementation of Mitigation Measures TCR-1 through TCR-4 would result in a less than significant impact to Tribal Cultural Resources.						
19.	UTILITIES AND SERVICE SYSTEMS					
	Would the project:					
	a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
	b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
	c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
	d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
	e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒
ENVIRONMENTAL SETTING						
"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.)."¹⁰⁵						

¹⁰⁵ Tulare County General Plan Update 2030. Page 14-3.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
“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.”¹⁰⁶ REGULATORY SETTING <i>Federal</i> <u>U.S. Environmental Protection Agency (U.S. EPA) - Federal Regulation Title 40, Part 503</u> 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.¹⁰⁷ <u>Resource Conservation and Recovery Act (RCRA)</u> “The Resource Conservation and Recovery Act (RCRA) is our nation’s primary law governing the disposal of solid and hazardous waste. RCRA was signed into law on October 21, 1976 to address the increasing problems the nation faced from our growing volume of municipal and industrial waste. RCRA was an amendment to the Solid Waste Disposal Act of 1965, which was the first statute that specifically focused on improving solid waste disposal methods. Since 1976, RCRA has been amended and strengthened by Congress including in November 1984 with the passage of the federal Hazardous and Solid Waste Amendments (HSWA). Among other mandates, these amendments to RCRA required phasing out land disposal of hazardous waste, corrective action for releases and waste minimization. Waste minimization refers to the use of source reduction and/or environmentally sound recycling methods prior to treating or disposing of hazardous wastes. RCRA has been amended on two occasions since HSWA: 1. Federal Facility Compliance Act of 1992 – strengthened enforcement of RCRA at federal facilities.				

¹⁰⁶ Ibid. 14-3.

¹⁰⁷ Code of Federal Regulations. Title 40: Protection of Environment Part 503: Standards for the Use or Disposal of Sewage Sludge. Accessed July 2024 at: <http://www.ecfr.gov/current/title-40/chapter-I/subchapter-O/part-503/subpart-A/section-503.1>

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
2. Land Disposal Program Flexibility Act of 1996 – provided regulatory flexibility for land disposal of certain wastes.”¹⁰⁸ State <u>The Integrated Waste Management Act (Assembly Bill 939)</u> 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. <u>The Regional Water Quality Control Board – Biosolids</u> In California, the beneficial reuse of treated municipal sewage sludge (<i>a.k.a.</i>, 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 <i>Notice of Intent</i> (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. <u>State Water Resources Control Board, Divisions of Drinking Water and Clean Water</u> 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. <u>CalRecycle</u> 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. <u>California Public Utilities Commission</u> 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,				

¹⁰⁸ United States Environmental Protection Agency. History of the Resource Conservation and Recovery Act (RCRA). Accessed July 2024 at: <https://www.epa.gov/rcra/history-resource-conservation-and-recovery-act-rcra>

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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 <u>Tulare County General Plan 2030 Update</u> 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: <i>PFS-5.3 Solid Waste Reduction</i> 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; <i>PFS-5.4 County Usage of Recycled Materials and Products</i> wherein the County shall encourage all industries and government agencies in the County to use recycled materials and products where economically feasible; <i>PFS-5.5 Private Use of Recycled Products</i> wherein the County shall work with recycling contractors to encourage businesses to use recycled products and encourage consumers to purchase recycled products; <i>PFS-5.6 Ensure Capacity</i> wherein the County shall require evidence that there is adequate capacity within the solid waste system for the processing, recycling, transmission, and disposal of solid waste prior to approving new development; <i>PFS-5.7 Provisions for Solid Waste Storage, Handling, and Collection</i> wherein the County shall ensure all new development adequately provides for solid waste storage, screening, handling, and collection prior to issuing building permits; <i>PFS-5.8 Hazardous Waste Disposal Capabilities</i> wherein the County shall require the proper disposal and recycling of hazardous materials in accordance with the County's Hazardous Waste Management Plan; <i>PFS-9.1 Expansion of Gas and Electricity Facilities</i> wherein the County shall coordinate with gas and electricity service providers to plan the expansion of gas and electrical facilities to meet the future needs of County residents; <i>PFS-9.2 Appropriate Siting of Natural Gas and Electric Systems</i> wherein the County shall coordinate with natural gas and electricity service providers to locate and design gas and electric systems that minimize impacts to existing and future residents; <i>PFS-9.4 Power Transmission Lines</i> wherein the County shall work with the Public Utilities Commission and power utilities in the siting of transmission lines to avoid interfering with scenic views, historic resources, and areas designated for future urban development; and <i>PFS-9.3 Transmission Corridors</i> wherein the County shall work with the Public Utilities Commission and power utilities so that transmission corridors meet the following minimum requirements: 1. Transmission corridors shall be located to avoid health impacts on residential lands and sensitive receptors, and 2. Transmission corridors shall not impact the economic use of adjacent properties. PROJECT IMPACT ANALYSIS a) – e) No Impact: As noted earlier, the Project involves a zone change, general plan amendment, and improvements to an existing, non-conforming use, which will include an access road and second entry point on the western edge of the property. The subject site has been operating for over 13 years, and contains structures, mobile homes, storage units, and material stockpiles. No additional improvements are proposed. 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. As such, there will be no impact to these resources.				

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
20.	WILDFIRES					
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:						
	a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
	b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
	c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
	d)	Expose people or structures to significant risks, including downslope or downstream flooding, or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
ENVIRONMENTAL SETTING As noted earlier, the Project involves a zone change, general plan amendment, and improvements to an existing, non-conforming use, which will include an access road and second entry point on the western edge of the property. The subject site has been operating for over 13 years, and contains structures, mobile homes, storage units, and material stockpiles. The proposed Project site is surrounded by agricultural-related land uses such as row crops, orchards, dairies, and scattered rural residences adjacent to the Project site. The proposed Project site is zoned as Exclusive Agriculture – 40. No forest or timber land is present at the proposed Project site or in the proposed Project vicinity. REGULATORY SETTING Federal None that apply to the Project. State None that apply to the Project. Local The Project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: As such, no state responsibility areas or lands classified as high fire hazard severity zones policies contained in the Tulare County General Plan 2030 Update policies would apply to this Project. PROJECT IMPACT ANALYSIS						

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	
a) – b) No Impact: According to the State Responsibility Area (SRA) Viewer, the proposed Project site is not located in the SRA¹⁰⁹The Project does not impair the implementation of any adopted emergency response plan or evacuation plan. The Project involves a zone change, general plan amendment, and improvements to an existing, non-conforming use, which will include an access road and second entry point on the western edge of the property to provide alternative emergency access routes. The subject site has been operating for over 13 years, and contains structures, mobile homes, storage units, and material stockpiles. No additional improvements are proposed. The Project does not impair the implementation of any adopted emergency response plan or evacuation plan. 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. Therefore, there is no impact. c) Less than Significant Impact: The Project does not 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. The Project will include the construction of a new access road, as listed as a condition of approval from the Tulare County Fire Department. Although the Project will require the installation of a road that may exacerbate fire risk, the addition is minimal, and designed to enhance the safety of the Project property in the case of a fire. The applicant shall also protect tanks from vehicle impact by barriers complying with 2010 E.D. California Fire Code Section 312 or as determined by Fire Inspector site visit. There would be no impact to this resource. d) No Impact: The Project 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.						
21.	MANDATORY FINDINGS OF SIGNIFICANCE					
	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?	☐	☒	☐	☐
PROJECT IMPACT ANALYSIS						

¹⁰⁹ California Department of Forestry and Fire Protection (CalFire). Fire Prevention Fee. Accessed July 2024 at: <https://www.cdtfa.ca.gov/taxes-and-fees/fire-prev-fee.htm>.

	SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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. The Project includes an existing, non-conforming concrete batch facility, beekeeping operations, and three mobile trailer homes located at 8347 Avenue 280 on a 13.25 acre site. a) Less Than Significant Impact With Mitigation: The potential for impacts to cultural resources (including tribal cultural resources) from the construction, operation, and decommissioning of the proposed Project will be less than significant with the incorporation of the Mitigation Measures CUL-1 through CUL -3 as contained in Item 5 Cultural Resources and Mitigation Measures TCR-1 through TCR-4 as contained in Item 18 Tribal Cultural Resources. The analysis contained in Item 4 Biological Resources concludes that this resource has the potential to be impacted and has included Mitigation Measures BIO-1 through BIO-6. 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 with mitigation 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 proposed Project would result in less than significant environmental impacts with the exception of operational noise, which would be reduced to a less than significant level with the incorporation of Mitigation (NOI-1). Since the proposed Project involves improvements (construction of a new emergency access road and second entry point into the site) to an already existing, non-conforming facility, there would little cumulative change within the Project vicinity. There would be no other impacts related to construction or operation that would substantially to any other concurrent construction programs that may be occurring around the Project area. 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. 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 no impacts to Energy, Land Use and Planning, Mineral Resources, Population and Housing, Recreation and Wildfire. Therefore, the Project will not result in considerable impacts in combination with the other similar construction projects. The following environmental impacts were determined to be less than significant and did not require mitigation: Aesthetics, Agricultural Resources, Air Quality, Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Hydrology and Water Quality, Public Services, Transportation, and Utilities and Service Systems. As discussed earlier, the Project will result in less than significant impacts to Biological Resources, Cultural Resources (including Tribal Cultural Resources) and Noise with incorporation/implementation of mitigation measures identified earlier. c) Less Than Significant Impact With Mitigation: The proposed Project will not result in substantial adverse effect on human beings, either directly or indirectly. Mitigation measures are provided to reduce the Project's potential effects on, Biological Resources, Cultural Resources, Noise, and Tribal Cultural Resources to less than significant (see, BIO-1 through BIO-6, CUL-1 through CUL-3, NOI-1 through NOI-5, and TCR-1 through TCR-4; respectively). No additional mitigation measures will be required. Therefore, implementation of the proposed Project would result in a less than significant impact.				

REFERENCES

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ATTACHMENT A

Emissions Summary, CalEEMod Report, and Health Risk Assessment

Huston-Ferguson Apiaries Annual Vehicle Miles Traveled

	Vehicle Type	Daily Vehicles Entering	Daily Vehicles Exiting	Total Operational Days	Total Annual Vehicle Trips	Trip Length (miles)	Annual Vehicle Miles Traveled
Outside Services	LDT1, LTD2	1	1	48	96	9	864
Other Materials/Services	MDV	1	1	48	96	9	864
Employee Trips	LDA, LDT1, LDT2, MDV	4	4	48	384	---	5,796
Total		6	6		576		7,524

The trip length is based on the distance traveled from center of business in
The trip miles is based on the distance traveled from center of business in Visalia.
Employee Annual VMT based on Daily VMT per employee for Traffic Analysis
Zone 2708 (30.19 Daily VMT/Employee)

Vehicle Emission Factors (gm/mile)

	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O
HHD	0.022916	2.444988	0.224188	0.012757	0.026775	0.025617	1,353.81	0.005785	0.212941
LDA	0.007371	0.033833	0.570571	0.002515	0.001268	0.001168	254.2166	0.001976	0.004358
LDT1	0.032901	0.146236	1.507984	0.003014	0.002127	0.001958	304.614	0.007379	0.010286
LDT2	0.019113	0.103436	1.005579	0.003222	0.001449	0.001334	325.6546	0.004515	0.007984
MDV	0.022399	0.119402	1.085194	0.004113	0.001442	0.001331	416.074	0.005257	0.010422
MHD	0.017397	1.610913	0.253371	0.010383	0.008004	0.007654	1,092.98	0.001719	0.153381

Emission factors provided by CalEEMod

Huston-Ferguson Apiaries Annual Off-Site Vehicle Emissions (tons/year)

	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e
<i>Other</i>										
Outside Services (LDT1)	0.00002	0.0001	0.0007	0.000001	0.000001	0.000001	0.1451	0.0000	0.0000	0.1330
Outside Services (LDT2)	0.00001	0.0000	0.0005	0.000002	0.000001	0.000001	0.1551	0.0000	0.0000	0.1418
Other Materials/Services (MDV)	0.00002	0.0001	0.0010	0.000004	0.000001	0.000001	0.3963	0.0000	0.0000	0.3624
Employee Trips (LDA)	0.00001	0.0001	0.0009	0.000004	0.000002	0.000002	0.4061	0.0000	0.0000	0.3704
Employee Trips (LDT1)	0.00005	0.0002	0.0024	0.000005	0.000003	0.000003	0.4866	0.0000	0.0000	0.4463
Employee Trips (LDT2)	0.00003	0.0002	0.0016	0.000005	0.000002	0.000002	0.5202	0.0000	0.0000	0.4757
Employee Trips (MDV)	0.00004	0.0002	0.0017	0.000007	0.000002	0.000002	0.6646	0.0000	0.0000	0.6078
Total Annual Emissions	0.0002	0.0009	0.0089	0.00003	0.00001	0.00001	2.7739	0.0000	0.0001	2.5374
Average Daily Emission (at 60 days/year)	0.0084	0.0417	0.4234	0.0013	0.0006	0.0006	---	---	---	---

Huston-Ferguson Apiaries Annual Vehicle Miles Traveled (2005 BAU)

	Vehicle Type	Daily Vehicles Entering	Daily Vehicles Exiting	Total Operational Days	Total Annual Vehicle Trips	Trip Length (miles)	Annual Vehicle Miles Traveled
Outside Services	LDT1, LTD2	1	1	48	96	9	864
Other Materials/Services	MDV	1	1	48	96	9	864
Employee Trips	LDA, LDT1, LDT2, MDV	4	4	48	384	---	5,796
Total		6	6		576		7,524

The trip length is based on the distance traveled from center of business in
The trip miles is based on the distance traveled from center of business in Visalia.
Employee Annual VMT based on Daily VMT per employee for Traffic Analysis
Zone 2708 (30.19 Daily VMT/Employee)

2005 Vehicle Emission Factors (gm/mile)

	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O
HHD	1.512241	19.65629	4.877915	0.155084	0.713125	0.682275	1,778.58	0.076041	0.278273
LDA	0.153812	0.596543	4.487933	0.003377	0.006595	0.006105	337.4465	0.028121	0.035872
LDT1	0.50982	1.392394	11.25838	0.00399	0.012126	0.01128	400.2854	0.074073	0.066006
LDT2	0.232072	1.104729	6.296866	0.004534	0.006326	0.005854	463.7078	0.038703	0.05541
MDV	0.163647	0.840377	5.326144	0.005005	0.00478	0.00443	504.1749	0.028712	0.0452
MHD	1.372632	12.06747	7.47064	0.100279	0.574402	0.549524	1,346.98	0.083712	0.194057

2005 Emission factors provided by CalEEMod

2005 BAU Huston-Ferguson Apiaries Annual Off-Site Vehicle Emissions (tons/year)

	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e
<i>Other</i>										
Outside Services (LDT1)	0.00024	0.0007	0.0054	0.000002	0.000006	0.000005	0.1906	0.0000	0.0000	0.2009
Outside Services (LDT2)	0.00011	0.0005	0.0030	0.000002	0.000003	0.000003	0.2208	0.0000	0.0000	0.2291
Other Materials/Services (MDV)	0.00016	0.0008	0.0051	0.000005	0.000005	0.000004	0.4802	0.0000	0.0000	0.4937
Employee Trips (LDA)	0.00025	0.0010	0.0072	0.000005	0.000011	0.000010	0.5390	0.0000	0.0001	0.5572
Employee Trips (LDT1)	0.00081	0.0022	0.0180	0.000006	0.000019	0.000018	0.6394	0.0001	0.0001	0.6738
Employee Trips (LDT2)	0.00037	0.0018	0.0101	0.000007	0.000010	0.000009	0.7407	0.0001	0.0001	0.7686
Employee Trips (MDV)	0.00026	0.0013	0.0085	0.000008	0.000008	0.000007	0.8054	0.0000	0.0001	0.8280
Total Annual Emissions	0.0022	0.0083	0.0572	0.00004	0.00006	0.00006	3.6161	0.0004	0.0004	3.7514
Average Daily Emission (at 60 days/year)	0.1048	0.3940	2.7215	0.0017	0.0029	0.0027	---	---	---	---

On-Site Residential Annual Vehicle Miles Traveled (2005 BAU)

	Vehicle Type	Vehicle % of Trips	Vehicles Entering	Vehicles Exiting	Total Annual Vehicle Trips	Trips @ 12.58 Miles	Annual Vehicle Miles Traveled
Residential Trips	LDA, LDT1, LDT2, MDV	100	3	3	2,190	2,190	27,550

Trip length based on Daily VMT per capita for Traffic Analysis Zone 2708 (12.58 Daily VMT/Capita)

2005 BAU Vehicle Emission Factors (gm/mile)

	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O
LDA	0.155851	0.547501	4.767548	0.003516	0.006595	0.006105	351.660428	0.029339	0.033808
LDT1	0.486702	1.27018	11.314458	0.004115	0.012126	0.01128	413.036299	0.073048	0.061941
LDT2	0.22894	1.010182	6.537094	0.004705	0.006326	0.005854	481.21702	0.039458	0.052109
MDV	0.163623	0.769379	5.504628	0.00519	0.00478	0.00443	523.119896	0.029658	0.042558

these can come from most recent Emfac or from state average fleet in CalEEMod

2005 BAU On-Site Residential Annual Emissions (tons/year)

	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area ¹	0.02090	0.00147	0.02630	0.00001	0.00020	0.00020	1.22600	0.00008	0.00002	1.23396
Energy ¹	0.00030	0.00259	0.00110	0.00002	0.00021	0.00021	7.93920	0.00209	0.00010	8.02125
Waste ¹							0.28010	0.01660	0.00000	0.69510
Water ¹							0.53640	0.00656	0.00015	0.74510
Residential Trips (LDA)	0.0012	0.0042	0.0362	0.0000	0.0001	0.0000	2.6699	0.0002	0.0003	2.7519
Residential Trips (LDT1)	0.0037	0.0096	0.0859	0.0000	0.0001	0.0001	3.1359	0.0006	0.0005	3.2899
Residential Trips (LDT2)	0.0017	0.0077	0.0496	0.0000	0.0000	0.0000	3.6535	0.0003	0.0004	3.7789
Residential Trips (MDV)	0.0012	0.0058	0.0418	0.0000	0.0000	0.0000	3.9716	0.0002	0.0003	4.0736
Total Annual Emissions	0.0291	0.0314	0.2409	0.0002	0.0006	0.0006	23.4126	0.0266	0.0017	24.5897
Average Daily Emission (at 365 days/year)	1.3838	1.4939	11.4725	0.0078	0.0303	0.0295	---	---	---	---
1. Area, Energy, Waste and Water emissions from on-site residential calculated using CalEEMod										

2005 Emission factors provided by CalEEMod

Oliver Concrete Annual Vehicle Miles Traveled

	Vehicle Type	Vehicle % of Trips	Vehicles Entering (weekly)	Vehicles Exiting (weekly)	Total Annual Vehicle Trips	Trip Length	Annual Vehicle Miles Traveled	Annual Vehicle Miles Traveled
Concrete Batch Plant								
Aggregate Material Delivery Trucks	HHD	3%	5	5	520	40	20,800	20,800
	HHD	21%	30	30	3,120	60	187,200	187,200
Cement & Fly Ash Delivery Trucks	HHD	3%	5	5	520	150	78,000	78,000
Ready Mix Concrete Trucks	HHD	35%	50	50	5,200	30	156,000	156,000
Other								
Outside Services	LDT1, LTD2	3%	5	5	520	50	26,000	26,000
Other Materials/Services	MDV	1%	1	1	104	50	5,200	5,200
Employee Trips	LDA, LDT1, LDT2, MDV	33%	48	48	4,992	---	75,354	75,354
Total		100%	144	144	14,976		548,554	548,554

Trip length provided by applicant
Trip length provided by applicant
Trip length provided by applicant
Trip length provided by applicant

Trip length provided by applicant
Trip length provided by applicant
Employee Annual VMT based on Daily VMT per employee for Traffic Analysis
Zone 2708 (30.19 Daily VMT/Employee)

Vehicle Emission Factors (gm/mile)

	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O
HHD	0.022916	2.444988	0.224188	0.012757	0.026775	0.025617	1,353.81	0.005785	0.212941
LDA	0.007371	0.033833	0.570571	0.002515	0.001268	0.001168	254.217	0.001976	0.004358
LDT1	0.032901	0.146236	1.507984	0.003014	0.002127	0.001958	304.614	0.007379	0.010286
LDT2	0.019113	0.103436	1.005579	0.003222	0.001449	0.001334	325.655	0.004515	0.007984
MDV	0.022399	0.119402	1.085194	0.004113	0.001442	0.001331	416.074	0.005257	0.010422
MHD	0.017397	1.610913	0.253371	0.010383	0.008004	0.007654	1,092.98	0.001719	0.153381

Emission factors provided by CalEEMod

Oliver Concrete Annual Off-Site Vehicle Emissions (tons/year)

	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e
Concrete Batch Plant										
Aggregate Material Delivery Trucks (HHD)	0.0047	0.5045	0.0463	0.0026	0.0055	0.0053	279.3616	0.0012	0.0439	265.4137
Cement & Fly Ash Delivery Trucks (HHD)	0.0020	0.2102	0.0193	0.0011	0.0023	0.0022	116.4007	0.0005	0.0183	110.5890
Ready Mix Concrete Trucks (HHD)	0.0039	0.4204	0.0386	0.0022	0.0046	0.0044	232.8014	0.0010	0.0366	221.1781
Other										
Outside Services (LDT1)	0.0005	0.0021	0.0216	0.0000	0.0000	0.0000	4.3651	0.0001	0.0001	4.0034
Outside Services (LDT2)	0.0003	0.0015	0.0144	0.0000	0.0000	0.0000	4.6666	0.0001	0.0001	4.2671
Other Materials/Services (MDV)	0.0001	0.0007	0.0062	0.0000	0.0000	0.0000	2.3849	0.0000	0.0001	2.1810
Employee Trips (LDA)	0.0002	0.0007	0.0118	0.0001	0.0000	0.0000	5.2791	0.0000	0.0001	4.8158
Employee Trips (LDT1)	0.0007	0.0030	0.0313	0.0001	0.0000	0.0000	6.3256	0.0002	0.0002	5.8013
Employee Trips (LDT2)	0.0004	0.0021	0.0209	0.0001	0.0000	0.0000	6.7625	0.0001	0.0002	6.1836
Employee Trips (MDV)	0.0005	0.0025	0.0225	0.0001	0.0000	0.0000	8.6402	0.0001	0.0002	7.9014
Total Annual Emissions	0.0132	1.1478	0.2329	0.0063	0.0126	0.0121	666.9877	0.0033	0.0999	632.3344
Average Daily Emission (at 312 days/year)	0.0847	7.3578	1.4930	0.0404	0.0809	0.0774				

Oliver Concrete Annual Vehicle Miles Traveled (2005 BAU)

	Vehicle Type	Vehicle % of Trips	Vehicles Entering (weekly)	Vehicles Exiting (weekly)	Total Annual Vehicle Trips	Trip Length	Annual Vehicle Miles Traveled	Annual Vehicle Miles Traveled
Concrete Batch Plant								
Aggregate Material Delivery Trucks	HHD	3%	5	5	520	40	20,800	20,800
	HHD	19%	30	30	3,120	60	187,200	187,200
Cement & Fly Ash Delivery Trucks	HHD	3%	5	5	520	150	78,000	78,000
Ready Mix Concrete Trucks	HHD	32%	50	50	5,200	30	156,000	156,000
Other								
Outside Services	LDT1, LTD2	3%	5	5	520	50	26,000	26,000
Other Materials/Services	MDV	1%	1	1	104	50	5,200	5,200
Employee Trips ¹	LDA, LDT1, LDT2, MDV	39%	62	62	6,448	---	97,333	97,333
Total		100%	158	158	16,432		570,533	570,533
1. The number of employee trips is estimated to be higher under 2005 BAU conditions due to limitations in available technology								

Trip length provided by applicant
Trip length provided by applicant
Trip length provided by applicant
Trip length provided by applicant

Trip length provided by applicant
Trip length provided by applicant
Employee Annual VMT based on Daily VMT per employee for Traffic Analysis
Zone 2708 (30.19 Daily VMT/Employee)

2005 BAU Vehicle Emission Factors (gm/mile)

	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O
HHD	1.512241	19.65629	4.877915	0.155084	0.713125	0.682275	1,778.58	0.076041	0.278273
LDA	0.153812	0.596543	4.487933	0.003377	0.006595	0.006105	337.447	0.028121	0.035872
LDT1	0.50982	1.392394	11.25838	0.00399	0.012126	0.01128	400.285	0.074073	0.066006
LDT2	0.232072	1.104729	6.296866	0.004534	0.006326	0.005854	463.708	0.038703	0.05541
MDV	0.163647	0.840377	5.326144	0.005005	0.00478	0.00443	504.175	0.028712	0.0452
MHD	1.372632	12.06747	7.47064	0.100279	0.574402	0.549524	1,346.98	0.083712	0.194057

2005 Emission factors provided by CalEEMod

2005 BAU Oliver Concrete Annual Off-Site Vehicle Emissions (tons/year)

	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e
Concrete Batch Plant										
Aggregate Material Delivery Trucks (HHD)	0.3467	4.5068	1.1184	0.0356	0.1635	0.1564	407.7943	0.0174	0.0064	410.1315
Cement & Fly Ash Delivery Trucks (HHD)	0.1300	1.6901	0.4194	0.0133	0.0613	0.0587	152.9229	0.0065	0.0239	160.2163
Ready Mix Concrete Trucks (HHD)	0.2600	3.3801	0.8388	0.0267	0.1226	0.1173	305.8458	0.0131	0.0479	320.4326
Other										
Outside Services (LDT1)	0.0073	0.0200	0.1613	0.0001	0.0002	0.0002	5.7361	0.0011	0.0009	6.0445
Outside Services (LDT2)	0.0033	0.0158	0.0902	0.0001	0.0001	0.0001	6.6450	0.0006	0.0008	6.8954
Other Materials/Services (MDV)	0.0009	0.0048	0.0305	0.0000	0.0000	0.0000	2.8899	0.0002	0.0003	2.9713
Employee Trips (LDA)	0.0041	0.0160	0.1204	0.0001	0.0002	0.0002	9.0512	0.0008	0.0010	9.3568
Employee Trips (LDT1)	0.0137	0.0373	0.3020	0.0001	0.0003	0.0003	10.7367	0.0020	0.0018	11.3140
Employee Trips (LDT2)	0.0062	0.0296	0.1689	0.0001	0.0002	0.0002	12.4379	0.0010	0.0015	12.9067
Employee Trips (MDV)	0.0044	0.0225	0.1429	0.0001	0.0001	0.0001	13.5233	0.0008	0.0012	13.9039
Total Annual Emissions	0.7768	9.7231	3.3928	0.0762	0.3485	0.3334	927.5832	0.0434	0.0856	954.1730
Average Daily Emission (at 312 days/year)	4.9794	62.3275	21.7490	0.4882	2.2342	2.1374				

Oliver Concrete Construction Emissions (TPY)

[illegible]

Oliver Concrete Permitted Operational Emissions (TPY)

Source	ROG	NOx	CO	SO2	PM10	PM2.5
Concrete Batch Plant						
Concrete Batching ¹	---	---	---	---	0.4505	0.4505
Stockpiles ¹	---	---	---	---	0.5163	0.5163
<i>Permitted Total</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0.9668</i>	<i>0.9668</i>
Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No
Note: 1. Emissions based on Emissions Analysis from Dunn Asphalt Batch Plant. Project assumed to emit at least 68% fewer emissions than Dunn Asphalt Plant due to comparative size of facility.						

Oliver Concrete Non-Permitted Operational Emissions (TPY)

Source	ROG	NOx	CO	SO₂	PM₁₀	PM_{2.5}
On-Site Non-Permitted Sources						
On-Site Truck Exhaust	0.03	0.3678125	0.3059375	0.0009375	0.0013063	0.0025
On-Site Truck Fugitive Dust	---	---	---	---	0.0646875	0.0646875
Off-Road Equipment	0.0353125	0.0759375	0.696875	0.000	0.0025	0.0021875
Off-Site Non-Permitted Sources						
Aggregate Material Delivery Trucks	0.0047	0.5045	0.0463	0.0026	0.0055	0.0053
Cement & Fly Ash Delivery Trucks	0.0020	0.2102	0.0193	0.0011	0.0023	0.0022
Ready Mix Concrete Trucks	0.0039	0.4204	0.0386	0.0022	0.0046	0.0044
Outside Services	0.0007	0.0036	0.0360	0.0001	0.0001	0.0000
Other Materials/Services	0.0001	0.0007	0.0062	0.0000	0.0000	0.0000
Employee Trips	0.0017	0.0084	0.0866	0.0003	0.0001	0.0001
Non-Permitted Total	0.0785	1.5916	1.2357	0.0072	0.0811	0.0814
Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No
Note:						

Emissions Estimates Derived from Dunn Asphalt Batch Plant

Source	Batch Plant	ROG	NOx	CO	SO2	PM10	PM2.5	CO2e
Concrete Batch Plant								
Concrete Batching ¹	Dunn	---	---	---	---	1.4418	1.4418	---
	Oliver	---	---	---	---	0.4505625	0.4505625	---
Stockpiles ¹	Dunn	---	---	---	---	1.6521	1.6521	---
	Oliver	---	---	---	---	0.5162813	0.5162813	---
On-Site Non-Permitted Sources								
On-Site Truck Exhaust ^{1,2}	Dunn	0.096	1.177	0.979	0.003	0.00418	0.008	257
	Oliver	0.03	0.3678125	0.3059375	0.0009375	0.0013063	0.0025	80.3125
On-Site Truck Fugitive Dust ¹	Dunn	---	---	---	---	0.207	0.207	---
	Oliver	---	---	---	---	0.0646875	0.0646875	---
Off-Road Equipment ¹	Dunn	0.113	0.243	2.23	0	0.008	0.007	698
	Oliver	0.0353125	0.0759375	0.696875	0	0.0025	0.0021875	218.125
1. Permitted operational emissions are directly related to the material output of the batch plant facility. The Dunn Batch Plant produces up to 100,000 cubic yard of concrete per year (274 cubic yards per day for 260 work days). Additionally, the Dunn Batch Plant produces approximately 150,000 tons of asphalt per year. By comparison, Oliver Concrete produces a maximum of 120 cubic yards of concrete per day and does not produce any asphalt. Therefore, it can be presumed that permitted operational emissions from the Oliver Concrete Batch Plant will be at least 68% less than those of the Dunn Asphalt Batch Plant. 2. PM10 emissions from onsite truck exhaust from Dunn Batch Plant were calculated separately for RAP, HMA and the Concrete Batching. While these processes combined generate approximately 0.008 tons of PM10 annually from truck exhaust, approximately 0.004 tons/year are attributable to truck exhaust related to concrete batching.								

GHG Emission Estimates

GHG Emissions	Project	2005 BAU
Off-Site Vehicle Emissions	632.3344485	954.173
On-site Truck Exhaust	80.3125	107.40157
Off-Road Equipment ¹	218.125	250.84375
Total	930.7719485	1312.4183
1. CO2e emissions for offroad, diesel powered, industrial equipment in Tulare County were, on average 15% higher in 2005 as compared to 2022. (EMFAC Offroad Emissions Inventory)		

Oliver Concrete / Huston-Ferguson Apiaries Criteria Pollutant Emissions (tons/year, mitigated)

Activity/Source	ROG	NOx	CO	SO2	Total PM10	Total PM2.5
Construction						
Access Road / Entry	0.00608	0.0621	0.0423	0.000082	0.0142	0.0087
Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No
Non-Permitted Sources						
Oliver Concrete	0.09715	1.95203	1.26551	0.00772	0.08555	0.08642
Huston-Ferguson Apiaries	0.00021	0.00101	0.00996	0.00003	0.00001	0.00001
On-Site Residential	0.01922	0.00751	0.05937	0.00013	0.00047	0.00047
Total Non-Permitted	0.1166	1.9605	1.3348	0.0079	0.0860	0.0869
Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No
Permitted Sources						
Oliver Concrete	---	---	---	---	0.9668	0.9668
Huston-Ferguson Apiaries	---	---	---	---	---	---
On-Site Residential	---	---	---	---	---	---
Total Permitted	0	0	0	0	0.9668	0.9668
Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No

Oliver Concrete / Huston-Ferguson Apiaries Operation Prioritization Scores (non-permitted)

	Oliver Concrete		Huston-Ferguson Apiaries		Total	
Distance (meters)	Unmitigated	Mitigated	Unmitigated	Mitigated	Unmitigated	Mitigated
0<R<100	6.02910E+00	6.02910E+00	1.63495E-08	1.63495E-08	6.02910E+00	6.02910E+00
100<R<250	1.50728E+00	1.50728E+00	4.08737E-09	4.08737E-09	1.50728E+00	1.50728E+00
250<R<500	2.41164E-01	2.41164E-01	6.53979E-10	6.53979E-10	2.41164E-01	2.41164E-01
500<R<1,000	6.63201E-02	6.63201E-02	1.79844E-10	1.79844E-10	6.63201E-02	6.63201E-02
1000<R<1500	1.80873E-02	1.80873E-02	4.90485E-11	4.90485E-11	1.80873E-02	1.80873E-02
1500<R<2000	1.20582E-02	1.20582E-02	3.2699E-11	3.26990E-11	1.20582E-02	1.20582E-02
2000<R	6.02910E-03	6.02910E-03	1.63495E-11	1.63495E-11	6.02910E-03	6.02910E-03

Oliver Concrete / Huston-Ferguson Apiaries Greenhouse Gas Emissions (CO2e, metric tons per Year)

Activity/Source		Construction	Operation	% Reuction from BAU
Oliver Concrete	Project	7.9769	930.77	0.2908
	2005 BAU	---	1312.418314	
Huston-Ferguson Apiaries	Project	---	2.537389247	0.3236
	2005 BAU	---	3.751369526	
On-Site Residential	Project	---	16.60974757	0.3245
	2005 BAU	---	24.5896744	
Total	Project	7.9769	949.92	0.2915
	2005 BAU	---	1,340.76	

Activity/Source		Construction	Operation	Total
Oliver Concrete	unmitigated	7.9769	703.3404	711.3173
	mitigated	7.9769	703.3404	711.3173
Huston-Ferguson Apiaries	unmitigated	0.0000	2.6194	2.6194
	mitigated	0.0000	2.6194	2.6194
On-Site Residential	unmitigated	0.0000	9.3257	9.3257
	mitigated	0.0000	9.3257	9.3257
Total	unmitigated	7.9769	715.2854	723.2623
	mitigated	7.9769	715.2854	723.2623

8347 Ave 280 Improvements - Tulare County, Annual

8347 Ave 280 Improvements
Tulare County, Annual**1.0 Project Characteristics**

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	10.00	1000sqft	0.23	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Construction of a second access road/entry point into project site for Fire.

8347 Ave 280 Improvements - Tulare County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	NumDays	1.00	5.00
tblConstructionPhase	PhaseEndDate	9/17/2021	9/23/2021
tblConstructionPhase	PhaseEndDate	2/11/2022	9/30/2021
tblConstructionPhase	PhaseEndDate	9/15/2021	9/21/2021
tblConstructionPhase	PhaseStartDate	9/16/2021	9/17/2021
tblConstructionPhase	PhaseStartDate	2/5/2022	9/24/2021
tblGrading	AcresOfGrading	2.50	0.50
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	6.1900e-003	0.0548	0.0502	9.0000e-005	3.1700e-003	2.6600e-003	5.8300e-003	1.3300e-003	2.4900e-003	3.8200e-003	0.0000	7.9298	7.9298	1.8800e-003	0.0000	7.9769
Maximum	6.1900e-003	0.0548	0.0502	9.0000e-005	3.1700e-003	2.6600e-003	5.8300e-003	1.3300e-003	2.4900e-003	3.8200e-003	0.0000	7.9298	7.9298	1.8800e-003	0.0000	7.9769

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	6.1900e-003	0.0548	0.0502	9.0000e-005	3.1700e-003	2.6600e-003	5.8300e-003	1.3300e-003	2.4900e-003	3.8200e-003	0.0000	7.9298	7.9298	1.8800e-003	0.0000	7.9769
Maximum	6.1900e-003	0.0548	0.0502	9.0000e-005	3.1700e-003	2.6600e-003	5.8300e-003	1.3300e-003	2.4900e-003	3.8200e-003	0.0000	7.9298	7.9298	1.8800e-003	0.0000	7.9769

[illegible]

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	9-30-2021	0.0610	0.0610
		Highest	0.0610	0.0610

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	8.6000e-004	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
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
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	8.6000e-004	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

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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	8.6000e-004	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
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
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	8.6000e-004	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/15/2021	9/21/2021	5	5	
2	Grading	Grading	9/17/2021	9/23/2021	5	5	
3	Paving	Paving	9/24/2021	9/30/2021	5	5	

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Acres of Grading (Site Preparation Phase): 0.5**Acres of Grading (Grading Phase): 0****Acres of Paving: 0.23****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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3.2 Site Preparation - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6000e-003	0.0196	0.0101	2.0000e-005		7.5000e-004	7.5000e-004		6.9000e-004	6.9000e-004	0.0000	2.1377	2.1377	6.9000e-004	0.0000	2.1550
Total	1.6000e-003	0.0196	0.0101	2.0000e-005	2.7000e-004	7.5000e-004	1.0200e-003	3.0000e-005	6.9000e-004	7.2000e-004	0.0000	2.1377	2.1377	6.9000e-004	0.0000	2.1550

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.5000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1275	0.1275	0.0000	0.0000	0.1276
Total	8.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.5000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1275	0.1275	0.0000	0.0000	0.1276

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3.2 Site Preparation - 2021**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6000e-003	0.0196	0.0101	2.0000e-005		7.5000e-004	7.5000e-004		6.9000e-004	6.9000e-004	0.0000	2.1377	2.1377	6.9000e-004	0.0000	2.1550
Total	1.6000e-003	0.0196	0.0101	2.0000e-005	2.7000e-004	7.5000e-004	1.0200e-003	3.0000e-005	6.9000e-004	7.2000e-004	0.0000	2.1377	2.1377	6.9000e-004	0.0000	2.1550

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.5000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1275	0.1275	0.0000	0.0000	0.1276
Total	8.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.5000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1275	0.1275	0.0000	0.0000	0.1276

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3.3 Grading - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.8800e-003	0.0000	1.8800e-003	1.0300e-003	0.0000	1.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9900e-003	0.0181	0.0189	3.0000e-005		1.0200e-003	1.0200e-003		9.7000e-004	9.7000e-004	0.0000	2.6023	2.6023	4.8000e-004	0.0000	2.6145
Total	1.9900e-003	0.0181	0.0189	3.0000e-005	1.8800e-003	1.0200e-003	2.9000e-003	1.0300e-003	9.7000e-004	2.0000e-003	0.0000	2.6023	2.6023	4.8000e-004	0.0000	2.6145

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0400e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2550	0.2550	1.0000e-005	0.0000	0.2552
Total	1.5000e-004	1.0000e-004	1.0400e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2550	0.2550	1.0000e-005	0.0000	0.2552

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3.3 Grading - 2021**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					1.8800e-003	0.0000	1.8800e-003	1.0300e-003	0.0000	1.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9900e-003	0.0181	0.0189	3.0000e-005		1.0200e-003	1.0200e-003		9.7000e-004	9.7000e-004	0.0000	2.6023	2.6023	4.8000e-004	0.0000	2.6145
Total	1.9900e-003	0.0181	0.0189	3.0000e-005	1.8800e-003	1.0200e-003	2.9000e-003	1.0300e-003	9.7000e-004	2.0000e-003	0.0000	2.6023	2.6023	4.8000e-004	0.0000	2.6145

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0400e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2550	0.2550	1.0000e-005	0.0000	0.2552
Total	1.5000e-004	1.0000e-004	1.0400e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2550	0.2550	1.0000e-005	0.0000	0.2552

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3.4 Paving - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	3.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.1000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.8700e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4591	0.4591	1.0000e-005	0.0000	0.4594
Total	2.7000e-004	1.9000e-004	1.8700e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4591	0.4591	1.0000e-005	0.0000	0.4594

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3.4 Paving - 2021**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	3.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.1000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.8700e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4591	0.4591	1.0000e-005	0.0000	0.4594
Total	2.7000e-004	1.9000e-004	1.8700e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4591	0.4591	1.0000e-005	0.0000	0.4594

4.0 Operational Detail - Mobile

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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
Other Asphalt Surfaces	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
Other Asphalt Surfaces	14.70	6.60	6.60	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
Other Asphalt Surfaces	0.516727	0.033517	0.172440	0.141085	0.022326	0.005434	0.020884	0.078233	0.001822	0.001311	0.004327	0.001132	0.000761

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

[illegible]

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5.2 Energy by Land Use - NaturalGas

Unmitigated

[illegible]

Mitigated

[illegible]

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

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	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**

8347 Ave 280 Improvements - Tulare County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	8.6000e-004	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Unmitigated	8.6000e-004	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.1000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Total	8.7000e-004	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

8347 Ave 280 Improvements - Tulare County, Annual

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.1000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Total	8.7000e-004	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

7.0 Water Detail**7.1 Mitigation Measures Water**

8347 Ave 280 Improvements - Tulare County, Annual

	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			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8347 Ave 280 Improvements - Tulare County, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	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**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

8347 Ave 280 Improvements - Tulare County, Annual

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	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

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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

On-Site Residential (Operations) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

On-Site Residential (Operations)

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Mobile Home Park	3.00	Dwelling Unit	0.38	3,600.00	9

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 -

Land Use -

Construction Phase - No new construction proposed

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblWoodstoves	NumberCatalytic	0.38	0.00
tblWoodstoves	NumberNoncatalytic	0.38	0.00

2.0 Emissions Summary

On-Site Residential (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
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)
		Highest		

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	0.0182	1.3800e-003	0.0228	1.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	1.3360	1.3360	6.0000e-005	2.0000e-005	1.3446
Energy	3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	5.7512	5.7512	2.9000e-004	8.0000e-005	5.7833
Mobile	8.4300e-003	0.0150	0.0783	1.7000e-004	0.0153	1.7000e-004	0.0155	4.0900e-003	1.6000e-004	4.2500e-003	0.0000	15.3673	15.3673	9.0000e-004	8.7000e-004	15.6480
Waste						0.0000	0.0000		0.0000	0.0000	0.2801	0.0000	0.2801	0.0166	0.0000	0.6940
Water						0.0000	0.0000		0.0000	0.0000	0.0620	0.2641	0.3261	6.3900e-003	1.5000e-004	0.5315
Total	0.0270	0.0190	0.1022	2.0000e-004	0.0153	5.9000e-004	0.0159	4.0900e-003	5.8000e-004	4.6700e-003	0.3421	22.7186	23.0607	0.0242	1.1200e-003	24.0013

On-Site Residential (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	0.0181	2.6000e-004	0.0223	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.0364	0.0364	4.0000e-005	0.0000	0.0373
Energy	3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	5.7512	5.7512	2.9000e-004	8.0000e-005	5.7833
Mobile	8.4300e-003	0.0150	0.0783	1.7000e-004	0.0153	1.7000e-004	0.0155	4.0900e-003	1.6000e-004	4.2500e-003	0.0000	15.3673	15.3673	9.0000e-004	8.7000e-004	15.6480
Waste						0.0000	0.0000		0.0000	0.0000	0.2801	0.0000	0.2801	0.0166	0.0000	0.6940
Water						0.0000	0.0000		0.0000	0.0000	0.0620	0.2641	0.3261	6.3900e-003	1.5000e-004	0.5315
Total	0.0268	0.0178	0.1017	1.9000e-004	0.0153	5.0000e-004	0.0158	4.0900e-003	4.9000e-004	4.5800e-003	0.3421	21.4190	21.7611	0.0242	1.1000e-003	22.6939

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.48	5.91	0.47	5.00	0.00	15.25	0.57	0.00	15.52	1.93	0.00	5.72	5.64	0.08	1.79	5.45

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	1/2/2011		5	5	
2	Building Construction	Building Construction	1/2/2011		5	100	
3	Demolition	Demolition	1/2/2011		5	10	

On-Site Residential (Operations) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Grading	Grading	1/2/2011		5	2
5	Paving	Paving	1/2/2011		5	5
6	Site Preparation	Site Preparation	1/2/2011		5	1

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 7,290; Residential Outdoor: 2,430; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0
(Architectural Coating – sqft)OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

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			0.00	0.00	10.80	7.30				
Building Construction			0.00	0.00	10.80	7.30				
Demolition			0.00	0.00	10.80	7.30				
Grading			0.00	0.00	10.80	7.30				
Paving			0.00	0.00	10.80	7.30				
Site Preparation			0.00	0.00	10.80	7.30				

3.1 Mitigation Measures Construction

On-Site Residential (Operations) - Tulare County, Annual

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	8.4300e-003	0.0150	0.0783	1.7000e-004	0.0153	1.7000e-004	0.0155	4.0900e-003	1.6000e-004	4.2500e-003	0.0000	15.3673	15.3673	9.0000e-004	8.7000e-004	15.6480
Unmitigated	8.4300e-003	0.0150	0.0783	1.7000e-004	0.0153	1.7000e-004	0.0155	4.0900e-003	1.6000e-004	4.2500e-003	0.0000	15.3673	15.3673	9.0000e-004	8.7000e-004	15.6480

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Mobile Home Park	15.00	13.83	12.72	40,892	40,892
Total	15.00	13.83	12.72	40,892	40,892

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
Mobile Home Park	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Mobile Home Park	0.491968	0.051162	0.166648	0.188672	0.034593	0.008513	0.012315	0.015417	0.000659	0.000471	0.024128	0.001541	0.003914

On-Site Residential (Operations) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	2.7466	2.7466	2.3000e-004	3.0000e-005	2.7607
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.7466	2.7466	2.3000e-004	3.0000e-005	2.7607
NaturalGas Mitigated	3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0047	3.0047	6.0000e-005	6.0000e-005	3.0225
NaturalGas Unmitigated	3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0047	3.0047	6.0000e-005	6.0000e-005	3.0225

On-Site Residential (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 - Natural Gas

Unmitigated

	Natural Gas 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					
Mobile Home Park	56305.5	3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0047	3.0047	6.0000e-005	6.0000e-005	3.0225
Total		3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0047	3.0047	6.0000e-005	6.0000e-005	3.0225

Mitigated

	Natural Gas 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					
Mobile Home Park	56305.5	3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0047	3.0047	6.0000e-005	6.0000e-005	3.0225
Total		3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0047	3.0047	6.0000e-005	6.0000e-005	3.0225

On-Site Residential (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			
Mobile Home Park	15487.1	2.7466	2.3000e-004	3.0000e-005	2.7607
Total		2.7466	2.3000e-004	3.0000e-005	2.7607

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Mobile Home Park	15487.1	2.7466	2.3000e-004	3.0000e-005	2.7607
Total		2.7466	2.3000e-004	3.0000e-005	2.7607

6.0 Area Detail**6.1 Mitigation Measures Area**

No Hearths Installed

On-Site Residential (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	0.0181	2.6000e-004	0.0223	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.0364	0.0364	4.0000e-005	0.0000	0.0373
Unmitigated	0.0182	1.3800e-003	0.0228	1.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	1.3360	1.3360	6.0000e-005	2.0000e-005	1.3446

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	3.3800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0141					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.3000e-004	1.1200e-003	4.8000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2996	1.2996	2.0000e-005	2.0000e-005	1.3074
Landscaping	6.7000e-004	2.6000e-004	0.0223	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.0364	0.0364	4.0000e-005	0.0000	0.0373
Total	0.0182	1.3800e-003	0.0228	1.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	1.3360	1.3360	6.0000e-005	2.0000e-005	1.3446

On-Site Residential (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	3.3800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0141					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.7000e-004	2.6000e-004	0.0223	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.0364	0.0364	4.0000e-005	0.0000	0.0373
Total	0.0181	2.6000e-004	0.0223	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.0364	0.0364	4.0000e-005	0.0000	0.0373

7.0 Water Detail

7.1 Mitigation Measures Water

On-Site Residential (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	0.3261	6.3900e-003	1.5000e-004	0.5315
Unmitigated	0.3261	6.3900e-003	1.5000e-004	0.5315

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Mobile Home Park	0.195462 / 0.123226	0.3261	6.3900e-003	1.5000e-004	0.5315
Total		0.3261	6.3900e-003	1.5000e-004	0.5315

On-Site Residential (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			
Mobile Home Park	0.195462 / 0.123226	0.3261	6.3900e-003	1.5000e-004	0.5315
Total		0.3261	6.3900e-003	1.5000e-004	0.5315

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

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.2801	0.0166	0.0000	0.6940
Unmitigated	0.2801	0.0166	0.0000	0.6940

On-Site Residential (Operations) - 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****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Mobile Home Park	1.38	0.2801	0.0166	0.0000	0.6940
Total		0.2801	0.0166	0.0000	0.6940

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Mobile Home Park	1.38	0.2801	0.0166	0.0000	0.6940
Total		0.2801	0.0166	0.0000	0.6940

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

On-Site Residential (Operations) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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

2005 BAU On-Site Residential (Operations) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2005 BAU On-Site Residential (Operations)

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Mobile Home Park	3.00	Dwelling Unit	0.38	3,600.00	9

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)	702.44	CH4 Intensity (lb/MWhr)	0.29	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2005 SCE Intensity Factors

Land Use -

Construction Phase - No new construction proposed

Area Mitigation -

Woodstoves - No woodstoves

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.29
tblProjectCharacteristics	CO2IntensityFactor	390.98	702.44
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.006
tblWoodstoves	NumberCatalytic	0.38	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

Unmitigated Construction

Mitigated Construction

[illegible]

2005 BAU On-Site Residential (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
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)
		Highest		

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	0.0209	1.4700e-003	0.0263	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	1.3360	1.3360	8.0000e-005	2.0000e-005	1.3452
Energy	3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	7.9392	7.9392	2.0900e-003	1.0000e-004	8.0205
Mobile	0.0286	0.0687	0.3350	4.3000e-004	0.0153	1.2600e-003	0.0166	4.1100e-003	1.1900e-003	5.3000e-003	0.0000	20.2539	20.2539	3.0100e-003	2.3800e-003	21.0384
Waste						0.0000	0.0000		0.0000	0.0000	0.2801	0.0000	0.2801	0.0166	0.0000	0.6940
Water						0.0000	0.0000		0.0000	0.0000	0.0620	0.4744	0.5364	6.5600e-003	1.5000e-004	0.7466
Total	0.0499	0.0727	0.3624	4.6000e-004	0.0153	1.6700e-003	0.0170	4.1100e-003	1.6000e-003	5.7100e-003	0.3421	30.0036	30.3457	0.0283	2.6500e-003	31.8447

2005 BAU On-Site Residential (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	0.0209	1.4700e-003	0.0263	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	1.3360	1.3360	8.0000e-005	2.0000e-005	1.3452
Energy	3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	7.9392	7.9392	2.0900e-003	1.0000e-004	8.0205
Mobile	0.0286	0.0687	0.3350	4.3000e-004	0.0153	1.2600e-003	0.0166	4.1100e-003	1.1900e-003	5.3000e-003	0.0000	20.2539	20.2539	3.0100e-003	2.3800e-003	21.0384
Waste						0.0000	0.0000		0.0000	0.0000	0.2801	0.0000	0.2801	0.0166	0.0000	0.6940
Water						0.0000	0.0000		0.0000	0.0000	0.0620	0.4744	0.5364	6.5600e-003	1.5000e-004	0.7466
Total	0.0499	0.0727	0.3624	4.6000e-004	0.0153	1.6700e-003	0.0170	4.1100e-003	1.6000e-003	5.7100e-003	0.3421	30.0036	30.3457	0.0283	2.6500e-003	31.8447

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2011	1/2/2011	5	0	

Acres of Grading (Site Preparation Phase): 0

2005 BAU On-Site Residential (Operations) - Tulare County, Annual

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: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Construction On-Site

[illegible]

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Construction On-Site

[illegible]

Mitigated Construction Off-Site

[illegible]

2005 BAU On-Site Residential (Operations) - Tulare County, Annual

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	0.0286	0.0687	0.3350	4.3000e-004	0.0153	1.2600e-003	0.0166	4.1100e-003	1.1900e-003	5.3000e-003	0.0000	20.2539	20.2539	3.0100e-003	2.3800e-003	21.0384
Unmitigated	0.0286	0.0687	0.3350	4.3000e-004	0.0153	1.2600e-003	0.0166	4.1100e-003	1.1900e-003	5.3000e-003	0.0000	20.2539	20.2539	3.0100e-003	2.3800e-003	21.0384

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Mobile Home Park	15.00	13.83	12.72	40,892	40,892
Total	15.00	13.83	12.72	40,892	40,892

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
Mobile Home Park	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Mobile Home Park	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

2005 BAU On-Site Residential (Operations) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	4.9345	4.9345	2.0400e-003	4.0000e-005	4.9980
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4.9345	4.9345	2.0400e-003	4.0000e-005	4.9980
NaturalGas Mitigated	3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0047	3.0047	6.0000e-005	6.0000e-005	3.0225
NaturalGas Unmitigated	3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0047	3.0047	6.0000e-005	6.0000e-005	3.0225

2005 BAU On-Site Residential (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					
Mobile Home Park	56305.5	3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0047	3.0047	6.0000e-005	6.0000e-005	3.0225
Total		3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0047	3.0047	6.0000e-005	6.0000e-005	3.0225

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					
Mobile Home Park	56305.5	3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0047	3.0047	6.0000e-005	6.0000e-005	3.0225
Total		3.0000e-004	2.5900e-003	1.1000e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	3.0047	3.0047	6.0000e-005	6.0000e-005	3.0225

2005 BAU On-Site Residential (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			
Mobile Home Park	15487.1	4.9345	2.0400e-003	4.0000e-005	4.9980
Total		4.9345	2.0400e-003	4.0000e-005	4.9980

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Mobile Home Park	15487.1	4.9345	2.0400e-003	4.0000e-005	4.9980
Total		4.9345	2.0400e-003	4.0000e-005	4.9980

6.0 Area Detail**6.1 Mitigation Measures Area**

2005 BAU On-Site Residential (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	0.0209	1.4700e-003	0.0263	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	1.3360	1.3360	8.0000e-005	2.0000e-005	1.3452
Unmitigated	0.0209	1.4700e-003	0.0263	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	1.3360	1.3360	8.0000e-005	2.0000e-005	1.3452

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	5.6300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0141					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.3000e-004	1.1200e-003	4.8000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2996	1.2996	2.0000e-005	2.0000e-005	1.3074
Landscaping	1.1200e-003	3.5000e-004	0.0258	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	0.0364	0.0364	6.0000e-005	0.0000	0.0378
Total	0.0209	1.4700e-003	0.0263	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	1.3360	1.3360	8.0000e-005	2.0000e-005	1.3452

2005 BAU On-Site Residential (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	5.6300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0141					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.3000e-004	1.1200e-003	4.8000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2996	1.2996	2.0000e-005	2.0000e-005	1.3074
Landscaping	1.1200e-003	3.5000e-004	0.0258	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	0.0364	0.0364	6.0000e-005	0.0000	0.0378
Total	0.0209	1.4700e-003	0.0263	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	1.3360	1.3360	8.0000e-005	2.0000e-005	1.3452

7.0 Water Detail**7.1 Mitigation Measures Water**

2005 BAU On-Site Residential (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	0.5364	6.5600e-003	1.5000e-004	0.7466
Unmitigated	0.5364	6.5600e-003	1.5000e-004	0.7466

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Mobile Home Park	0.195462 / 0.123226	0.5364	6.5600e-003	1.5000e-004	0.7466
Total		0.5364	6.5600e-003	1.5000e-004	0.7466

2005 BAU On-Site Residential (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			
Mobile Home Park	0.195462 / 0.123226	0.5364	6.5600e-003	1.5000e-004	0.7466
Total		0.5364	6.5600e-003	1.5000e-004	0.7466

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

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.2801	0.0166	0.0000	0.6940
Unmitigated	0.2801	0.0166	0.0000	0.6940

2005 BAU On-Site Residential (Operations) - 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****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Mobile Home Park	1.38	0.2801	0.0166	0.0000	0.6940
Total		0.2801	0.0166	0.0000	0.6940

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Mobile Home Park	1.38	0.2801	0.0166	0.0000	0.6940
Total		0.2801	0.0166	0.0000	0.6940

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

2005 BAU On-Site Residential (Operations) - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**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

8347 Ave 280 Improvements - Tulare County, Annual

8347 Ave 280 Improvements
Tulare County, Annual**1.0 Project Characteristics**

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	10.00	1000sqft	0.23	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Construction of a second access road/entry point into project site for Fire.

8347 Ave 280 Improvements - Tulare County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	NumDays	1.00	5.00
tblConstructionPhase	PhaseEndDate	9/17/2021	9/23/2021
tblConstructionPhase	PhaseEndDate	2/11/2022	9/30/2021
tblConstructionPhase	PhaseEndDate	9/15/2021	9/21/2021
tblConstructionPhase	PhaseStartDate	9/16/2021	9/17/2021
tblConstructionPhase	PhaseStartDate	2/5/2022	9/24/2021
tblGrading	AcresOfGrading	2.50	0.50
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

8347 Ave 280 Improvements - Tulare County, Annual

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	6.1900e-003	0.0548	0.0502	9.0000e-005	3.1700e-003	2.6600e-003	5.8300e-003	1.3300e-003	2.4900e-003	3.8200e-003	0.0000	7.9298	7.9298	1.8800e-003	0.0000	7.9769
Maximum	6.1900e-003	0.0548	0.0502	9.0000e-005	3.1700e-003	2.6600e-003	5.8300e-003	1.3300e-003	2.4900e-003	3.8200e-003	0.0000	7.9298	7.9298	1.8800e-003	0.0000	7.9769

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	6.1900e-003	0.0548	0.0502	9.0000e-005	3.1700e-003	2.6600e-003	5.8300e-003	1.3300e-003	2.4900e-003	3.8200e-003	0.0000	7.9298	7.9298	1.8800e-003	0.0000	7.9769
Maximum	6.1900e-003	0.0548	0.0502	9.0000e-005	3.1700e-003	2.6600e-003	5.8300e-003	1.3300e-003	2.4900e-003	3.8200e-003	0.0000	7.9298	7.9298	1.8800e-003	0.0000	7.9769

[illegible]

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	9-30-2021	0.0610	0.0610
		Highest	0.0610	0.0610

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	8.6000e-004	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
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
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	8.6000e-004	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

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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	8.6000e-004	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
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
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	8.6000e-004	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/15/2021	9/21/2021	5	5	
2	Grading	Grading	9/17/2021	9/23/2021	5	5	
3	Paving	Paving	9/24/2021	9/30/2021	5	5	

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Acres of Grading (Site Preparation Phase): 0.5**Acres of Grading (Grading Phase): 0****Acres of Paving: 0.23****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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3.2 Site Preparation - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6000e-003	0.0196	0.0101	2.0000e-005		7.5000e-004	7.5000e-004		6.9000e-004	6.9000e-004	0.0000	2.1377	2.1377	6.9000e-004	0.0000	2.1550
Total	1.6000e-003	0.0196	0.0101	2.0000e-005	2.7000e-004	7.5000e-004	1.0200e-003	3.0000e-005	6.9000e-004	7.2000e-004	0.0000	2.1377	2.1377	6.9000e-004	0.0000	2.1550

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.5000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1275	0.1275	0.0000	0.0000	0.1276
Total	8.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.5000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1275	0.1275	0.0000	0.0000	0.1276

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3.2 Site Preparation - 2021**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6000e-003	0.0196	0.0101	2.0000e-005		7.5000e-004	7.5000e-004		6.9000e-004	6.9000e-004	0.0000	2.1377	2.1377	6.9000e-004	0.0000	2.1550
Total	1.6000e-003	0.0196	0.0101	2.0000e-005	2.7000e-004	7.5000e-004	1.0200e-003	3.0000e-005	6.9000e-004	7.2000e-004	0.0000	2.1377	2.1377	6.9000e-004	0.0000	2.1550

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.5000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1275	0.1275	0.0000	0.0000	0.1276
Total	8.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.5000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1275	0.1275	0.0000	0.0000	0.1276

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3.3 Grading - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.8800e-003	0.0000	1.8800e-003	1.0300e-003	0.0000	1.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9900e-003	0.0181	0.0189	3.0000e-005		1.0200e-003	1.0200e-003		9.7000e-004	9.7000e-004	0.0000	2.6023	2.6023	4.8000e-004	0.0000	2.6145
Total	1.9900e-003	0.0181	0.0189	3.0000e-005	1.8800e-003	1.0200e-003	2.9000e-003	1.0300e-003	9.7000e-004	2.0000e-003	0.0000	2.6023	2.6023	4.8000e-004	0.0000	2.6145

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0400e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2550	0.2550	1.0000e-005	0.0000	0.2552
Total	1.5000e-004	1.0000e-004	1.0400e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2550	0.2550	1.0000e-005	0.0000	0.2552

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3.3 Grading - 2021**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					1.8800e-003	0.0000	1.8800e-003	1.0300e-003	0.0000	1.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9900e-003	0.0181	0.0189	3.0000e-005		1.0200e-003	1.0200e-003		9.7000e-004	9.7000e-004	0.0000	2.6023	2.6023	4.8000e-004	0.0000	2.6145
Total	1.9900e-003	0.0181	0.0189	3.0000e-005	1.8800e-003	1.0200e-003	2.9000e-003	1.0300e-003	9.7000e-004	2.0000e-003	0.0000	2.6023	2.6023	4.8000e-004	0.0000	2.6145

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0400e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2550	0.2550	1.0000e-005	0.0000	0.2552
Total	1.5000e-004	1.0000e-004	1.0400e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2550	0.2550	1.0000e-005	0.0000	0.2552

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3.4 Paving - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	3.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.1000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.8700e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4591	0.4591	1.0000e-005	0.0000	0.4594
Total	2.7000e-004	1.9000e-004	1.8700e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4591	0.4591	1.0000e-005	0.0000	0.4594

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3.4 Paving - 2021**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	3.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.1000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.8700e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4591	0.4591	1.0000e-005	0.0000	0.4594
Total	2.7000e-004	1.9000e-004	1.8700e-003	1.0000e-005	5.6000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4591	0.4591	1.0000e-005	0.0000	0.4594

4.0 Operational Detail - Mobile

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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
Other Asphalt Surfaces	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
Other Asphalt Surfaces	14.70	6.60	6.60	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
Other Asphalt Surfaces	0.516727	0.033517	0.172440	0.141085	0.022326	0.005434	0.020884	0.078233	0.001822	0.001311	0.004327	0.001132	0.000761

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

[illegible]

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5.2 Energy by Land Use - NaturalGas

Unmitigated

[illegible]

Mitigated

[illegible]

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

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	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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	ROG	NOx	CO	SO2	Fugitive 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	8.6000e-004	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Unmitigated	8.6000e-004	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.1000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Total	8.7000e-004	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

8347 Ave 280 Improvements - Tulare County, Annual

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.1000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Total	8.7000e-004	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

7.0 Water Detail**7.1 Mitigation Measures Water**

8347 Ave 280 Improvements - Tulare County, Annual

	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			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8347 Ave 280 Improvements - Tulare County, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	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**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

8347 Ave 280 Improvements - Tulare County, Annual

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	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

8347 Ave 280 Improvements - Tulare County, Annual

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

HEALTH RISK ASSESSMENT

**OLIVER CONCRETE BATCH PLANT PROJECT
VISALIA, TULARE COUNTY, CALIFORNIA**



May 2024

HEALTH RISK ASSESSMENT

OLIVER CONCRETE BATCH PLANT PROJECT VISALIA, TULARE COUNTY, CALIFORNIA

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May 2024

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LIST OF ABBREVIATIONS AND ACRONYMS

AAQS	ambient air quality standards
AB	Assembly Bill
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
APCD	Air Pollution Control District
AQMD	Air Quality Management District
Basin	San Joaquin Valley Basin
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CARB Handbook	<i>Air Quality and Land Use Handbook: A Community Health Perspective</i>
CEQA	California Environmental Quality Act
County	Tulare County
cy	cubic yards
DPM	diesel particulate matter
EMFAC2021	California Emissions Factor Model, Version 2021
EPA	United States Environmental Protection Agency
ft	foot/feet
GAMAQI	Guidance for Assessing and Mitigating Air Quality Impacts
HAP	hazardous air pollutant
HARP	Hotspots Analysis and Reporting Program
HI	Hazard Index
HP	horsepower
HRA	Health Risk Assessment
IARC	International Agency for Research on Cancer
MEI	maximally exposed individual
MICR	maximum individual cancer risk
NED	National Elevation Dataset
OEHHA	Office of Environmental Health Hazard Assessment
PM ₁₀	particulate matter less than 10 microns in size
PM _{2.5}	particulate matter less than 2.5 microns in size
project	Oliver Concrete Batch Plant Project

SB	Senate Bill
SJVAPCD	San Joaquin Valley Air Pollution Control District
SJVAPCD GAMAQI	<i>Guidance for Assessing and Mitigating Air Quality Impacts</i>
sf	square feet
TACs	toxic air contaminants
URF	unit risk factor
USC	United States Code

1.0 INTRODUCTION

LSA has prepared a Health Risk Assessment (HRA) for the proposed Oliver Concrete Batch Plant Project (project) in Tulare County, California. The proposed project is an update to an existing, non-conforming concrete batch plant that has been operating for 13 years. Current amenities and utilities will not be upgraded or changed; the principal change is a second access point on the west edge of the property to be installed to comply with Fire Department conditions. The project would be operational in 2024.

The proposed project is subject to SJVAPCD permitting requirements and will require an Authority to Construct/Permit to Operate from the SJVAPCD in compliance with SJVAPCD Rules 2010, Permits Required, and 2201, New and Modified Stationary Sources Review Rule, and will be subject to Best Available Control Technology (BACT) requirements as applicable and required by the SJVAPCD. Therefore, this analysis includes an evaluation of emissions from sources that will not be subject to permitting through the SJVAPCD, including offroad and mobile equipment.

An HRA is a process used to estimate the increased health risk levels for people living and/or working near a project that emits toxic air contaminants (TACs). An HRA combines the results of studies on the health effects of various animal and human exposure to TACs with the results of studies that estimate the exposure levels at different distances from the source of pollutants. The purpose of the HRA is to document the increased cancer and noncancer health risk levels from project-related emissions of TACs on existing nearby sensitive receptors.

The County of Tulare (County) recommends the preparation of an HRA in accordance with policies and procedures of the Office of Environmental Health Hazard Assessment (OEHHA) and the San Joaquin Valley Air Pollution Control District (SJVAPCD). This HRA evaluates risk consistent with these documents and in compliance with all applicable requirements.

1.1 BACKGROUND

This section provides a discussion of regulatory guidance from the California Air Resources Board (CARB), OEHHA, California Air Pollution Control Officers Association (CAPCOA), and SJVAPCD.

1.1.1 California Air Resources Board Handbook and Technical Advisory

CARB has developed an *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB Handbook) (CARB 2005) and the supplement *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: A Technical Advisory* (CARB 2017), that are intended to serve as general reference guides for evaluating and reducing air pollution impacts associated with new projects that are part of the land use decision-making process. According to the CARB Handbook, recent air pollution studies have shown an association between both respiratory and other noncancer health effects and proximity to high-traffic roadways. Other studies have shown that diesel exhaust and other cancer-causing chemicals emitted from cars and trucks are responsible for much of the overall cancer risk from airborne toxics in California. The CARB Handbook recommends that planning agencies recognize that the configuration of warehouse and distribution centers can reduce

population exposure and risk. For example, locating the main entry and exit points away from sensitive land uses helps to reduce cancer risks and other health impacts.

1.1.2 Office of Environmental Health and Hazard Assessment Guidelines

The OEHHA developed the *Air Toxics Hot Spots Program Guidance Manual* (OEHHA 2015) in conjunction with the CARB for use in implementing the Air Toxics Hot Spots Program (Assembly Bill [AB] 2588). The *Air Toxics Hot Spots Program Guidance Manual* describes health effect values, exposure pathway variates (e.g., breathing rates), and a tiered approach for performing HRAs based on current science and policy assessment. The intent of the Guidance Manual is to incorporate children's health concerns, update risk assessment practices, and provide consistent risk assessment procedures.

1.1.3 California Air Pollution Control Officers Association

In 2009, the CAPCOA published guidance (CAPCOA 2009) on assessing the health risk impacts from and to proposed land use projects (i.e., any development project that would site new receptors or would impact existing receptors), focusing on the acute, chronic, and cancer impacts of sources affected by the California Environmental Quality Act (CEQA). The document recommends procedures to identify when a project should undergo further risk evaluation, procedures for conducting an HRA, guidelines to engage the public, presentation guidelines for results from the HRA, and mitigation measures that may be appropriate for various land use projects.

1.1.4 San Joaquin Valley Air Pollution Control District

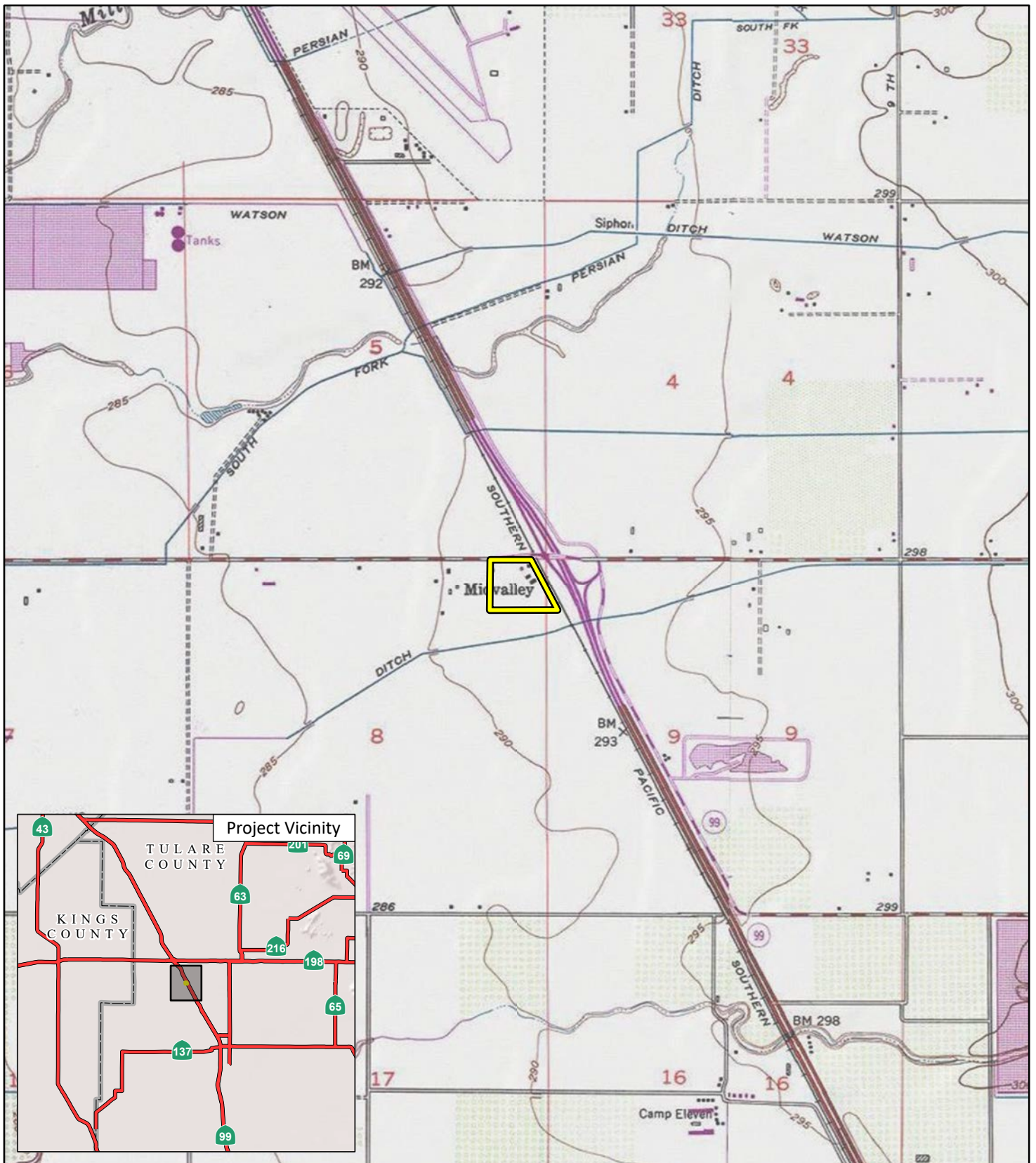
Toxic air emissions are regulated under the SJVAPCD's Integrated Air Toxic Program. This program integrates the State and federal requirements and is aimed at protecting public health. These guidelines incorporate the OEHHA guidance and the options to be selected when using the CARB's Hotspots Analysis and Reporting Program Version 2 (HARP2) for risk assessment calculations.

1.2 PROJECT LOCATION

The 13.25-acre project site is located at 8347 Avenue 280 in Tulare County, California. Figure 1 shows the project location and vicinity.

1.3 PROJECT DESCRIPTION

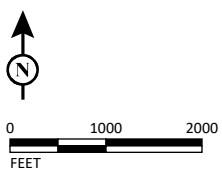
The project includes an existing, non-conforming concrete batch facility and beekeeping operation. The project site and surroundings have been under commercial, industrial, and agricultural use for over 13 years. The proposed project would require a change of zone to C-2 to allow the existing business to operate in conformance with the zoning code. In addition, the proposed project would include site improvements to the existing uses such as the addition of a 500 foot long, 20-foot-wide access road that will run along the western edge of the property. Figure 2 shows the existing site plan.



LSA

 Project Location

FIGURE 1



SOURCE: USGS 7.5' Quad - Goshen (1969), CA

I:\20241487\GIS\Pro\Oliver Concrete Batch Plant\Oliver Concrete Batch Plant.aprx (4/29/2024)

Oliver Concrete Batch Plant
Project Location



FIGURE 2

LSA



NOT TO SCALE

I:\20241487\G\Site_Plan.ai (5/7/2024)

Oliver Concrete Batch Plant
Site Plan

The new access road is designed to be a second point of access for emergency vehicles, per the conditions of approval established by the Fire Department. As a result, visits to the site for emergency purposes would occur infrequently, and not result in an addition of trips to the site beyond that of current conditions. Current operations are described below.

1.3.1 Oliver Concrete Company

Oliver Concrete Company is a ready-mix concrete supplier and specializes in all aspects of concrete as well as sand, gravel, and rock. Services include providing trucking aggregate and cement for concrete and asphalt to and from various production facilities and construction sites located in the Central Valley as well as southern California. Pneumatic and dump trucks leave the yard before 6:00 a.m. and return midafternoon, typically hauling to and from other facilities or construction job sites.

The three short-load trucks each do 3 to 5 trips per day from early to midafternoon, delivering in total 30-100 cubic yards of concrete per day, for a total of 9 to 15 truck trips per day. Sand and gravel are loaded with a wheel loader from storage piles, and cement is loaded from the portable silos located on site. Oliver Concrete specializes in the delivery of raw material, which amounts to approximately 30,000 tons per year. Fifty (50) cubic yards of concrete is produced a day on average, which is then loaded and delivered and mixed on site. One hundred twenty (120) cubic yards of concrete is the maximum output per day. There are two material piles located on site, approximately 5,000 square feet in area and 1,000 tons each, one located at the northeast and the second located at the southeast corner of the property. One thousand five hundred (1,500) gallons of diesel fuel is stored on site. Two buildings on the property are used for storage and maintenance. Oliver Concrete currently operates between 4:00 a.m. to 4:00 p.m. 6 days per week, with 10 employees who work during the same daily shift. Hours of operation may vary depending on work demand. Vehicles and equipment used on site for Oliver Concrete are as follows:

- 3 pneumatic trucks for trucking cement
- 6 dump trucks for hauling materials
- 3 volumetric (short load trucks)
- 1 wheel loader
- 1 bobcat loader/forklift
- 1 landscaping tractor
- 1 water truck
- 2 mobile/portable 30-ton silos for storing cement (15' tall)
- 1 mobile/ portable tilt up 40-ton silo for storing and loading cement (31' tall)

1.3.2 Huston-Ferguson Apiaries

Huston-Ferguson Apiaries has a beekeeping operation onsite for the collection of honey and other products the beehives produce. Due to the seasonal nature of beekeeping, the number of employees varies throughout the year. Between February to May there are typically 4 employees operating on the apiary. This operation would not change with implementation of the project. The employees will be included in the worker portion of this HRA.

1.4 SENSITIVE RECEPTORS IN THE PROJECT AREA

The site is predominantly surrounded by agricultural land and scattered rural residences, a private elementary school, and active dairy facilities. Visalia Municipal Airport is approximately one mile north of the Project site. Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. The nearest sensitive receptor is a single-family residence onsite near the project's gate. The nearest offsite sensitive receptor is a single-family residence to the west located within 75 feet of the proposed Project's western boundary. The nearest worker is at the Huston-Ferguson Apiaries.

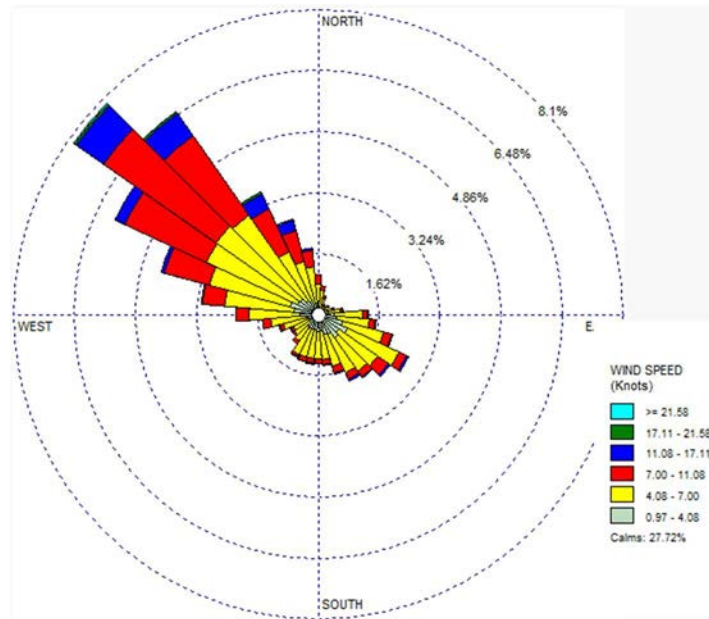
This HRA focuses on the potential health risks to the existing residents and workers following the CARB Handbook and Supplement and OEHHA, CAPCOA, and SJVAPCD guidance and recommendations. It examines the short-term and long-term potential health effects from emissions of TACs from project operations.

2.0 SETTING

The project site is in Tulare County, California, which is part of the San Joaquin Valley Basin (Basin) and is under the jurisdiction of the SJVAPCD.

2.1 CLIMATE/METEOROLOGY

Air quality in the project vicinity is not only affected by various emission sources (e.g., mobile and industry), but also by atmospheric conditions (e.g., wind speed, wind direction, temperature, and rainfall). The nearest representative meteorological station that provides the American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) ready meteorological data is the Visalia Muni Meteorological Station, about 30 miles west of the project site (SJVAPCD n.d.-b). Figure 3 shows the windrose¹ from data measured at this station and the wind patterns for the project area.



Source: SJVAPCD Meteorological Data Zip Files. Website: ww2.valleyair.org/permitting/air-dispersion-modeling/meteorological-data-zip-files/ (accessed May 2024).

Figure 3: Project Area Wind Patterns

2.2 TOXIC AIR CONTAMINANTS

The public's exposure to TACs is a significant environmental health issue in the State of California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to

¹ A windrose provides a succinct view of how wind speed and direction are typically distributed at a particular location. Presented in a circular format, the windrose shows the frequency of winds blowing from particular directions.

reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” (CARB n.d.-a) In addition, substances which have been listed as federal hazardous air pollutants (HAPs) pursuant to section 7412 of Title 42 of the United States Code are TACs under the State’s air toxics program pursuant to section 39657 (b) of the California Health and Safety Code. The CARB formally made this identification on April 8, 1993 (Title 17, California Code of Regulations, section 93001). Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act), AB 2588 (Air Toxics “Hot Spot” Information and Assessment Act of 1987), and Senate Bill (SB) 25 (Children’s Environmental Health Protection Act). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an “airborne toxics control measure” for sources that emit designated TACs. If there is a safe threshold for a substance for which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions.

Air toxics from stationary sources are also regulated in California under AB 2588. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the designated Air Quality Management District (AQMD) or Air Pollution Control District (APCD). High-priority facilities are required to perform an HRA and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

To date, the CARB has designated over 200 compounds as TACs (CARB n.d.-a). Additionally, the CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (diesel particulate matter [DPM]).

3.0 THRESHOLDS

3.1 HEALTH RISK ASSESSMENT THRESHOLDS OF SIGNIFICANCE

Both the State and federal governments have established health-based ambient air quality standards (AAQS) for seven air pollutants. For other air pollutants without defined significance standards, the definition of substantial pollutant concentrations varies. For TACs, “substantial” is taken to mean that the individual health risk exceeds a threshold considered to be a prudent risk management level.

The following limits for maximum individual cancer risk (MICR) and noncancer acute and chronic Hazard Index (HI) from project emissions of TACs are considered appropriate for use in determining the health risk for projects in the Basin:

- **MICR:** MICR is the estimated probability of a maximally exposed individual (MEI) contracting cancer as a result of exposure to TACs over a period of 70 years for adults and 9 years for children in residential locations, 350 days per year. The MICR calculations include multipathway consideration, when applicable.

The SJVAPCD's *Update to the District's Risk Management Policy to Address the OEHHA Revised Risk Assessment Guidance Document* states that emissions of TACs are considered significant if an HRA shows an increased risk of greater than 20 in 1 million (SJVAPCD 2015b). Thus, the cumulative increase in MICR that is the sum of the calculated MICR values for all TACs would be considered significant if it would result in an increased MICR greater than 20 in 1 million (2.0×10^{-5}) at any receptor location.

- **Chronic HI:** Chronic HI is the ratio of the estimated long-term level of exposure to a TAC for a potential MEI to its chronic reference exposure level. The chronic HI calculations include multipathway consideration, when applicable. The project would be considered significant if the cumulative increase in total chronic HI for any target organ system would exceed 1.0 at any receptor location.
- **Acute HI:** Acute HI is the ratio of the estimated maximum 1-hour concentration of a TAC for a potential MEI to its acute reference exposure level. The project would be considered significant if the cumulative increase in total acute HI for any target organ system would exceed 1.0 at any receptor location.

The SJVAPCD Governing Board first adopted thresholds for land use projects in 1995 in the *Guidance for Assessing and Mitigating Air Quality Impacts* (GAMAQI) (2015a). The GAMAQI was revised in 2002 and 2015 but retained the original health risk thresholds. The previous TAC threshold of 10 in 1 million was revised to 20 in 1 million with the update to the SJVAPCD Risk Management Policy effective July 1, 2015.

4.0 HEALTH RISK ASSESSMENT

4.1 GENERAL INFORMATION

For the purposes of an HRA, short-term emissions are of concern for analyzing acute health impacts, and long-term emissions are of concern for analyzing chronic and carcinogenic health impacts. A screening-level multipathway assessment has been conducted. This technique was chosen as recommended in the OEHHA *Air Toxic Hot Spots Program Guidance Manual* (2015). The analysis herein has been conducted in accordance with the guidelines in the SJVAPCD GAMAQI and the SJVAPCD Guidance for Air Dispersion Modeling (SJVAPCD 2006).

This HRA has been conducted using four models:

- **EMFAC2021:** The CARB California Emissions Factor Model, Version 2021 (EMFAC2021) (CARB n.d.-d) for vehicle emissions factors and percentages of fuel type within the overall vehicle fleet.
- **CalEEMod:** The California Air Pollution Control Officers Association (CAPCOA) California Emissions Estimator Model, Version 2022.1 (CalEEMod) (CAPCOA n.d.) computer program was used to calculate emissions from on-site construction equipment using the OFFROAD component within the CalEEMod model.
- **AERMOD:** The United States Environmental Protection Agency (EPA) AERMOD (EPA n.d.-a) to determine how the TACs would move through the atmosphere after release from sources near the project site.
- **HARP:** Model to translate the pollutant concentrations from AERMOD into individual health risks to nearby residents and workers to the project (CARB n.d.-b).

This HRA includes analyzing the inhalation, soil ingestion, dermal, mother's milk, and homegrown produce pathways. This technique was chosen as prescribed in SJVAPCD's APR-1906 Framework for Performing Health Risk Assessments (2018).

The OEHHA has determined that long-term exposure to diesel exhaust particulates poses the highest cancer risk of any TAC it has evaluated. Exposure to diesel exhaust can also have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles (also known as DPM) made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks. For risk assessment procedures, the OEHHA specifies that the surrogate for whole diesel exhaust is DPM.

This HRA is a conservative estimate of potential off-site risk due primarily to the following three factors:

1. The CARB-adopted diesel exhaust unit risk factor (URF) of 300 in 1 million micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) is based on the upper 95th percentile of estimated risk for each of the epidemiological studies used to develop the URF. Therefore, the risk factor is already representative of the conservative risk posed by DPM.
2. The risk estimates assume sensitive residence receptors would be subject to DPM for 24 hours per day, 350 days per year. As a conservative measure, SJVAPCD does not recognize indoor adjustments for residents. However, typically people spend the majority of their time indoors versus remaining outdoors for 24 hours per day, 350 days per year.¹ Therefore, the actual exposure any person would experience would be less than considered in this analysis. This results in much lower actual health risk levels than are presented in this analysis.
3. The exposure to DPM is assumed to be constant for the given period analyzed (i.e., 70 years). However, emissions from DPM are expected to substantially decrease in the future with the implementation of standard regulatory requirements and technological advancement to reduce DPM. Therefore, the health risk levels from these future vehicles would be less than presented in this analysis.

Improvements over the last 20 years to diesel fuel and diesel engines have resulted in lower emissions of some of these TACs (CARB 2019). These improvements resulted in a 75 percent reduction in particle emissions from diesel-powered trucks and other equipment in 2010 and an 85 percent reduction by 2020 compared to 2000 levels (OEHHA 2001). These improvements are anticipated to continue into the foreseeable future. Electric trucks are also on the horizon and, once in use, would eliminate the emissions of DPM.

4.1.1 Emission Sources

The first step of an HRA is to characterize the project-related emissions of TACs. As identified in the Project Description, it is estimated that the facility would have approximately of 9 to 15 truck trips per day. Concrete operations include a variety of equipment listed in the Project Description, all located on site. Based on the operational statement, the proposed project would have a maximum number of 10 employees in total for project operations. Thus, the proposed project would generate a total of 25 daily trips, with up to 15 truck trips per day. The trucks would access the site by Avenue 280.

While the TAC emissions from gasoline-powered vehicles have a small health effect compared to DPM, this HRA includes both gasoline- and diesel-powered vehicle emissions. This HRA also assumes that all onsite concrete processing equipment are diesel-powered. For the diesel exhaust emissions, it is sufficient to only consider the DPM (particulate matter less than 10 microns in diameter [PM_{10}] and particulate matter less than 2.5 microns in diameter [$\text{PM}_{2.5}$]) portions of the exhaust. All the

¹ In May 1991, the CARB Research Division, in association with the University of California, Berkeley, published research findings titled *Activity Patterns of California Residents* (CARB 1991). The findings of that study indicate that, on average, adults and adolescents in California spent almost 15 hours per day inside their homes and 6 hours in other indoor locations, for a total of 21 hours (87 percent of the day). About 2 hours per day were spent in transit, and just over 1 hour per day was spent in outdoor locations.

TACs for the gasoline exhaust emissions are contained in the reactive organic gas (ROG) emissions. Using speciation data from CARB, the emission rates of the TAC components are derived from the total ROG emissions. This data is attached.

While it is expected that the truck and onsite equipment emissions rate will continue to reduce over time, an HRA only allows for a single emission rate to represent the entire 70-year exposure period. To be conservative, the use of emissions factors for the earliest year the proposed project could start operations (2024) was selected for this HRA. For instance, based on operations starting in 2024, using emissions factors for a 2059 vehicle fleet (the midpoint of the 70-year exposure period) could be used; however, as vehicle emissions are expected to be much lower by 2059, this would be less conservative.

4.1.2 Toxic Air Contaminant Air Dispersion Modeling

In order to assess the impact of TAC emissions on individuals who live and work near the proposed project, air dispersion modeling was performed using AERMOD. The model is provided by the EPA to estimate the pollutant concentrations associated with emissions sources in simple and complex terrain. The model was used to calculate the annual average and short-duration (e.g., 1-hour) TAC concentrations associated with emissions sources surrounding the project. Details of these inputs are shown in Appendix A.

A series of volume sources were used to represent vehicle activity for each direction on Avenue 280; it was assumed that an equal number of trucks would go each way. An additional series of volume sources were placed along the north side of the project site to represent the trucks driving to and from the concrete operations area. A large area source was placed covering the entire concrete operations area. Vertical (σ_z) dispersion parameters were developed by approximating mixing zone residence time and quantifying the initial vertical term as described in the EPA guidance.

The idling emissions of trucks queuing up at the concrete operations area were modeled as point sources. EMFAC2021 was used to determine the emissions factors of idling and operating diesel trucks to determine the total emissions of DPM. Additionally, an AERMOD area source was defined to encompass the entire concrete processing area. Emissions from the onsite concrete processing equipment, as determined by the CalEEMod modeling, were applied to this area source.

AERMOD requires additional input parameters, including local meteorology. Due to the model's sensitivity to individual parameters (e.g., wind speed, temperature, and direction), the EPA recommends that meteorological data used as input for dispersion models be selected on the basis of relative spatial and temporal conditions that exist in the area of concern. As such, 5 years of meteorological data from the SJVAPCD's Visalia Muni Meteorological Station (described in Section 2.1) were used to represent local weather conditions and prevailing winds.

The modeling analysis also considered the spatial distribution of each source in relation to the proposed site plan. Per SJVAPCD recommendation, the National Elevation Dataset (NED) data were used to assign actual elevations. Receptors were placed at the locations of all nearby sensitive receptors and in a polar grid radiating out from the project site to characterize the risk levels

throughout the proposed project area. Figure 4, AERMOD Modeling Setup, shows the locations of all emissions sources and receptors.

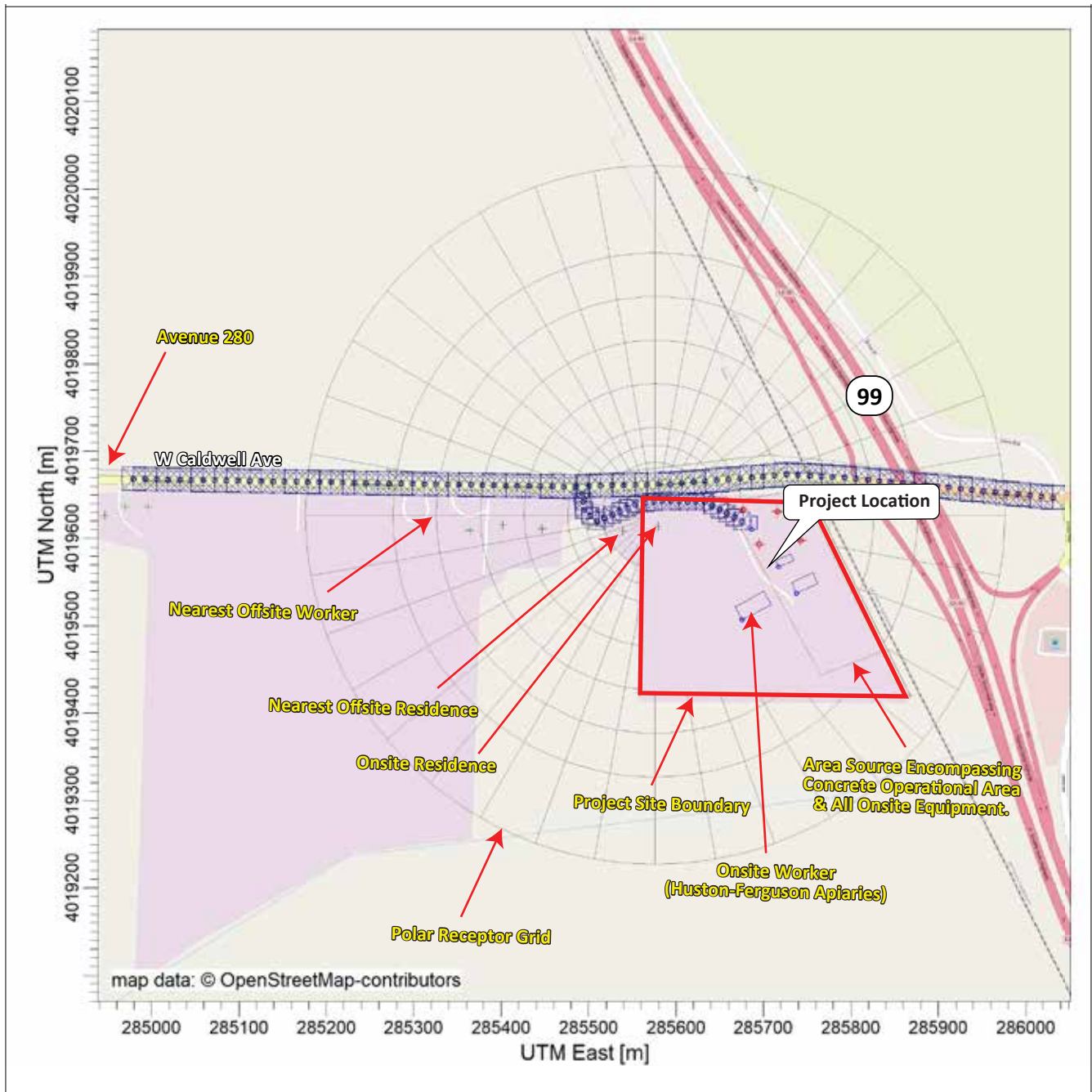
4.1.3 Hot Spots Analysis and Reporting Program Modeling

CARB's HARP Version 2 is a tool that assists with the programmatic requirements of the Air Toxics "Hot Spots" Program (AB 2588). HARP was used to translate the AERMOD results into long-term carcinogenic and chronic and short-term acute health risk levels following the guidance in the SJVAPCD risk assessment guidelines. These guidelines specify a minimum set of TAC pathways and HARP modeling options for the carcinogenic assessment. To estimate chronic non-cancer risks at residential receptors, the "OEHHA-Derived Method" risk calculation option was used. Following the OEHHA guidance, an 8-hour chronic non-cancer risk was calculated for residential receptors because the project would operate more than 8 hours per day and 5 days per week.

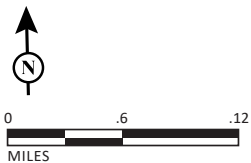
The dose-response relationship for a specific pollutant describes the association between exposure and the observed response (health effect). In other words, the relationship estimates how different levels of exposure to a pollutant change the likelihood and severity of health effects. The dose-response relationship (the response occurring with increasing doses) varies with each pollutant, individual sensitivity, and type of health effect. Combining the results of the emission characterization and dispersion modeling described above with the dose-response assessment gives an estimate of the increased health risk for an individual exposed to the maximum predicted long-term concentrations of TACs.

Discrete variants for daily breathing rates, exposure frequency, and exposure duration were obtained from relevant distribution profiles presented in the OEHHA guidance document entitled *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2015) and guidance from SJVAPCD. The risk calculation outputs are attached in Appendix B.

The long-term exposure periods are 70 years for residents. The residential period is based on the assumption that an adult stays outdoors at his or her residence 24 hours per day for 70 years and a child stays outdoors at his or her residence 24 hours per day from the third trimester for 9 years. Appendix A contains the HRA emissions worksheet and EMFAC data, and Appendix B contains select pages from the AERMOD output and the HARP report files for this HRA. Appendix A contains the HRA emissions worksheet and EMFAC data, and Appendix B contains select pages from the AERMOD output and the HARP report files for this HRA.



LSA



LEGEND

- Project Site
- AERMOD volume sources
- + - Truck Idling Locations
- + - AERMOD receptors

FIGURE 4

Oliver Concrete Batch Plant
AERMOD Modeling Layout

4.2 Health Risk Impacts

4.2.1 Acute Project-Related Emission Impacts

Exposure to TACs from vehicle and onsite equipment exhaust can result in immediate health effects. According to the EPA's *Learn About Impacts of Diesel Exhaust and the Diesel Emissions Reduction Act (DERA)* website (EPA n.d.-b), exposure to diesel exhaust can lead to serious health conditions like asthma and respiratory illnesses and can worsen existing heart and lung disease, especially in children and the elderly. According to the CARB's Overview: Diesel Exhaust & Health website (CARB n.d.-e), in 2012, additional studies on the cancer-causing potential of diesel exhaust published since CARB's determination led the International Agency for Research on Cancer (IARC, a division of the World Health Organization) to list diesel engine exhaust as "carcinogenic to humans". Emissions from gasoline-powered vehicles do contain TACs with short-term acute health effects.

The Acute Hazard Index is the ratio of the average short-term (generally 1-hour) ambient concentration of an acutely toxic substance(s) divided by the acute reference exposure level set by the OEHHA. This ratio is repeated for every acutely toxic substance, and all are summed to derive the overall Acute Hazard Index. If this Acute Hazard Index is above 1, then adverse health effects may occur. Using the modeling methods described above for the project, Table A shows the maximum acute health risks to residents and workers on and near to the proposed project.

Table A: Health Risk Levels for Residents and Workers On or Near the Project Site

Location	Maximum Cancer Risk	Maximum Noncancer Risk	
		Chronic HI	Acute HI
MEI Residential Risks	2.3 in 1 million	0.0004	0.001
MEI Worker Risks	0.1 in 1 million	0.0001	0.0003
SJVAPCD Significance Threshold	20 in 1 million	1.0	1.0
Significant?	No	No	No

Source: Compiled by LSA (May 2024).

HI = Hazard Index

SJVAPCD = San Joaquin Air Pollution Control District

MEI = maximally exposed individual

As shown in Table A, the Acute HI would be 0.001 or less for the residential MEI and 0.0003 or less for the worker MEI. Both are less than the threshold of 1.0. Acute impacts are a result of exposure to contaminant concentrations at extremely high levels. As demonstrated by the results of the analysis, air dispersion between the emission sources and the receptor locations would substantially limit contaminant concentrations to the extent that a significant acute risk would not occur.

4.2.2 Carcinogenic and Chronic Project-Related Emission Impacts

The carcinogenic and chronic health risks from the proposed project are also shown in Table A. The resident risk levels shown apply to a child living in a residence for 9 years and to an adult living in a residence for 70 years. For the residential MEI, which is the residence on the project site, the carcinogenic health risk level would be 2.3 in 1 million or less, which is less than the threshold of 20 in 1 million. Figure 5 shows the risk level isopleth for this residential assessment. For the MEI worker receptor, which is a worker at the Huston-Ferguson Apiaries on the project site, the maximum

cancer risk would be 0.1 in 1 million, also less than the threshold of 20 in 1 million. Figure 6 shows the risk level isopleth for this worker assessment.

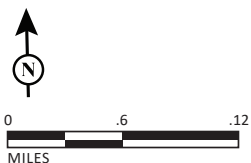
The Chronic HI for both would be 0.0004 and 0.0001 or less for the MEI resident and MEI worker, respectively. Both are less than the threshold of 1.0.

4.3 CONCLUSIONS

Neither child nor adult residents living on or near to the proposed project nor workers at workplaces on or near to the proposed project would be exposed to carcinogenic, Chronic HI, or Acute HI risks that exceed applicable significance thresholds. As described in Section 4.2, these health risk levels are based on conservative assumptions.



LSA



LEGEND

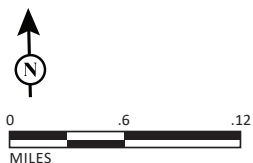
- Project Site
- ⊠ - AERMOD volume sources
- ⊕ - Truck Idling Locations
- + - AERMOD receptors

FIGURE 5

Oliver Concrete Batch Plant
70-Year Residential Cancer Isopleth



LSA



LEGEND

- Project Site
- ⊠ - AERMOD volume sources
- ⊕ - Truck Idling Locations
- + - AERMOD receptors

FIGURE 6

Oliver Concrete Batch Plant
25-Year Worker Cancer Isopleth

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APPENDIX A

EMISSION FACTORS FOR VEHICLES AND HEALTH RISK ASSESSMENT EMISSION RATES

Oliver Concrete Batch Plant Project

Facility	Hour per day	Trucks per day ¹	Trips per Hour	Diesel Idle Exhaust PM ₁₀ (gm/vh-hr) ²	Diesel Idle Exhaust PM _{2.5} (gm/vh-hr) ²	Idle Time (min/trip) ³	Idle Exhaust Diesel PM ₁₀ (gm/hr)	Idle Exhaust Diesel PM _{2.5} (gm/hr)
2 & 3 Axle Trucks	12	4	0.3	0.7983	0.7638	15	0.0665	0.0636
4+-Axle Trucks	12	4	0.3	0.0230	0.0220	15	0.0017	0.0016

Number of Sources	Diesel PM10 lb/hr	Diesel PM10 lb/yr	Diesel PM2.5 lb/hr	Diesel PM2.5 lb/yr
4	3.8E-05	0.1648	3.6E-05	0.1576

¹ AADT from Draft Initial Study and Mitigated Negative Declaration (County of Tulare 2022). Note that each truck delivery comprises two trips, one to arrive and one to leave. Assumed trucks were evenly split between the two truck types.

² Source: EMFAC2021 2024 idling emission factors for 2 axle & 3 axle trucks using the EMFAC2021 "Truck 1" emissions factors and 4+ axle trucks using the EMFAC2021 "Truck 2" emissions factors

³ It is assumed that each truck idles for 15 minute per trip to account for multiple stops, i.e. at an entry check-in, positioning, and miscellaneous tasks.

Oliver Concrete Batch Plant Project

Onsite travel traffic		AADT by Vehicle Category ¹							
		LDV ²	2-Axle ³	3-Axle ³	4+-Axle ⁴				
		10	4	4	7				
Average Speed	% of Vehicles That Are Diesel-Powered ⁶								
	0.2%	11%	11%	98%					
	Diesel Exhaust PM10 & PM2.5 Emissions at 5 mph (g/mi) ⁷								
	PM ₁₀	0.0653	0.1214	1.21E-01	2.15E-02				
	PM _{2.5}	0.0625	0.1161	1.16E-01	2.05E-02				
Total distance covered by Onsite travel sources	% of Vehicles That Are Gasoline-Powered ⁶								
	95%	83%	83%	0.00%					
	Gasoline Exhaust ROG Emissions at 5 mph (g/mi) ⁷								
	ROG	0.374	5.18E-01	5.18E-01	1.56E-01				
	PM ₁₀ , PM _{2.5} & ROG Exhaust Emissions (g/s)								
116 meters	PM ₁₀	1.01E-09	4.47E-08	4.47E-08	1.23E-07	13	1.6E-08	1.3E-07	0.0011
	PM _{2.5}	9.69E-10	4.27E-08	4.27E-08	1.18E-07	13	1.6E-08	1.2E-07	0.0011
	ROG	2.96E-06	1.43E-06	1.43E-06	4.46E-11	13	4.5E-07	3.6E-06	0.0312

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	1.14E-03	1.30E-07
PM2.5	--	1.09E-03	1.25E-07
1,3-butadiene	0.0055	1.71E-04	1.95E-08
benzene	0.02636	8.21E-04	9.37E-08
ethylbenzene	0.01072	3.34E-04	3.81E-08
MEK	0.00019	5.92E-06	6.75E-10
naphthalene	0.00048	1.50E-05	1.71E-09
propylene	0.03127998	9.75E-04	1.11E-07
styrene	0.00126	3.93E-05	4.48E-09
toluene	0.05879998	1.83E-03	2.09E-07
m & p-xylene	0.03639998	1.13E-03	1.29E-07

¹ AADT from Draft Initial Study and Mitigated Negative Declaration (County of Tulare 2022).² LDV use the EMFAC2021 "Non-Truck" emissions factors³ 2 axle & 3 axle trucks use the EMFAC2021 "Truck 1" emissions factors⁴ 4+ axle trucks use the EMFAC2021 "Truck 2" emissions factors⁶ Source: EMFAC2021 VMT data⁷ Source: EMFAC2021 emission factors for 2024 (model year aggregate).

Oliver Concrete Batch Plant Project

Driveway traffic		AADT by Vehicle Category ¹			
		LDV ²	2-Axle ³	3-Axle ³	4+-Axle ⁴
		10	4	4	7
Average Speed	5 mph	% of Vehicles That Are Diesel-Powered ⁶			
		0.2%	11%	11%	98%
		Diesel Exhaust PM10 & PM2.5 Emissions at 5 mph (g/mi) ⁷			
		PM ₁₀	0.0653	0.1214	1.21E-01
Total distance covered by Driveway sources	PM _{2.5}	0.0625	0.1161	1.16E-01	2.05E-02
	ROG	% of Vehicles That Are Gasoline-Powered ⁶			
		95%	83%	83%	0.00%
		Gasoline Exhaust ROG Emissions at 5 mph (g/mi) ⁷			
		0.374	5.18E-01	5.18E-01	1.56E-01
86 meters		PM ₁₀ , PM _{2.5} & ROG Exhaust Emissions (g/s)			

Number of Sources	Emission Rates per source		
	g/s	lb/hr	lb/yr
10	1.6E-08	1.3E-07	0.0011
10	1.5E-08	1.2E-07	0.0011
10	4.3E-07	3.4E-06	0.0302

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	1.11E-03	1.26E-07
PM2.5	--	1.06E-03	1.21E-07
1,3-butadiene	0.0055	1.66E-04	1.90E-08
benzene	0.02636	7.96E-04	9.08E-08
ethylbenzene	0.01072	3.24E-04	3.69E-08
MEK	0.00019	5.74E-06	6.55E-10
naphthalene	0.00048	1.45E-05	1.65E-09
propylene	0.03127998	9.45E-04	1.08E-07
styrene	0.00126	3.81E-05	4.34E-09
toluene	0.05879998	1.78E-03	2.03E-07
m & p-xylene	0.03639998	1.10E-03	1.25E-07

¹ AADT from Draft Initial Study and Mitigated Negative Declaration (County of Tulare 2022).² LDV use the EMFAC2021 "Non-Truck" emissions factors³ 2 axle & 3 axle trucks use the EMFAC2021 "Truck 1" emissions factors⁴ 4+ axle trucks use the EMFAC2021 "Truck 2" emissions factors⁶ Source: EMFAC2021 VMT data⁷ Source: EMFAC2021 emission factors for 2024 (model year aggregate).

Oliver Concrete Batch Plant Project

From Project Drwy west on Avenue 280		AADT by Vehicle Category ¹				% of Vehicles on this route 50%			
		LDV ²	2-Axle ³	3-Axle ⁴	4+-Axle ⁵				
		5	2	2	4				
		% of Vehicles That Are Diesel-Powered ⁶							
Average Speed 35 mph	Diesel Exhaust PM10 & PM2.5 Emissions at Speed mph (g/mi) ⁷								
	PM ₁₀	0.0182	0.0382	3.82E-02	8.63E-03				
	PM _{2.5}	0.0174	0.0366	3.66E-02	8.26E-03				
	% of Vehicles That Are Gasoline-Powered ⁶								
Total distance covered by these sources	Gasoline Exhaust ROG Emissions at 35 mph (g/mi) ⁷					Number			
	ROG	0.031	1.71E-01	1.71E-01	1.41E-02	of	Emission Rates per source		
	PM ₁₀ , PM _{2.5} & ROG Exhaust Emissions (g/s)					Sources	g/s	lb/hr	lb/yr
	506 meters	PM ₁₀	6.18E-10	3.07E-08	3.07E-08	1.08E-07	39	4.4E-09	3.5E-08
PM _{2.5}		5.91E-10	2.94E-08	2.94E-08	1.04E-07	39	4.2E-09	3.3E-08	0.0003
ROG		5.40E-07	1.03E-06	1.03E-06	8.79E-12	39	6.7E-08	5.3E-07	0.0047

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	3.04E-04	3.47E-08
PM2.5	--	2.91E-04	3.32E-08
1,3-butadiene	0.0055	2.56E-05	2.92E-09
benzene	0.02636	1.23E-04	1.40E-08
ethylbenzene	0.01072	4.99E-05	5.69E-09
MEK	0.00019	8.84E-07	1.01E-10
naphthalene	0.00048	2.23E-06	2.55E-10
propylene	0.03127998	1.46E-04	1.66E-08
styrene	0.00126	5.86E-06	6.69E-10
toluene	0.05879998	2.74E-04	3.12E-08
m & p-xylene	0.03639998	1.69E-04	1.93E-08

¹ AADT from Draft Initial Study and Mitigated Negative Declaration (County of Tulare 2022).² LDV use the EMFAC2021 "Non-Truck" emissions factors³ 2 axle & 3 axle trucks use the EMFAC2021 "Truck 1" emissions factors⁴ 4+ axle trucks use the EMFAC2021 "Truck 2" emissions factors⁶ Source: EMFAC2021 VMT data⁷ Source: EMFAC2021 emission factors for 2024 (model year aggregate).

Oliver Concrete Batch Plant Project

From Project Drwy east on Avenue 280		AADT by Vehicle Category ¹				% of Vehicles on this route 50%			
		LDV ²	2-Axle ³	3-Axle ⁴	4+-Axle ⁵				
		5	2	2	4				
		% of Vehicles That Are Diesel-Powered ⁶							
Average Speed 35 mph									
	Diesel Exhaust PM10 & PM2.5 Emissions at Speed mph (g/mi) ⁷								
	PM ₁₀	0.0182	0.0382	3.82E-02	8.63E-03				
	PM _{2.5}	0.0174	0.0366	3.66E-02	8.26E-03				
Total distance covered by these sources	% of Vehicles That Are Gasoline-Powered ⁶								
	95%	83%	83%	0.00%					
	Gasoline Exhaust ROG Emissions at 35 mph (g/mi) ⁷					Number			
	ROG	0.031	1.71E-01	1.71E-01	1.41E-02 <th>of</th> <th colspan="3">Emission Rates per source</th>	of	Emission Rates per source		
		PM ₁₀ , PM _{2.5} & ROG Exhaust Emissions (g/s)				Sources	g/s	lb/hr	lb/yr
533 meters	PM ₁₀	6.50E-10	3.24E-08	3.24E-08	1.14E-07	41	4.4E-09	3.5E-08	0.0003
	PM _{2.5}	6.22E-10	3.10E-08	3.10E-08	1.09E-07	41	4.2E-09	3.3E-08	0.0003
	ROG	5.68E-07	1.09E-06	1.09E-06	9.25E-12	41	6.7E-08	5.3E-07	0.0047

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	3.04E-04	3.47E-08
PM2.5	--	2.91E-04	3.32E-08
1,3-butadiene	0.0055	2.56E-05	2.92E-09
benzene	0.02636	1.23E-04	1.40E-08
ethylbenzene	0.01072	5.00E-05	5.70E-09
MEK	0.00019	8.85E-07	1.01E-10
naphthalene	0.00048	2.24E-06	2.55E-10
propylene	0.03127998	1.46E-04	1.66E-08
styrene	0.00126	5.87E-06	6.70E-10
toluene	0.05879998	2.74E-04	3.13E-08
m & p-xylene	0.03639998	1.70E-04	1.93E-08

¹ AADT from Draft Initial Study and Mitigated Negative Declaration (County of Tulare 2022).² LDV use the EMFAC2021 "Non-Truck" emissions factors³ 2 axle & 3 axle trucks use the EMFAC2021 "Truck 1" emissions factors⁴ 4+ axle trucks use the EMFAC2021 "Truck 2" emissions factors⁶ Source: EMFAC2021 VMT data⁷ Source: EMFAC2021 emission factors for 2024 (model year aggregate).

Concrete Work Area Worksheet

Data from the Air Quality CalEEMod Modeling

Offroad Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Off-Highway Trucks	Diesel	Average	4	8	376	0.38
Dumpers/Tenders	Diesel	Average	6	8	16	0.38
Tractors/Loaders/Backhoes	Diesel	Average	4	8	84	0.37
Forklifts	Diesel	Average	1	8	82	0.20
Other Material Handling Equipment	Diesel	Average	3	8	93	0.40
			Max Daily (lb/day)		Annual (tons/year)	
Emissions Source	ROG	PM10E	PM2.5E	ROG	PM10E	PM2.5E
Off-Highway Trucks	1.56	0.39	0.36	0.20	0.05	0.05
Dumpers/Tenders	0.37	0.11	0.10	0.05	0.01	0.01
Tractors/Loaders/Backhoes	0.47	0.21	0.20	0.06	0.03	0.03
Forklifts	0.08	0.05	0.04	0.01	0.01	0.01
Other Material Handling Equipment	0.36	0.15	0.13	0.05	0.02	0.02

Concrete area size: 16,442.7 m²

Assumptions

Percent of Mobile traffic onsite: 10%
Operational hours per day: 12

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	8.65E-03	3.33E-05
PM2.5	--	7.96E-03	3.06E-05
1,3-butadiene	0.0055	1.25E-04	4.80E-07
benzene	0.02636	5.99E-04	2.30E-06
ethylbenzene	0.01072	2.43E-04	9.36E-07
MEK	0.00019	4.32E-06	1.66E-08
naphthalene	0.00048	1.09E-05	4.19E-08
propylene	0.03127998	7.10E-04	2.73E-06
styrene	0.00126	2.86E-05	1.10E-07
toluene	0.05879998	1.34E-03	5.14E-06
m & p-xylene	0.03639998	8.27E-04	3.18E-06

Region	Tulare (SJV)
Calendar Year	2024

Row Labels	Total_VMT
HHDT	746,360
Diesel	746,360
Electricity	1,735
Gasoline	37
Natural Gas	10,121
LDA	6,564,399
Diesel	11,427
Electricity	282,495
Gasoline	6,564,399
Plug-in Hybrid	199,393
LDT1	501,766
Diesel	158
Electricity	837
Gasoline	501,766
Plug-in Hybrid	798
LDT2	2,784,414
Diesel	7,851
Electricity	12,629
Gasoline	2,784,414
Plug-in Hybrid	24,379
LHDT1	285,636
Diesel	285,636
Electricity	1,110
Gasoline	252,436
LHDT2	99,890
Diesel	99,890
Electricity	272
Gasoline	37,536
MCY	45,554
Gasoline	45,554
MDV	2,813,741
Diesel	47,858
Electricity	14,087
Gasoline	2,813,741
Plug-in Hybrid	18,597
MH	8,334
Diesel	4,689
Gasoline	8,334
MHDT	189,979
Diesel	189,979
Electricity	571
Gasoline	18,095
Natural Gas	1,721
OBUS	7,163
Diesel	7,163
Electricity	20
Gasoline	5,486
Natural Gas	152
SBUS	10,879
Diesel	10,879
Electricity	44
Gasoline	7,273
Natural Gas	2,150
UBUS	10,715
Diesel	1,344
Electricity	48
Gasoline	4,217
Natural Gas	10,715

4+ Axle Trucks (HHDT)	
Dsl	98.43%
Electric	0.23%
Gasoline	0.00%
Natural Gas	1.33%

2 Axle & 3 Axle Trucks (LHDT1, LHDT2, MDV, MHDT)	
Dsl	11.05%
Electric	0.60%
Gasoline	83.09%

Non-Trucks (LDA, LDT1, LDT2, MCY)	
Dsl	0.19%
Electric	2.84%
Gasoline	94.83%
Natural Gas	2.15%

sub_area	Tulare (SVJ)
calendar_year	2024
season_month	Annual
process	IDLEX
fuel	Dsl

Max of emission_rate	Column Labels	
Row Labels	2 Axle & 3 Axle Trucks	4+ axle trucks
PM10	0.798	0.023
(blank)	0.798	0.023
PM2_5	0.764	0.022
(blank)	0.764	0.022

sub_area	Tulare (SJV)
calendar_year	2024
season_month	Annual
process	RUNEX
fuel	Dsl

Max of emission_rate	Column Labels		
Row Labels	NonTruck	2 Axle & 3 Axle Trucks	4+ axle trucks
PM10	0.06533	0.12138	0.02146
5	0.06533	0.12138	0.02146
35	0.01824	0.03822	0.00863
PM2_5	0.06250	0.11612	0.02053
5	0.06250	0.11612	0.02053
35	0.01745	0.03657	0.00826
ROG	0.37433	0.51801	0.15637
5	0.37433	0.51801	0.15637
35	0.03127	0.17109	0.01412

APPENDIX B

AERMOD OUTPUT AND HARP RESULTS

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** MODEL SETUP OPTIONS SUMMARY ***

** Model Options Selected:

- * Model Uses Regulatory DEFAULT Options
- * Model Is Setup For Calculation of Average CONCentration Values.
- * NO GAS DEPOSITION Data Provided.
- * NO PARTICLE DEPOSITION Data Provided.
- * Model Uses NO DRY DEPLETION. DDPLETE = F
- * Model Uses NO WET DEPLETION. WETDPLT = F
- * Stack-tip Downwash.
- * Model Accounts for ELEvated Terrain Effects.
- * Use Calms Processing Routine.
- * Use Missing Data Processing Routine.
- * No Exponential Decay.
- * Model Uses URBAN Dispersion Algorithm for the SBL for 108 Source(s),
for Total of 1 Urban Area(s):
Urban Population = 1000.0 ; Urban Roughness Length = 1.000 m
- * Urban Roughness Length of 1.0 Meter Used.
- * ADJ_U* - Use ADJ_U* option for SBL in AERMET
- * CCVR_Sub - Meteorological data includes CCVR substitutions
- * TEMP_Sub - Meteorological data includes TEMP substitutions
- * Model Accepts FLAGPOLE Receptor . Heights.
- * The User Specified a Pollutant Type of: TOXICS

**Model Calculates 1 Short Term Average(s) of: 1-HR
and Calculates PERIOD Averages

**This Run Includes: 108 Source(s); 109 Source Group(s); and 241 Receptor(s)

with: 4 POINT(s), including
0 POINTCAP(s) and 0 POINTHOR(s)
and: 103 VOLUME source(s)
and: 1 AREA type source(s)
and: 0 LINE source(s)
and: 0 RLINE/RLINEXT source(s)
and: 0 OPENPIT source(s)
and: 0 BUOYANT LINE source(s) with a total of 0 line(s)
and: 0 SWPOINT source(s)

**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date: 21112

**Output Options Selected:

Model Outputs Tables of PERIOD Averages by Receptor
Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
m for Missing Hours
b for Both Calm and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 89.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07
Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 5.0 MB of RAM.

**Input Runstream File: aermod.inp
**Output Print File: aermod.out

**Detailed Error/Message File: 20241487.err
**File for Summary of Results: 20241487.sum

*** AERMOD - VERSION 23132 *** *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 *** ***

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** POINT SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	STACK HEIGHT (METERS)	STACK TEMP. (DEG.K)	STACK EXIT VEL. (M/SEC)	STACK DIAMETER (METERS)	BLDG EXISTS	URBAN SOURCE	CAP/ HOR	EMIS RATE SCALAR VARY BY
IDLE1	0	0.10000E+01	285716.2	4019630.9	88.2	3.80	366.00	50.00	0.10	NO	YES	NO	HRDOW
IDLE2	0	0.10000E+01	285676.9	4019633.0	88.1	3.80	366.00	50.00	0.10	YES	YES	NO	HRDOW
IDLE3	0	0.10000E+01	285742.6	4019597.7	88.6	3.80	366.00	50.00	0.10	YES	YES	NO	HRDOW
IDLE4	0	0.10000E+01	285695.2	4019593.7	88.2	3.80	366.00	50.00	0.10	YES	YES	NO	HRDOW

*** AERMOD - VERSION 23132 *** *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY	AIRCRAFT
ONSIT01	0	0.10000E+01	285675.4	4019619.8	88.1	3.11	4.49	2.89	YES	HRDOW	NO
ONSIT02	0	0.10000E+01	285666.9	4019624.3	88.0	3.11	4.49	2.89	YES	HRDOW	NO
ONSIT03	0	0.10000E+01	285658.4	4019628.9	88.0	3.11	4.49	2.89	YES	HRDOW	NO
ONSIT04	0	0.10000E+01	285649.9	4019633.4	88.0	3.11	4.49	2.89	YES	HRDOW	NO
ONSIT05	0	0.10000E+01	285641.3	4019638.0	88.0	3.11	4.49	2.89	YES	HRDOW	NO
ONSIT06	0	0.10000E+01	285632.7	4019641.9	88.2	3.11	4.49	2.89	YES	HRDOW	NO
ONSIT07	0	0.10000E+01	285623.0	4019642.1	88.2	3.11	4.49	2.89	YES	HRDOW	NO
ONSIT08	0	0.10000E+01	285613.3	4019642.3	88.2	3.11	4.49	2.89	YES	HRDOW	NO
ONSIT09	0	0.10000E+01	285603.7	4019642.5	88.3	3.11	4.49	2.89	YES	HRDOW	NO
ONSIT10	0	0.10000E+01	285594.0	4019642.7	88.3	3.11	4.49	2.89	YES	HRDOW	NO
ONSIT11	0	0.10000E+01	285584.4	4019642.9	88.3	3.11	4.49	2.89	YES	HRDOW	NO
ONSIT12	0	0.10000E+01	285574.8	4019641.9	88.2	3.11	4.49	2.89	YES	HRDOW	NO
ONSIT13	0	0.10000E+01	285565.2	4019640.7	88.1	3.11	4.49	2.89	YES	HRDOW	NO
DRVW01	0	0.10000E+01	285553.4	4019638.9	88.0	3.11	4.49	2.89	YES	HRDOW	NO
DRVW02	0	0.10000E+01	285544.5	4019635.0	87.9	3.11	4.49	2.89	YES	HRDOW	NO
DRVW03	0	0.10000E+01	285535.7	4019631.0	87.9	3.11	4.49	2.89	YES	HRDOW	NO
DRVW04	0	0.10000E+01	285526.9	4019627.1	87.9	3.11	4.49	2.89	YES	HRDOW	NO
DRVW05	0	0.10000E+01	285518.1	4019623.2	88.0	3.11	4.49	2.89	YES	HRDOW	NO
DRVW06	0	0.10000E+01	285509.4	4019620.1	88.1	3.11	4.49	2.89	YES	HRDOW	NO
DRVW07	0	0.10000E+01	285501.8	4019626.1	88.2	3.11	4.49	2.89	YES	HRDOW	NO
DRVW08	0	0.10000E+01	285494.7	4019632.4	88.2	3.11	4.49	2.89	YES	HRDOW	NO
DRVW09	0	0.10000E+01	285493.5	4019641.9	88.2	3.11	4.49	2.89	YES	HRDOW	NO
DRVW10	0	0.10000E+01	285492.3	4019651.5	88.1	3.11	4.49	2.89	YES	HRDOW	NO
280E_01	0	0.10000E+01	285500.4	4019660.3	88.0	3.11	6.19	2.89	YES	HRDOW	NO
280E_02	0	0.10000E+01	285513.7	4019660.6	88.2	3.11	6.19	2.89	YES	HRDOW	NO
280E_03	0	0.10000E+01	285527.0	4019660.9	88.4	3.11	6.19	2.89	YES	HRDOW	NO
280E_04	0	0.10000E+01	285540.4	4019661.2	88.6	3.11	6.19	2.89	YES	HRDOW	NO
280E_05	0	0.10000E+01	285553.7	4019661.4	88.9	3.11	6.19	2.89	YES	HRDOW	NO
280E_06	0	0.10000E+01	285567.0	4019661.7	89.2	3.11	6.19	2.89	YES	HRDOW	NO
280E_07	0	0.10000E+01	285580.3	4019662.0	89.6	3.11	6.19	2.89	YES	HRDOW	NO
280E_08	0	0.10000E+01	285593.6	4019662.3	90.1	3.11	6.19	2.89	YES	HRDOW	NO
280E_09	0	0.10000E+01	285606.9	4019663.4	90.7	3.11	6.19	2.89	YES	HRDOW	NO
280E_10	0	0.10000E+01	285620.1	4019664.5	91.3	3.11	6.19	2.89	YES	HRDOW	NO
280E_11	0	0.10000E+01	285633.4	4019665.6	92.2	3.11	6.19	2.89	YES	HRDOW	NO
280E_12	0	0.10000E+01	285646.7	4019666.7	93.2	3.11	6.19	2.89	YES	HRDOW	NO
280E_13	0	0.10000E+01	285660.0	4019667.8	94.0	3.11	6.19	2.89	YES	HRDOW	NO
280E_14	0	0.10000E+01	285673.2	4019668.9	94.5	3.11	6.19	2.89	YES	HRDOW	NO
280E_15	0	0.10000E+01	285686.5	4019670.0	95.0	3.11	6.19	2.89	YES	HRDOW	NO
280E_16	0	0.10000E+01	285699.8	4019671.1	95.5	3.11	6.19	2.89	YES	HRDOW	NO
280E_17	0	0.10000E+01	285713.0	4019672.2	96.0	3.11	6.19	2.89	YES	HRDOW	NO

*** AERMOD - VERSION 23132 *** *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY	AIRCRAFT
280E_18	0	0.10000E+01	285726.3	4019673.3	96.0	3.11	6.19	2.89	YES	HRDOW	NO
280E_19	0	0.10000E+01	285739.6	4019672.7	92.1	3.11	6.19	2.89	YES	HRDOW	NO
280E_20	0	0.10000E+01	285752.9	4019671.9	89.0	3.11	6.19	2.89	YES	HRDOW	NO
280E_21	0	0.10000E+01	285766.2	4019671.2	90.8	3.11	6.19	2.89	YES	HRDOW	NO
280E_22	0	0.10000E+01	285779.5	4019670.4	95.8	3.11	6.19	2.89	YES	HRDOW	NO
280E_23	0	0.10000E+01	285792.8	4019669.7	97.8	3.11	6.19	2.89	YES	HRDOW	NO
280E_24	0	0.10000E+01	285806.0	4019668.6	97.9	3.11	6.19	2.89	YES	HRDOW	NO
280E_25	0	0.10000E+01	285819.3	4019667.3	97.8	3.11	6.19	2.89	YES	HRDOW	NO
280E_26	0	0.10000E+01	285832.5	4019666.1	97.1	3.11	6.19	2.89	YES	HRDOW	NO
280E_27	0	0.10000E+01	285845.8	4019664.8	94.0	3.11	6.19	2.89	YES	HRDOW	NO
280E_28	0	0.10000E+01	285859.1	4019663.5	89.6	3.11	6.19	2.89	YES	HRDOW	NO
280E_29	0	0.10000E+01	285872.3	4019662.2	89.3	3.11	6.19	2.89	YES	HRDOW	NO
280E_30	0	0.10000E+01	285885.6	4019660.9	89.4	3.11	6.19	2.89	YES	HRDOW	NO
280E_31	0	0.10000E+01	285898.8	4019659.7	90.2	3.11	6.19	2.89	YES	HRDOW	NO
280E_32	0	0.10000E+01	285912.1	4019658.4	93.4	3.11	6.19	2.89	YES	HRDOW	NO
280E_33	0	0.10000E+01	285925.3	4019657.1	93.9	3.11	6.19	2.89	YES	HRDOW	NO
280E_34	0	0.10000E+01	285938.6	4019655.8	93.2	3.11	6.19	2.89	YES	HRDOW	NO
280E_35	0	0.10000E+01	285951.8	4019654.5	92.4	3.11	6.19	2.89	YES	HRDOW	NO
280E_36	0	0.10000E+01	285965.1	4019653.2	91.8	3.11	6.19	2.89	YES	HRDOW	NO
280E_37	0	0.10000E+01	285978.3	4019652.0	91.3	3.11	6.19	2.89	YES	HRDOW	NO
280E_38	0	0.10000E+01	285991.6	4019650.7	90.9	3.11	6.19	2.89	YES	HRDOW	NO
280E_39	0	0.10000E+01	286004.8	4019649.4	90.6	3.11	6.19	2.89	YES	HRDOW	NO
280E_40	0	0.10000E+01	286018.1	4019648.1	90.2	3.11	6.19	2.89	YES	HRDOW	NO
280E_41	0	0.10000E+01	286031.3	4019646.8	89.9	3.11	6.19	2.89	YES	HRDOW	NO
280W_01	0	0.10000E+01	285485.1	4019659.3	87.9	3.11	6.19	2.89	YES	HRDOW	NO
280W_02	0	0.10000E+01	285471.8	4019659.5	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_03	0	0.10000E+01	285458.5	4019659.8	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_04	0	0.10000E+01	285445.1	4019660.0	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_05	0	0.10000E+01	285431.8	4019660.2	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_06	0	0.10000E+01	285418.5	4019660.5	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_07	0	0.10000E+01	285405.2	4019660.7	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_08	0	0.10000E+01	285391.9	4019661.0	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_09	0	0.10000E+01	285378.6	4019661.2	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_10	0	0.10000E+01	285365.3	4019661.4	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_11	0	0.10000E+01	285352.0	4019661.7	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_12	0	0.10000E+01	285338.6	4019661.9	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_13	0	0.10000E+01	285325.3	4019662.1	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_14	0	0.10000E+01	285312.0	4019662.4	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_15	0	0.10000E+01	285298.7	4019662.6	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_16	0	0.10000E+01	285285.4	4019662.9	87.8	3.11	6.19	2.89	YES	HRDOW	NO

*** AERMOD - VERSION 23132 *** *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY	AIRCRAFT
280W_17	0	0.10000E+01	285272.1	4019663.1	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_18	0	0.10000E+01	285258.8	4019663.3	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_19	0	0.10000E+01	285245.5	4019663.6	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_20	0	0.10000E+01	285232.1	4019663.8	87.8	3.11	6.19	2.89	YES	HRDOW	NO
280W_21	0	0.10000E+01	285218.8	4019664.0	87.7	3.11	6.19	2.89	YES	HRDOW	NO
280W_22	0	0.10000E+01	285205.5	4019664.3	87.7	3.11	6.19	2.89	YES	HRDOW	NO
280W_23	0	0.10000E+01	285192.2	4019664.5	87.7	3.11	6.19	2.89	YES	HRDOW	NO
280W_24	0	0.10000E+01	285178.9	4019664.8	87.7	3.11	6.19	2.89	YES	HRDOW	NO
280W_25	0	0.10000E+01	285165.6	4019665.0	87.6	3.11	6.19	2.89	YES	HRDOW	NO
280W_26	0	0.10000E+01	285152.2	4019665.2	87.6	3.11	6.19	2.89	YES	HRDOW	NO
280W_27	0	0.10000E+01	285138.9	4019665.5	87.6	3.11	6.19	2.89	YES	HRDOW	NO
280W_28	0	0.10000E+01	285125.6	4019665.7	87.6	3.11	6.19	2.89	YES	HRDOW	NO
280W_29	0	0.10000E+01	285112.3	4019665.9	87.6	3.11	6.19	2.89	YES	HRDOW	NO
280W_30	0	0.10000E+01	285099.0	4019666.2	87.6	3.11	6.19	2.89	YES	HRDOW	NO
280W_31	0	0.10000E+01	285085.7	4019666.4	87.6	3.11	6.19	2.89	YES	HRDOW	NO
280W_32	0	0.10000E+01	285072.4	4019666.7	87.6	3.11	6.19	2.89	YES	HRDOW	NO
280W_33	0	0.10000E+01	285059.1	4019666.9	87.6	3.11	6.19	2.89	YES	HRDOW	NO
280W_34	0	0.10000E+01	285045.8	4019667.1	87.6	3.11	6.19	2.89	YES	HRDOW	NO
280W_35	0	0.10000E+01	285032.4	4019667.4	87.5	3.11	6.19	2.89	YES	HRDOW	NO
280W_36	0	0.10000E+01	285019.1	4019667.6	87.5	3.11	6.19	2.89	YES	HRDOW	NO
280W_37	0	0.10000E+01	285005.8	4019667.8	87.5	3.11	6.19	2.89	YES	HRDOW	NO
280W_38	0	0.10000E+01	284992.5	4019668.1	87.5	3.11	6.19	2.89	YES	HRDOW	NO
280W_39	0	0.10000E+01	284979.2	4019668.3	87.5	3.11	6.19	2.89	YES	HRDOW	NO

*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** AREAPOLY SOURCE DATA ***											
SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC /METER**2)	LOCATION OF AREA X Y (METERS) (METERS)		BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	NUMBER OF VERTS.	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY	AIRCRAFT
PAREA1	0	0.10000E+01	285656.3	4019644.4	88.4	1.00	4	1.00	YES	HRDOW	NO

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*** AERMET - VERSION 21112 *** ***

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*** MODELOPTs: RegDFault CONC ELEV FLGPOL URBAN ADJ_U*

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IDLE2

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	0.0,	0.0,	0.0,	0.0,	0.0,	2	0.0,	0.0,	0.0,	0.0,	0.0,
3	0.0,	0.0,	0.0,	0.0,	0.0,	4	0.0,	0.0,	0.0,	0.0,	0.0,
5	0.0,	0.0,	0.0,	0.0,	0.0,	6	0.0,	0.0,	0.0,	0.0,	0.0,
7	0.0,	0.0,	0.0,	0.0,	0.0,	8	0.0,	0.0,	0.0,	0.0,	0.0,
9	0.0,	0.0,	0.0,	0.0,	0.0,	10	0.0,	0.0,	0.0,	0.0,	0.0,
11	0.0,	0.0,	0.0,	0.0,	0.0,	12	0.0,	0.0,	0.0,	0.0,	0.0,
13	0.0,	0.0,	0.0,	0.0,	0.0,	14	0.0,	0.0,	0.0,	0.0,	0.0,
15	0.0,	0.0,	0.0,	0.0,	0.0,	16	0.0,	0.0,	0.0,	0.0,	0.0,
17	0.0,	0.0,	0.0,	0.0,	0.0,	18	0.0,	0.0,	0.0,	0.0,	0.0,
19	0.0,	0.0,	0.0,	0.0,	0.0,	20	0.0,	0.0,	0.0,	0.0,	0.0,
21	0.0,	0.0,	0.0,	0.0,	0.0,	22	0.0,	0.0,	0.0,	0.0,	0.0,
23	0.0,	0.0,	0.0,	0.0,	0.0,	24	0.0,	0.0,	0.0,	0.0,	0.0,
25	0.0,	0.0,	0.0,	0.0,	0.0,	26	0.0,	0.0,	0.0,	0.0,	0.0,
27	0.0,	0.0,	0.0,	0.0,	0.0,	28	0.0,	0.0,	0.0,	0.0,	0.0,
29	4.6,	15.6,	6.1,	-20.4,	9.5,	30	4.6,	15.4,	6.7,	-22.0,	6.4,
31	4.6,	14.8,	7.5,	-23.3,	3.0,	32	4.6,	13.7,	9.0,	-24.2,	-0.4,
33	4.6,	12.2,	11.6,	-25.2,	-3.8,	34	4.6,	10.4,	15.4,	-26.1,	-7.1,
35	0.0,	0.0,	0.0,	0.0,	0.0,	36	0.0,	0.0,	0.0,	0.0,	0.0,

SOURCE ID: IDLE3

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	13.7,	29.7,	16.4,	-55.4,	-13.0,	2	13.7,	28.5,	19.0,	-53.7,	-21.0,
3	9.1,	17.3,	13.4,	-35.4,	4.4,	4	9.1,	15.2,	17.9,	-38.0,	-0.7,
5	9.1,	12.7,	19.4,	-38.2,	-5.7,	6	0.0,	0.0,	0.0,	0.0,	0.0,
7	0.0,	0.0,	0.0,	0.0,	0.0,	8	0.0,	0.0,	0.0,	0.0,	0.0,
9	0.0,	0.0,	0.0,	0.0,	0.0,	10	0.0,	0.0,	0.0,	0.0,	0.0,
11	0.0,	0.0,	0.0,	0.0,	0.0,	12	0.0,	0.0,	0.0,	0.0,	0.0,
13	0.0,	0.0,	0.0,	0.0,	0.0,	14	0.0,	0.0,	0.0,	0.0,	0.0,
15	0.0,	0.0,	0.0,	0.0,	0.0,	16	0.0,	0.0,	0.0,	0.0,	0.0,
17	0.0,	0.0,	0.0,	0.0,	0.0,	18	0.0,	0.0,	0.0,	0.0,	0.0,
19	9.1,	19.8,	9.5,	20.7,	-14.0,	20	9.1,	18.9,	10.9,	22.1,	-9.3,
21	0.0,	0.0,	0.0,	0.0,	0.0,	22	0.0,	0.0,	0.0,	0.0,	0.0,
23	0.0,	0.0,	0.0,	0.0,	0.0,	24	0.0,	0.0,	0.0,	0.0,	0.0,
25	0.0,	0.0,	0.0,	0.0,	0.0,	26	0.0,	0.0,	0.0,	0.0,	0.0,
27	0.0,	0.0,	0.0,	0.0,	0.0,	28	0.0,	0.0,	0.0,	0.0,	0.0,
29	0.0,	0.0,	0.0,	0.0,	0.0,	30	0.0,	0.0,	0.0,	0.0,	0.0,
31	0.0,	0.0,	0.0,	0.0,	0.0,	32	0.0,	0.0,	0.0,	0.0,	0.0,
33	13.7,	27.9,	13.5,	-51.3,	20.4,	34	13.7,	27.9,	13.5,	-54.1,	12.3,
35	13.7,	29.4,	13.9,	-55.8,	3.9,	36	13.7,	30.0,	14.8,	-56.2,	-4.6,

SOURCE ID: IDLE4

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	0.0,	0.0,	0.0,	0.0,	0.0,	2	0.0,	0.0,	0.0,	0.0,	0.0,
3	0.0,	0.0,	0.0,	0.0,	0.0,	4	0.0,	0.0,	0.0,	0.0,	0.0,
5	0.0,	0.0,	0.0,	0.0,	0.0,	6	0.0,	0.0,	0.0,	0.0,	0.0,
7	0.0,	0.0,	0.0,	0.0,	0.0,	8	0.0,	0.0,	0.0,	0.0,	0.0,
9	0.0,	0.0,	0.0,	0.0,	0.0,	10	0.0,	0.0,	0.0,	0.0,	0.0,
11	0.0,	0.0,	0.0,	0.0,	0.0,	12	0.0,	0.0,	0.0,	0.0,	0.0,
13	0.0,	0.0,	0.0,	0.0,	0.0,	14	0.0,	0.0,	0.0,	0.0,	0.0,
15	4.6,	12.2,	11.6,	-29.6,	7.6,	16	4.6,	10.4,	15.4,	-32.5,	3.4,
17	4.6,	8.2,	14.7,	-32.3,	-1.0,	18	0.0,	0.0,	0.0,	0.0,	0.0,
19	0.0,	0.0,	0.0,	0.0,	0.0,	20	0.0,	0.0,	0.0,	0.0,	0.0,
21	0.0,	0.0,	0.0,	0.0,	0.0,	22	0.0,	0.0,	0.0,	0.0,	0.0,
23	0.0,	0.0,	0.0,	0.0,	0.0,	24	0.0,	0.0,	0.0,	0.0,	0.0,
25	0.0,	0.0,	0.0,	0.0,	0.0,	26	0.0,	0.0,	0.0,	0.0,	0.0,
27	0.0,	0.0,	0.0,	0.0,	0.0,	28	0.0,	0.0,	0.0,	0.0,	0.0,
29	9.1,	18.6,	11.3,	-39.5,	7.5,	30	13.7,	29.7,	16.4,	-75.6,	12.7,
31	13.7,	30.0,	14.8,	-76.0,	0.8,	32	13.7,	29.4,	13.9,	-74.6,	-11.1,
33	0.0,	0.0,	0.0,	0.0,	0.0,	34	0.0,	0.0,	0.0,	0.0,	0.0,
35	0.0,	0.0,	0.0,	0.0,	0.0,	36	0.0,	0.0,	0.0,	0.0,	0.0,

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*** AERMET - VERSION 21112 *** ***

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*** MODELOPTS: RegDFault CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK (HRDOW) *

SOURCE ID = PAREA1		; SOURCE TYPE = AREAPOLY :													
HRDOW	SCALAR	HRDOW	SCALAR	HRDOW	SCALAR	HRDOW	SCALAR	HRDOW	SCALAR	HRDOW	SCALAR	HRDOW	SCALAR	HRDOW	SCALAR
DAY OF WEEK = WEEKDAY															
1	.0000E+00	2	.0000E+00	3	.0000E+00	4	.1000E+01	5	.1000E+01	6	.1000E+01	7	.1000E+01	8	.1000E+01
9	.1000E+01	10	.1000E+01	11	.1000E+01	12	.1000E+01	13	.1000E+01	14	.1000E+01	15	.1000E+01	16	.1000E+01
17	.0000E+00	18	.0000E+00	19	.0000E+00	20	.0000E+00	21	.0000E+00	22	.0000E+00	23	.0000E+00	24	.0000E+00
DAY OF WEEK = SATURDAY															
1	.0000E+00	2	.0000E+00	3	.0000E+00	4	.1000E+01	5	.1000E+01	6	.1000E+01	7	.1000E+01	8	.1000E+01
9	.1000E+01	10	.1000E+01	11	.1000E+01	12	.1000E+01	13	.1000E+01	14	.1000E+01	15	.1000E+01	16	.1000E+01
17	.0000E+00	18	.0000E+00	19	.0000E+00	20	.0000E+00	21	.0000E+00	22	.0000E+00	23	.0000E+00	24	.0000E+00
DAY OF WEEK = SUNDAY															
1	.0000E+00	2	.0000E+00	3	.0000E+00	4	.0000E+00	5	.0000E+00	6	.0000E+00	7	.0000E+00	8	.0000E+00
9	.0000E+00	10	.0000E+00	11	.0000E+00	12	.0000E+00	13	.0000E+00	14	.0000E+00	15	.0000E+00	16	.0000E+00
17	.0000E+00	18	.0000E+00	19	.0000E+00	20	.0000E+00	21	.0000E+00	22	.0000E+00	23	.0000E+00	24	.0000E+00

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTS: RegDFault CONC ELEV FLGPOL URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(285576.1, 4019686.9, 87.5, 87.5, 1.8);	(285576.1, 4019706.9, 87.6, 87.6, 1.8);
(285576.1, 4019726.9, 87.6, 87.6, 1.8);	(285576.1, 4019776.9, 87.6, 87.6, 1.8);
(285576.1, 4019826.9, 87.6, 87.6, 1.8);	(285576.1, 4019876.9, 87.6, 87.6, 1.8);
(285576.1, 4019926.9, 87.6, 87.6, 1.8);	(285576.1, 4020026.9, 88.3, 88.3, 1.8);
(285586.5, 4019686.0, 87.5, 91.2, 1.8);	(285590.0, 4019705.7, 87.6, 87.6, 1.8);
(285593.5, 4019725.4, 87.6, 87.6, 1.8);	(285602.2, 4019774.7, 87.6, 87.6, 1.8);
(285610.8, 4019823.9, 87.7, 87.7, 1.8);	(285619.5, 4019873.1, 88.1, 88.1, 1.8);
(285628.2, 4019922.4, 88.5, 88.5, 1.8);	(285645.6, 4020020.9, 89.3, 89.3, 1.8);
(285596.6, 4019683.3, 87.6, 94.2, 1.8);	(285603.5, 4019702.1, 87.6, 93.7, 1.8);
(285610.3, 4019720.9, 87.6, 87.6, 1.8);	(285627.4, 4019767.9, 87.7, 87.7, 1.8);
(285644.5, 4019814.9, 87.9, 87.9, 1.8);	(285661.6, 4019861.9, 88.4, 88.4, 1.8);
(285678.7, 4019908.9, 89.1, 89.8, 1.8);	(285712.9, 4020002.8, 88.3, 88.3, 1.8);
(285606.1, 4019678.9, 87.8, 95.1, 1.8);	(285616.1, 4019696.2, 87.5, 95.5, 1.8);
(285626.1, 4019713.5, 87.6, 95.5, 1.8);	(285651.1, 4019756.8, 87.7, 87.7, 1.8);
(285676.1, 4019800.2, 88.1, 88.1, 1.8);	(285701.1, 4019843.5, 88.0, 92.6, 1.8);
(285726.1, 4019886.8, 89.5, 89.5, 1.8);	(285776.1, 4019973.4, 88.4, 88.4, 1.8);
(285614.7, 4019672.9, 89.6, 93.7, 1.8);	(285627.5, 4019688.2, 87.6, 96.3, 1.8);
(285640.4, 4019703.5, 87.6, 96.6, 1.8);	(285672.5, 4019741.9, 87.6, 96.6, 1.8);
(285704.7, 4019780.2, 88.5, 94.6, 1.8);	(285736.8, 4019818.5, 92.1, 92.6, 1.8);
(285769.0, 4019856.8, 89.8, 89.8, 1.8);	(285833.2, 4019933.4, 88.4, 88.4, 1.8);
(285622.1, 4019665.5, 91.5, 91.5, 1.8);	(285637.4, 4019678.4, 89.2, 96.1, 1.8);
(285652.7, 4019691.2, 87.6, 96.6, 1.8);	(285691.0, 4019723.4, 87.8, 96.6, 1.8);
(285729.3, 4019755.5, 88.3, 96.9, 1.8);	(285767.6, 4019787.6, 92.3, 95.4, 1.8);
(285805.9, 4019819.8, 89.8, 89.8, 1.8);	(285882.5, 4019884.1, 88.5, 88.5, 1.8);
(285628.1, 4019656.9, 91.4, 91.6, 1.8);	(285645.4, 4019666.9, 93.1, 93.1, 1.8);
(285662.7, 4019676.9, 91.8, 96.1, 1.8);	(285706.0, 4019701.9, 88.0, 97.8, 1.8);
(285749.3, 4019726.9, 88.1, 97.9, 1.8);	(285792.6, 4019751.9, 91.8, 97.2, 1.8);
(285835.9, 4019776.9, 89.6, 96.3, 1.8);	(285922.5, 4019826.9, 88.7, 88.7, 1.8);
(285632.5, 4019647.5, 88.6, 96.1, 1.8);	(285651.3, 4019654.3, 91.2, 95.8, 1.8);
(285670.1, 4019661.1, 93.5, 95.5, 1.8);	(285717.1, 4019678.2, 94.9, 96.6, 1.8);
(285764.1, 4019695.3, 88.5, 97.9, 1.8);	(285811.0, 4019712.5, 93.5, 97.9, 1.8);
(285858.0, 4019729.6, 89.6, 97.9, 1.8);	(285952.0, 4019763.8, 88.7, 88.7, 1.8);
(285723.8, 4019653.0, 91.9, 96.6, 1.8);	(285773.1, 4019661.7, 92.0, 97.9, 1.8);
(285822.3, 4019670.4, 97.6, 97.6, 1.8);	(285871.6, 4019679.0, 89.4, 97.9, 1.8);
(285970.0, 4019696.4, 88.8, 88.8, 1.8);	(285776.1, 4019626.9, 88.8, 97.9, 1.8);
(285826.1, 4019626.9, 94.8, 97.8, 1.8);	(285876.1, 4019626.9, 89.0, 97.9, 1.8);
(285976.1, 4019626.9, 88.7, 93.8, 1.8);	(285822.3, 4019583.5, 87.9, 97.9, 1.8);
(285871.6, 4019574.9, 93.5, 95.2, 1.8);	(285970.0, 4019557.5, 88.6, 88.6, 1.8);
(285811.0, 4019541.4, 88.7, 88.7, 1.8);	(285858.0, 4019524.3, 87.4, 96.6, 1.8);
(285952.0, 4019490.1, 89.5, 89.5, 1.8);	(285922.5, 4019426.9, 87.2, 87.2, 1.8);
(285882.5, 4019369.8, 88.4, 88.4, 1.8);	(285769.0, 4019397.1, 88.3, 88.3, 1.8);
(285833.2, 4019320.5, 88.3, 88.3, 1.8);	(285701.1, 4019410.4, 88.2, 88.2, 1.8);
(285726.1, 4019367.1, 88.2, 88.2, 1.8);	(285776.1, 4019280.5, 88.1, 88.1, 1.8);
(285661.6, 4019392.0, 88.1, 88.1, 1.8);	(285678.7, 4019345.0, 88.2, 88.2, 1.8);
(285712.9, 4019251.1, 88.0, 88.0, 1.8);	(285619.5, 4019380.8, 88.0, 88.0, 1.8);

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*** AERMET - VERSION 21112 ***

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*** MODELOPTS: RegDFault CONC ELEV FLGPOL URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(285628.2, 4019331.5, 88.1, 88.1, 1.8);	(285645.6, 4019233.0, 87.8, 87.8, 1.8);
(285576.1, 4019376.9, 88.0, 88.0, 1.8);	(285576.1, 4019326.9, 88.0, 88.0, 1.8);
(285576.1, 4019226.9, 87.9, 87.9, 1.8);	(285558.8, 4019528.5, 88.0, 88.0, 1.8);
(285550.1, 4019479.2, 88.0, 88.0, 1.8);	(285541.4, 4019430.0, 88.0, 88.0, 1.8);
(285532.7, 4019380.8, 87.9, 87.9, 1.8);	(285524.0, 4019331.5, 87.9, 87.9, 1.8);
(285506.7, 4019233.0, 87.8, 87.8, 1.8);	(285555.6, 4019570.6, 87.8, 87.8, 1.8);
(285548.8, 4019551.8, 87.9, 87.9, 1.8);	(285541.9, 4019533.0, 87.9, 87.9, 1.8);
(285524.8, 4019486.0, 87.9, 87.9, 1.8);	(285507.7, 4019439.0, 87.8, 87.8, 1.8);
(285490.6, 4019392.0, 87.8, 87.8, 1.8);	(285473.5, 4019345.0, 87.8, 87.8, 1.8);
(285439.3, 4019251.1, 87.8, 87.8, 1.8);	(285546.1, 4019575.0, 87.9, 87.9, 1.8);
(285536.1, 4019557.7, 87.9, 87.9, 1.8);	(285526.1, 4019540.3, 87.9, 87.9, 1.8);
(285501.1, 4019497.0, 87.8, 87.8, 1.8);	(285476.1, 4019453.7, 87.8, 87.8, 1.8);
(285451.1, 4019410.4, 87.8, 87.8, 1.8);	(285426.1, 4019367.1, 87.7, 87.7, 1.8);
(285376.1, 4019280.5, 87.6, 87.6, 1.8);	(285537.5, 4019581.0, 87.9, 87.9, 1.8);
(285524.7, 4019565.7, 87.9, 87.9, 1.8);	(285511.8, 4019550.3, 87.9, 87.9, 1.8);
(285479.7, 4019512.0, 87.8, 87.8, 1.8);	(285447.6, 4019473.7, 87.7, 87.7, 1.8);
(285415.4, 4019435.4, 87.7, 87.7, 1.8);	(285383.3, 4019397.1, 87.7, 87.7, 1.8);
(285319.0, 4019320.5, 88.0, 88.0, 1.8);	(285530.2, 4019588.4, 87.9, 87.9, 1.8);
(285514.8, 4019575.5, 87.9, 87.9, 1.8);	(285499.5, 4019562.7, 87.9, 87.9, 1.8);
(285461.2, 4019530.5, 87.8, 87.8, 1.8);	(285422.9, 4019498.4, 87.7, 87.7, 1.8);
(285384.6, 4019466.2, 87.7, 87.7, 1.8);	(285346.3, 4019434.1, 87.4, 87.4, 1.8);
(285269.7, 4019369.8, 87.6, 87.6, 1.8);	(285524.2, 4019596.9, 87.9, 87.9, 1.8);
(285506.8, 4019586.9, 87.9, 87.9, 1.8);	(285489.5, 4019576.9, 87.8, 87.8, 1.8);
(285446.2, 4019551.9, 87.6, 87.6, 1.8);	(285402.9, 4019526.9, 87.7, 87.7, 1.8);
(285359.6, 4019501.9, 87.4, 87.4, 1.8);	(285316.3, 4019476.9, 88.5, 88.5, 1.8);
(285229.7, 4019426.9, 87.5, 87.5, 1.8);	(285519.7, 4019606.4, 87.9, 87.9, 1.8);
(285500.9, 4019599.6, 87.8, 87.8, 1.8);	(285482.1, 4019592.8, 87.8, 87.8, 1.8);
(285435.2, 4019575.6, 87.8, 87.8, 1.8);	(285388.2, 4019558.5, 87.7, 87.7, 1.8);
(285341.2, 4019541.4, 87.8, 87.8, 1.8);	(285294.2, 4019524.3, 87.9, 87.9, 1.8);
(285200.2, 4019490.1, 88.0, 88.0, 1.8);	(285517.0, 4019616.5, 88.0, 88.0, 1.8);
(285497.3, 4019613.1, 88.0, 88.0, 1.8);	(285477.6, 4019609.6, 87.8, 87.8, 1.8);
(285428.4, 4019600.9, 87.8, 87.8, 1.8);	(285379.2, 4019592.2, 87.7, 87.7, 1.8);
(285329.9, 4019583.5, 87.9, 87.9, 1.8);	(285280.7, 4019574.9, 87.8, 87.8, 1.8);
(285182.2, 4019557.5, 87.6, 87.6, 1.8);	(285516.1, 4019626.9, 88.0, 88.0, 1.8);
(285496.1, 4019626.9, 88.2, 88.2, 1.8);	(285476.1, 4019626.9, 87.8, 87.8, 1.8);
(285426.1, 4019626.9, 87.8, 87.8, 1.8);	(285376.1, 4019626.9, 87.5, 87.5, 1.8);
(285326.1, 4019626.9, 87.9, 87.9, 1.8);	(285276.1, 4019626.9, 87.5, 87.5, 1.8);
(285176.1, 4019626.9, 87.5, 87.5, 1.8);	(285517.0, 4019637.4, 87.9, 87.9, 1.8);
(285497.3, 4019640.8, 88.2, 88.2, 1.8);	(285477.6, 4019644.3, 87.8, 87.8, 1.8);
(285428.4, 4019653.0, 87.8, 87.8, 1.8);	(285379.2, 4019661.7, 87.8, 87.8, 1.8);
(285329.9, 4019670.4, 87.6, 87.6, 1.8);	(285280.7, 4019679.0, 87.4, 87.4, 1.8);
(285182.2, 4019696.4, 87.2, 87.2, 1.8);	(285519.7, 4019647.5, 88.1, 88.1, 1.8);
(285500.9, 4019654.3, 88.2, 88.2, 1.8);	(285482.1, 4019661.1, 87.8, 87.8, 1.8);
(285435.2, 4019678.2, 87.5, 87.5, 1.8);	(285388.2, 4019695.3, 87.5, 87.5, 1.8);
(285341.2, 4019712.5, 87.5, 87.5, 1.8);	(285294.2, 4019729.6, 87.5, 87.5, 1.8);

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(285200.2, 4019763.8,	87.2,	87.2,	1.8);	(285524.2, 4019656.9,	88.3,	88.3,	1.8);
(285506.8, 4019666.9,	87.8,	87.8,	1.8);	(285489.5, 4019676.9,	87.5,	87.5,	1.8);
(285446.2, 4019701.9,	87.5,	87.5,	1.8);	(285402.9, 4019726.9,	87.5,	87.5,	1.8);
(285359.6, 4019751.9,	87.5,	87.5,	1.8);	(285316.3, 4019776.9,	87.5,	87.5,	1.8);
(285229.7, 4019826.9,	87.3,	87.3,	1.8);	(285530.2, 4019665.5,	88.1,	88.1,	1.8);
(285514.8, 4019678.4,	87.6,	87.6,	1.8);	(285499.5, 4019691.2,	87.5,	87.5,	1.8);
(285461.2, 4019723.4,	87.5,	87.5,	1.8);	(285422.9, 4019755.5,	87.5,	87.5,	1.8);
(285384.6, 4019787.6,	87.5,	87.5,	1.8);	(285346.3, 4019819.8,	87.5,	87.5,	1.8);
(285269.7, 4019884.1,	87.5,	87.5,	1.8);	(285537.5, 4019672.9,	87.7,	87.7,	1.8);
(285524.7, 4019688.2,	87.5,	87.5,	1.8);	(285511.8, 4019703.5,	87.6,	87.6,	1.8);
(285479.7, 4019741.9,	87.5,	87.5,	1.8);	(285447.6, 4019780.2,	87.5,	87.5,	1.8);
(285415.4, 4019818.5,	87.5,	87.5,	1.8);	(285383.3, 4019856.8,	87.5,	87.5,	1.8);
(285319.0, 4019933.4,	87.5,	87.5,	1.8);	(285546.1, 4019678.9,	87.6,	87.6,	1.8);
(285536.1, 4019696.2,	87.5,	87.5,	1.8);	(285526.1, 4019713.5,	87.5,	87.5,	1.8);
(285501.1, 4019756.8,	87.6,	87.6,	1.8);	(285476.1, 4019800.2,	87.6,	87.6,	1.8);
(285451.1, 4019843.5,	87.5,	87.5,	1.8);	(285426.1, 4019886.8,	87.5,	87.5,	1.8);
(285376.1, 4019973.4,	87.6,	87.6,	1.8);	(285555.6, 4019683.3,	87.5,	87.5,	1.8);
(285548.8, 4019702.1,	87.6,	87.6,	1.8);	(285541.9, 4019720.9,	87.6,	87.6,	1.8);
(285524.8, 4019767.9,	87.6,	87.6,	1.8);	(285507.7, 4019814.9,	87.6,	87.6,	1.8);
(285490.6, 4019861.9,	87.5,	87.5,	1.8);	(285473.5, 4019908.9,	87.6,	87.6,	1.8);
(285439.3, 4020002.8,	87.6,	87.6,	1.8);	(285565.7, 4019686.0,	87.5,	87.5,	1.8);
(285562.2, 4019705.7,	87.6,	87.6,	1.8);	(285558.8, 4019725.4,	87.6,	87.6,	1.8);
(285550.1, 4019774.7,	87.6,	87.6,	1.8);	(285541.4, 4019823.9,	87.6,	87.6,	1.8);
(285532.7, 4019873.1,	87.6,	87.6,	1.8);	(285524.0, 4019922.4,	87.6,	87.6,	1.8);
(285506.7, 4020020.9,	87.7,	87.7,	1.8);	(285579.5, 4019614.5,	88.1,	88.1,	1.8);
(285539.1, 4019608.9,	88.0,	88.0,	1.8);	(285446.7, 4019611.4,	87.9,	87.9,	1.8);
(285401.7, 4019615.5,	87.7,	87.7,	1.8);	(285363.9, 4019609.7,	87.6,	87.6,	1.8);
(284995.5, 4019636.8,	87.3,	87.3,	1.8);	(284969.8, 4019635.9,	87.3,	87.3,	1.8);
(284946.6, 4019626.5,	87.5,	87.5,	1.8);	(285558.1, 4019424.1,	88.0,	88.0,	1.8);
(285867.6, 4019420.6,	88.6,	88.6,	1.8);	(285757.6, 4019642.6,	88.9,	97.9,	1.8);
(285561.2, 4019647.2,	88.5,	88.5,	1.8);				

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
 *** AERMET - VERSION 21112 ***

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*** MODELOPTs: RegDFault CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
 LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL

SOURCE ID	- - RECEPTOR LOCATION - - XR (METERS) YR (METERS)	DISTANCE (METERS)
ONSIT06	285632.5 4019647.5	-4.12
ONSIT13	285561.2 4019647.2	-2.03
DRVW05	285517.0 4019616.5	-2.93
DRVW05	285516.1 4019626.9	-5.39
DRVW06	285517.0 4019616.5	-1.23
DRVW06	285516.1 4019626.9	-0.04
DRVW07	285496.1 4019626.9	-3.87
DRVW08	285496.1 4019626.9	-4.05
DRVW08	285497.3 4019640.8	-0.78
DRVW09	285497.3 4019640.8	-5.67
DRVW10	285500.9 4019654.3	-0.59
280E_01	285500.9 4019654.3	-7.26
280E_01	285506.8 4019666.9	-4.10
280E_02	285500.9 4019654.3	0.96
280E_02	285524.2 4019656.9	-2.26
280E_02	285506.8 4019666.9	-3.94
280E_03	285524.2 4019656.9	-8.42
280E_03	285530.2 4019665.5	-7.73
280E_04	285530.2 4019665.5	-2.22
280E_04	285537.5 4019672.9	-1.23
280E_09	285614.7 4019672.9	-1.03
280E_10	285614.7 4019672.9	-3.32
280E_10	285622.1 4019665.5	-11.14
280E_10	285628.1 4019656.9	-2.33
280E_11	285622.1 4019665.5	-1.97
280E_11	285637.4 4019678.4	0.04
280E_11	285628.1 4019656.9	-3.12
280E_11	285645.4 4019666.9	-1.26
280E_12	285645.4 4019666.9	-12.00
280E_12	285651.3 4019654.3	-0.06
280E_13	285662.7 4019676.9	-3.78
280E_13	285670.1 4019661.1	-1.17
280E_14	285662.7 4019676.9	-0.09
280E_14	285670.1 4019661.1	-4.92
280E_17	285717.1 4019678.2	-6.06
280E_18	285717.1 4019678.2	-2.84
280E_21	285773.1 4019661.7	-1.56
280E_22	285773.1 4019661.7	-2.47
280E_25	285822.3 4019670.4	-9.04
280E_26	285822.3 4019670.4	-2.21

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL

SOURCE ID	- - RECEPTOR LOCATION - - XR (METERS) YR (METERS)	DISTANCE (METERS)
280W_01	285482.1 4019661.1	-9.84
280W_02	285482.1 4019661.1	-2.80
280W_05	285428.4 4019653.0	-5.29
280W_06	285428.4 4019653.0	-0.91
280W_08	285379.2 4019661.7	-0.56
280W_09	285379.2 4019661.7	-12.56
280W_10	285379.2 4019661.7	0.59
280W_12	285329.9 4019670.4	-1.17
280W_13	285329.9 4019670.4	-3.90

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[illegible]

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54, 3.09, 5.14, 8.23, 10.80,

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: visalia-muni-93144\Visalia_07-10.SFC
Profile file: visalia-muni-93144\Visalia_07-10.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 93144
Name: VISALIA_MUNI
Year: 2007

Upper air station no.: 23230
Name: OAKLAND/WSO_AP
Year: 2007

Met Version: 21112

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT
07	01	01	1	01	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.02	0.79	1.00	0.00	0.	10.0	277.1	2.0			
07	01	01	1	02	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.02	0.79	1.00	0.00	0.	10.0	276.1	2.0			
07	01	01	1	03	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.02	0.79	1.00	0.00	0.	10.0	276.1	2.0			
07	01	01	1	04	-11.5	0.137	-9.000	-9.000	-999.	121.	20.5	0.02	0.79	1.00	2.36	123.	10.0	274.1	2.0			
07	01	01	1	05	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.02	0.79	1.00	0.00	0.	10.0	273.1	2.0			
07	01	01	1	06	-6.3	0.100	-9.000	-9.000	-999.	75.	14.3	0.02	0.79	1.00	1.76	122.	10.0	273.1	2.0			
07	01	01	1	07	-11.5	0.137	-9.000	-9.000	-999.	121.	20.5	0.02	0.79	1.00	2.36	125.	10.0	272.1	2.0			
07	01	01	1	08	-19.9	0.200	-9.000	-9.000	-999.	214.	43.8	0.02	0.79	0.63	3.36	143.	10.0	274.1	2.0			
07	01	01	1	09	-3.6	0.174	-9.000	-9.000	-999.	175.	134.1	0.02	0.79	0.35	2.86	147.	10.0	275.1	2.0			
07	01	01	1	10	8.7	0.192	0.218	0.011	43.	201.	-73.0	0.02	0.79	0.26	2.86	141.	10.0	276.1	2.0			
07	01	01	1	11	16.3	0.248	0.321	0.012	73.	296.	-84.4	0.03	0.79	0.22	3.36	184.	10.0	276.1	2.0			
07	01	01	1	12	20.2	-9.000	-9.000	-9.000	140.	-999.	-99999.0	0.02	0.79	0.21	0.00	0.	10.0	276.1	2.0			
07	01	01	1	13	20.5	0.182	0.472	0.012	185.	187.	-26.7	0.03	0.79	0.21	2.36	163.	10.0	278.1	2.0			
07	01	01	1	14	16.9	0.212	0.471	0.011	223.	234.	-51.0	0.03	0.79	0.22	2.86	169.	10.0	279.1	2.0			
07	01	01	1	15	52.0	0.226	0.810	0.012	368.	258.	-20.0	0.03	0.79	0.25	2.86	162.	10.0	281.1	2.0			
07	01	01	1	16	10.8	0.132	0.482	0.012	375.	119.	-19.3	0.02	0.79	0.35	1.76	224.	10.0	282.1	2.0			
07	01	01	1	17	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.02	0.79	0.61	0.00	0.	10.0	280.1	2.0			
07	01	01	1	18	-11.7	0.139	-9.000	-9.000	-999.	125.	21.3	0.02	0.79	1.00	2.36	17.	10.0	278.1	2.0			
07	01	01	1	19	-11.6	0.138	-9.000	-9.000	-999.	123.	20.9	0.02	0.79	1.00	2.36	34.	10.0	278.1	2.0			
07	01	01	1	20	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.02	0.79	1.00	0.00	0.	10.0	277.1	2.0			
07	01	01	1	21	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.02	0.79	1.00	0.00	0.	10.0	276.1	2.0			
07	01	01	1	22	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.02	0.79	1.00	0.00	0.	10.0	274.1	2.0			
07	01	01	1	23	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.02	0.79	1.00	0.00	0.	10.0	274.1	2.0			
07	01	01	1	24	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.02	0.79	1.00	0.00	0.	10.0	274.1	2.0			

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
07	01	01	01	10.0	1	-999.	-99.00	277.2	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

*** 05/08/24
*** 09:31:40
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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
280E_01		1ST HIGHEST VALUE IS	406.84063 AT (	285489.52,	4019676.95,	87.49,	87.49,	1.80)	DC	
		2ND HIGHEST VALUE IS	361.16903 AT (	285519.74,	4019647.47,	88.06,	88.06,	1.80)	DC	
		3RD HIGHEST VALUE IS	302.18339 AT (	285482.15,	4019661.15,	87.84,	87.84,	1.80)	DC	
		4TH HIGHEST VALUE IS	275.10183 AT (	285524.16,	4019656.95,	88.29,	88.29,	1.80)	DC	
		5TH HIGHEST VALUE IS	269.59733 AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC	
		6TH HIGHEST VALUE IS	199.59080 AT (	285514.84,	4019678.37,	87.56,	87.56,	1.80)	DC	
		7TH HIGHEST VALUE IS	193.03578 AT (	285497.34,	4019640.84,	88.21,	88.21,	1.80)	DC	
		8TH HIGHEST VALUE IS	172.49237 AT (	285499.52,	4019691.23,	87.54,	87.54,	1.80)	DC	
		9TH HIGHEST VALUE IS	161.83174 AT (	285516.12,	4019626.95,	87.98,	87.98,	1.80)	DC	
		10TH HIGHEST VALUE IS	155.78060 AT (	285530.16,	4019665.52,	88.09,	88.09,	1.80)	DC	
280E_02		1ST HIGHEST VALUE IS	499.07910 AT (	285519.74,	4019647.47,	88.06,	88.06,	1.80)	DC	
		2ND HIGHEST VALUE IS	352.39541 AT (	285514.84,	4019678.37,	87.56,	87.56,	1.80)	DC	
		3RD HIGHEST VALUE IS	332.45706 AT (	285530.16,	4019665.52,	88.09,	88.09,	1.80)	DC	
		4TH HIGHEST VALUE IS	273.69621 AT (	285489.52,	4019676.95,	87.49,	87.49,	1.80)	DC	
		5TH HIGHEST VALUE IS	213.13554 AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC	
		6TH HIGHEST VALUE IS	198.61262 AT (	285499.52,	4019691.23,	87.54,	87.54,	1.80)	DC	
		7TH HIGHEST VALUE IS	159.79719 AT (	285537.55,	4019672.91,	87.70,	87.70,	1.80)	DC	
		8TH HIGHEST VALUE IS	153.69871 AT (	285524.70,	4019688.23,	87.54,	87.54,	1.80)	DC	
		9TH HIGHEST VALUE IS	141.38840 AT (	285482.15,	4019661.15,	87.84,	87.84,	1.80)	DC	
		10TH HIGHEST VALUE IS	115.85535 AT (	285516.12,	4019626.95,	87.98,	87.98,	1.80)	DC	
280E_03		1ST HIGHEST VALUE IS	382.01764 AT (	285514.84,	4019678.37,	87.56,	87.56,	1.80)	DC	
		2ND HIGHEST VALUE IS	337.90029 AT (	285537.55,	4019672.91,	87.70,	87.70,	1.80)	DC	
		3RD HIGHEST VALUE IS	324.40597 AT (	285506.84,	4019666.95,	87.82,	87.82,	1.80)	DC	
		4TH HIGHEST VALUE IS	235.38720 AT (	285519.74,	4019647.47,	88.06,	88.06,	1.80)	DC	
		5TH HIGHEST VALUE IS	212.24647 AT (	285524.70,	4019688.23,	87.54,	87.54,	1.80)	DC	
		6TH HIGHEST VALUE IS	187.48603 AT (	285561.25,	4019647.21,	88.49,	88.49,	1.80)	DC	
		7TH HIGHEST VALUE IS	182.42094 AT (	285499.52,	4019691.23,	87.54,	87.54,	1.80)	DC	
		8TH HIGHEST VALUE IS	165.50919 AT (	285489.52,	4019676.95,	87.49,	87.49,	1.80)	DC	
		9TH HIGHEST VALUE IS	163.30509 AT (	285546.12,	4019678.91,	87.57,	87.57,	1.80)	DC	
		10TH HIGHEST VALUE IS	123.02472 AT (	285500.94,	4019654.31,	88.16,	88.16,	1.80)	DC	
280E_04		1ST HIGHEST VALUE IS	332.22700 AT (	285561.25,	4019647.21,	88.49,	88.49,	1.80)	DC	
		2ND HIGHEST VALUE IS	299.95065 AT (	285546.12,	4019678.91,	87.57,	87.57,	1.80)	DC	
		3RD HIGHEST VALUE IS	260.28076 AT (	285514.84,	4019678.37,	87.56,	87.56,	1.80)	DC	
		4TH HIGHEST VALUE IS	256.79381 AT (	285524.16,	4019656.95,	88.29,	88.29,	1.80)	DC	
		5TH HIGHEST VALUE IS	235.07678 AT (	285524.70,	4019688.23,	87.54,	87.54,	1.80)	DC	
		6TH HIGHEST VALUE IS	165.90012 AT (	285555.60,	4019683.33,	87.51,	87.51,	1.80)	DC	
		7TH HIGHEST VALUE IS	160.86837 AT (	285506.84,	4019666.95,	87.82,	87.82,	1.80)	DC	
		8TH HIGHEST VALUE IS	152.09178 AT (	285536.12,	4019696.23,	87.53,	87.53,	1.80)	DC	
		9TH HIGHEST VALUE IS	140.83954 AT (	285499.52,	4019691.23,	87.54,	87.54,	1.80)	DC	
		10TH HIGHEST VALUE IS	125.41299 AT (	285511.84,	4019703.55,	87.56,	87.56,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC				RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)				OF TYPE	NETWORK GRID-ID
280E_05	1ST HIGHEST VALUE IS	463.86636	AT (	285561.25,	4019647.21,	88.49,	88.49,	1.80)	DC		
	2ND HIGHEST VALUE IS	421.22613	AT (	285537.55,	4019672.91,	87.70,	87.70,	1.80)	DC		
	3RD HIGHEST VALUE IS	407.08404	AT (	285546.12,	4019678.91,	87.57,	87.57,	1.80)	DC		
	4TH HIGHEST VALUE IS	265.69403	AT (	285555.60,	4019683.33,	87.51,	87.51,	1.80)	DC		
	5TH HIGHEST VALUE IS	251.81913	AT (	285530.16,	4019665.52,	88.09,	88.09,	1.80)	DC		
	6TH HIGHEST VALUE IS	197.63678	AT (	285524.70,	4019688.23,	87.54,	87.54,	1.80)	DC		
	7TH HIGHEST VALUE IS	170.12430	AT (	285565.70,	4019686.04,	87.51,	87.51,	1.80)	DC		
	8TH HIGHEST VALUE IS	169.80692	AT (	285536.12,	4019696.23,	87.53,	87.53,	1.80)	DC		
	9TH HIGHEST VALUE IS	160.67902	AT (	285514.84,	4019678.37,	87.56,	87.56,	1.80)	DC		
	10TH HIGHEST VALUE IS	122.33594	AT (	285548.76,	4019702.13,	87.56,	87.56,	1.80)	DC		
280E_06	1ST HIGHEST VALUE IS	315.04955	AT (	285555.60,	4019683.33,	87.51,	87.51,	1.80)	DC		
	2ND HIGHEST VALUE IS	309.72099	AT (	285546.12,	4019678.91,	87.57,	87.57,	1.80)	DC		
	3RD HIGHEST VALUE IS	248.48679	AT (	285565.70,	4019686.04,	87.51,	87.51,	1.80)	DC		
	4TH HIGHEST VALUE IS	245.91896	AT (	285561.25,	4019647.21,	88.49,	88.49,	1.80)	DC		
	5TH HIGHEST VALUE IS	223.13403	AT (	285537.55,	4019672.91,	87.70,	87.70,	1.80)	DC		
	6TH HIGHEST VALUE IS	181.86529	AT (	285576.12,	4019686.95,	87.51,	87.51,	1.80)	DC		
	7TH HIGHEST VALUE IS	156.58883	AT (	285536.12,	4019696.23,	87.53,	87.53,	1.80)	DC		
	8TH HIGHEST VALUE IS	142.13504	AT (	285524.70,	4019688.23,	87.54,	87.54,	1.80)	DC		
	9TH HIGHEST VALUE IS	136.41317	AT (	285548.76,	4019702.13,	87.56,	87.56,	1.80)	DC		
	10TH HIGHEST VALUE IS	132.56213	AT (	285530.16,	4019665.52,	88.09,	88.09,	1.80)	DC		
280E_07	1ST HIGHEST VALUE IS	264.93925	AT (	285565.70,	4019686.04,	87.51,	87.51,	1.80)	DC		
	2ND HIGHEST VALUE IS	243.54930	AT (	285576.12,	4019686.95,	87.51,	87.51,	1.80)	DC		
	3RD HIGHEST VALUE IS	242.41877	AT (	285555.60,	4019683.33,	87.51,	87.51,	1.80)	DC		
	4TH HIGHEST VALUE IS	203.68083	AT (	285586.54,	4019686.04,	87.52,	91.21,	1.80)	DC		
	5TH HIGHEST VALUE IS	186.16931	AT (	285546.12,	4019678.91,	87.57,	87.57,	1.80)	DC		
	6TH HIGHEST VALUE IS	161.32715	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC		
	7TH HIGHEST VALUE IS	130.40872	AT (	285548.76,	4019702.13,	87.56,	87.56,	1.80)	DC		
	8TH HIGHEST VALUE IS	128.47684	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC		
	9TH HIGHEST VALUE IS	127.30357	AT (	285537.55,	4019672.91,	87.70,	87.70,	1.80)	DC		
	10TH HIGHEST VALUE IS	122.07384	AT (	285536.12,	4019696.23,	87.53,	87.53,	1.80)	DC		
280E_08	1ST HIGHEST VALUE IS	255.43981	AT (	285586.54,	4019686.04,	87.52,	91.21,	1.80)	DC		
	2ND HIGHEST VALUE IS	250.23646	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC		
	3RD HIGHEST VALUE IS	239.15393	AT (	285576.12,	4019686.95,	87.51,	87.51,	1.80)	DC		
	4TH HIGHEST VALUE IS	222.65811	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC		
	5TH HIGHEST VALUE IS	201.69432	AT (	285565.70,	4019686.04,	87.51,	87.51,	1.80)	DC		
	6TH HIGHEST VALUE IS	194.39128	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC		
	7TH HIGHEST VALUE IS	167.74478	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC		
	8TH HIGHEST VALUE IS	161.91634	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC		
	9TH HIGHEST VALUE IS	161.88193	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC		
	10TH HIGHEST VALUE IS	155.10627	AT (	285555.60,	4019683.33,	87.51,	87.51,	1.80)	DC		

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC				RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)				OF TYPE	NETWORK GRID-ID
280E_09	1ST HIGHEST VALUE IS	408.76607	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC		
	2ND HIGHEST VALUE IS	387.10633	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC		
	3RD HIGHEST VALUE IS	330.87837	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC		
	4TH HIGHEST VALUE IS	300.05676	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC		
	5TH HIGHEST VALUE IS	268.33589	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC		
	6TH HIGHEST VALUE IS	233.82111	AT (	285586.54,	4019686.04,	87.52,	91.21,	1.80)	DC		
	7TH HIGHEST VALUE IS	179.06382	AT (	285576.12,	4019686.95,	87.51,	87.51,	1.80)	DC		
	8TH HIGHEST VALUE IS	134.35610	AT (	285565.70,	4019686.04,	87.51,	87.51,	1.80)	DC		
	9TH HIGHEST VALUE IS	121.66236	AT (	285616.12,	4019696.23,	87.55,	95.49,	1.80)	DC		
	10TH HIGHEST VALUE IS	119.54997	AT (	285603.48,	4019702.13,	87.56,	93.66,	1.80)	DC		
280E_10	1ST HIGHEST VALUE IS	345.62814	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC		
	2ND HIGHEST VALUE IS	344.69348	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC		
	3RD HIGHEST VALUE IS	225.62278	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC		
	4TH HIGHEST VALUE IS	211.72261	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC		
	5TH HIGHEST VALUE IS	202.37903	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC		
	6TH HIGHEST VALUE IS	197.60953	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC		
	7TH HIGHEST VALUE IS	171.74529	AT (	285627.54,	4019688.23,	87.57,	96.35,	1.80)	DC		
	8TH HIGHEST VALUE IS	159.98974	AT (	285586.54,	4019686.04,	87.52,	91.21,	1.80)	DC		
	9TH HIGHEST VALUE IS	151.26116	AT (	285616.12,	4019696.23,	87.55,	95.49,	1.80)	DC		
	10TH HIGHEST VALUE IS	131.04047	AT (	285603.48,	4019702.13,	87.56,	93.66,	1.80)	DC		
280E_11	1ST HIGHEST VALUE IS	405.57179	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC		
	2ND HIGHEST VALUE IS	336.02572	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC		
	3RD HIGHEST VALUE IS	228.51206	AT (	285627.54,	4019688.23,	87.57,	96.35,	1.80)	DC		
	4TH HIGHEST VALUE IS	209.09556	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC		
	5TH HIGHEST VALUE IS	196.83199	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC		
	6TH HIGHEST VALUE IS	161.76080	AT (	285616.12,	4019696.23,	87.55,	95.49,	1.80)	DC		
	7TH HIGHEST VALUE IS	144.70373	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC		
	8TH HIGHEST VALUE IS	138.74957	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC		
	9TH HIGHEST VALUE IS	130.29763	AT (	285662.72,	4019676.95,	91.78,	96.09,	1.80)	DC		
	10TH HIGHEST VALUE IS	122.77450	AT (	285603.48,	4019702.13,	87.56,	93.66,	1.80)	DC		
280E_12	1ST HIGHEST VALUE IS	438.54720	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC		
	2ND HIGHEST VALUE IS	292.22332	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC		
	3RD HIGHEST VALUE IS	262.91740	AT (	285662.72,	4019676.95,	91.78,	96.09,	1.80)	DC		
	4TH HIGHEST VALUE IS	216.63280	AT (	285627.54,	4019688.23,	87.57,	96.35,	1.80)	DC		
	5TH HIGHEST VALUE IS	190.22659	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC		
	6TH HIGHEST VALUE IS	157.47796	AT (	285652.72,	4019691.23,	87.59,	96.58,	1.80)	DC		
	7TH HIGHEST VALUE IS	152.31286	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC		
	8TH HIGHEST VALUE IS	150.01565	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC		
	9TH HIGHEST VALUE IS	139.24355	AT (	285616.12,	4019696.23,	87.55,	95.49,	1.80)	DC		
	10TH HIGHEST VALUE IS	114.41479	AT (	285640.40,	4019703.55,	87.58,	96.58,	1.80)	DC		

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC				RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)				OF TYPE	NETWORK GRID-ID
280E_13		1ST HIGHEST VALUE IS	377.42915	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC	
		2ND HIGHEST VALUE IS	236.47802	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC	
		3RD HIGHEST VALUE IS	212.78254	AT (	285652.72,	4019691.23,	87.59,	96.58,	1.80)	DC	
		4TH HIGHEST VALUE IS	189.67201	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC	
		5TH HIGHEST VALUE IS	151.41834	AT (	285627.54,	4019688.23,	87.57,	96.35,	1.80)	DC	
		6TH HIGHEST VALUE IS	125.39235	AT (	285640.40,	4019703.55,	87.58,	96.58,	1.80)	DC	
		7TH HIGHEST VALUE IS	103.36374	AT (	285616.12,	4019696.23,	87.55,	95.49,	1.80)	DC	
		8TH HIGHEST VALUE IS	94.67253	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC	
		9TH HIGHEST VALUE IS	87.45333	AT (	285626.12,	4019713.55,	87.62,	95.49,	1.80)	DC	
		10TH HIGHEST VALUE IS	83.09177	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC	
280E_14		1ST HIGHEST VALUE IS	202.18769	AT (	285652.72,	4019691.23,	87.59,	96.58,	1.80)	DC	
		2ND HIGHEST VALUE IS	155.38990	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC	
		3RD HIGHEST VALUE IS	126.45371	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC	
		4TH HIGHEST VALUE IS	115.81160	AT (	285640.40,	4019703.55,	87.58,	96.58,	1.80)	DC	
		5TH HIGHEST VALUE IS	103.18261	AT (	285723.84,	4019653.00,	91.88,	96.58,	1.80)	DC	
		6TH HIGHEST VALUE IS	98.50314	AT (	285627.54,	4019688.23,	87.57,	96.35,	1.80)	DC	
		7TH HIGHEST VALUE IS	85.95635	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC	
		8TH HIGHEST VALUE IS	80.48477	AT (	285717.07,	4019678.25,	94.88,	96.58,	1.80)	DC	
		9TH HIGHEST VALUE IS	77.59588	AT (	285626.12,	4019713.55,	87.62,	95.49,	1.80)	DC	
		10TH HIGHEST VALUE IS	74.14820	AT (	285616.12,	4019696.23,	87.55,	95.49,	1.80)	DC	
280E_15		1ST HIGHEST VALUE IS	233.11436	AT (	285662.72,	4019676.95,	91.78,	96.09,	1.80)	DC	
		2ND HIGHEST VALUE IS	184.04948	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC	
		3RD HIGHEST VALUE IS	157.55696	AT (	285723.84,	4019653.00,	91.88,	96.58,	1.80)	DC	
		4TH HIGHEST VALUE IS	142.90352	AT (	285652.72,	4019691.23,	87.59,	96.58,	1.80)	DC	
		5TH HIGHEST VALUE IS	136.06085	AT (	285717.07,	4019678.25,	94.88,	96.58,	1.80)	DC	
		6TH HIGHEST VALUE IS	92.05859	AT (	285640.40,	4019703.55,	87.58,	96.58,	1.80)	DC	
		7TH HIGHEST VALUE IS	87.38191	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC	
		8TH HIGHEST VALUE IS	80.58549	AT (	285706.02,	4019701.95,	88.00,	97.80,	1.80)	DC	
		9TH HIGHEST VALUE IS	75.76467	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC	
		10TH HIGHEST VALUE IS	65.68463	AT (	285627.54,	4019688.23,	87.57,	96.35,	1.80)	DC	
280E_16		1ST HIGHEST VALUE IS	282.04637	AT (	285717.07,	4019678.25,	94.88,	96.58,	1.80)	DC	
		2ND HIGHEST VALUE IS	236.89317	AT (	285723.84,	4019653.00,	91.88,	96.58,	1.80)	DC	
		3RD HIGHEST VALUE IS	119.01568	AT (	285662.72,	4019676.95,	91.78,	96.09,	1.80)	DC	
		4TH HIGHEST VALUE IS	115.88253	AT (	285706.02,	4019701.95,	88.00,	97.80,	1.80)	DC	
		5TH HIGHEST VALUE IS	94.04909	AT (	285652.72,	4019691.23,	87.59,	96.58,	1.80)	DC	
		6TH HIGHEST VALUE IS	93.60598	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC	
		7TH HIGHEST VALUE IS	71.53640	AT (	285757.62,	4019642.56,	88.91,	97.93,	1.80)	DC	
		8TH HIGHEST VALUE IS	69.25430	AT (	285640.40,	4019703.55,	87.58,	96.58,	1.80)	DC	
		9TH HIGHEST VALUE IS	65.10295	AT (	285691.03,	4019723.37,	87.76,	96.58,	1.80)	DC	
		10TH HIGHEST VALUE IS	55.19200	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
280E_17	1ST HIGHEST VALUE IS	271.40336	AT (	285723.84,	4019653.00,	91.88,	96.58,	1.80)	DC	
	2ND HIGHEST VALUE IS	151.36764	AT (	285706.02,	4019701.95,	88.00,	97.80,	1.80)	DC	
	3RD HIGHEST VALUE IS	98.85297	AT (	285757.62,	4019642.56,	88.91,	97.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	72.58788	AT (	285691.03,	4019723.37,	87.76,	96.58,	1.80)	DC	
	5TH HIGHEST VALUE IS	71.04989	AT (	285662.72,	4019676.95,	91.78,	96.09,	1.80)	DC	
	6TH HIGHEST VALUE IS	69.27257	AT (	285773.08,	4019661.68,	92.01,	97.93,	1.80)	DC	
	7TH HIGHEST VALUE IS	63.29730	AT (	285652.72,	4019691.23,	87.59,	96.58,	1.80)	DC	
	8TH HIGHEST VALUE IS	58.00097	AT (	285776.12,	4019626.95,	88.81,	97.93,	1.80)	DC	
	9TH HIGHEST VALUE IS	57.71846	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC	
	10TH HIGHEST VALUE IS	51.64771	AT (	285640.40,	4019703.55,	87.58,	96.58,	1.80)	DC	
280E_18	1ST HIGHEST VALUE IS	160.86872	AT (	285706.02,	4019701.95,	88.00,	97.80,	1.80)	DC	
	2ND HIGHEST VALUE IS	160.51627	AT (	285723.84,	4019653.00,	91.88,	96.58,	1.80)	DC	
	3RD HIGHEST VALUE IS	131.75639	AT (	285757.62,	4019642.56,	88.91,	97.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	104.53008	AT (	285773.08,	4019661.68,	92.01,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	75.15169	AT (	285691.03,	4019723.37,	87.76,	96.58,	1.80)	DC	
	6TH HIGHEST VALUE IS	71.84731	AT (	285776.12,	4019626.95,	88.81,	97.93,	1.80)	DC	
	7TH HIGHEST VALUE IS	57.46474	AT (	285764.06,	4019695.35,	88.54,	97.93,	1.80)	DC	
	8TH HIGHEST VALUE IS	48.48588	AT (	285662.72,	4019676.95,	91.78,	96.09,	1.80)	DC	
	9TH HIGHEST VALUE IS	46.28489	AT (	285672.54,	4019741.86,	87.65,	96.58,	1.80)	DC	
	10TH HIGHEST VALUE IS	44.68070	AT (	285652.72,	4019691.23,	87.59,	96.58,	1.80)	DC	
280E_19	1ST HIGHEST VALUE IS	234.33988	AT (	285717.07,	4019678.25,	94.88,	96.58,	1.80)	DC	
	2ND HIGHEST VALUE IS	191.66538	AT (	285773.08,	4019661.68,	92.01,	97.93,	1.80)	DC	
	3RD HIGHEST VALUE IS	178.84818	AT (	285757.62,	4019642.56,	88.91,	97.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	141.99005	AT (	285706.02,	4019701.95,	88.00,	97.80,	1.80)	DC	
	5TH HIGHEST VALUE IS	102.85806	AT (	285764.06,	4019695.35,	88.54,	97.93,	1.80)	DC	
	6TH HIGHEST VALUE IS	100.37799	AT (	285776.12,	4019626.95,	88.81,	97.93,	1.80)	DC	
	7TH HIGHEST VALUE IS	92.48969	AT (	285723.84,	4019653.00,	91.88,	96.58,	1.80)	DC	
	8TH HIGHEST VALUE IS	75.76938	AT (	285691.03,	4019723.37,	87.76,	96.58,	1.80)	DC	
	9TH HIGHEST VALUE IS	59.17849	AT (	285749.33,	4019726.95,	88.14,	97.93,	1.80)	DC	
	10TH HIGHEST VALUE IS	47.60722	AT (	285672.54,	4019741.86,	87.65,	96.58,	1.80)	DC	
280E_20	1ST HIGHEST VALUE IS	306.44506	AT (	285773.08,	4019661.68,	92.01,	97.93,	1.80)	DC	
	2ND HIGHEST VALUE IS	180.51087	AT (	285764.06,	4019695.35,	88.54,	97.93,	1.80)	DC	
	3RD HIGHEST VALUE IS	154.53808	AT (	285757.62,	4019642.56,	88.91,	97.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	121.83065	AT (	285706.02,	4019701.95,	88.00,	97.80,	1.80)	DC	
	5TH HIGHEST VALUE IS	107.14132	AT (	285776.12,	4019626.95,	88.81,	97.93,	1.80)	DC	
	6TH HIGHEST VALUE IS	81.50097	AT (	285717.07,	4019678.25,	94.88,	96.58,	1.80)	DC	
	7TH HIGHEST VALUE IS	72.66524	AT (	285691.03,	4019723.37,	87.76,	96.58,	1.80)	DC	
	8TH HIGHEST VALUE IS	72.66002	AT (	285749.33,	4019726.95,	88.14,	97.93,	1.80)	DC	
	9TH HIGHEST VALUE IS	48.63062	AT (	285723.84,	4019653.00,	91.88,	96.58,	1.80)	DC	
	10TH HIGHEST VALUE IS	46.71537	AT (	285672.54,	4019741.86,	87.65,	96.58,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
280E_21		1ST HIGHEST VALUE IS	242.80085 AT (	285764.06,	4019695.35,	88.54,	97.93,	1.80)	DC	
		2ND HIGHEST VALUE IS	96.18125 AT (	285757.62,	4019642.56,	88.91,	97.93,	1.80)	DC	
		3RD HIGHEST VALUE IS	94.22406 AT (	285776.12,	4019626.95,	88.81,	97.93,	1.80)	DC	
		4TH HIGHEST VALUE IS	83.90432 AT (	285706.02,	4019701.95,	88.00,	97.80,	1.80)	DC	
		5TH HIGHEST VALUE IS	76.38888 AT (	285749.33,	4019726.95,	88.14,	97.93,	1.80)	DC	
		6TH HIGHEST VALUE IS	64.63209 AT (	285717.07,	4019678.25,	94.88,	96.58,	1.80)	DC	
		7TH HIGHEST VALUE IS	61.94011 AT (	285826.12,	4019626.95,	94.76,	97.81,	1.80)	DC	
		8TH HIGHEST VALUE IS	56.59542 AT (	285691.03,	4019723.37,	87.76,	96.58,	1.80)	DC	
		9TH HIGHEST VALUE IS	49.11757 AT (	285822.32,	4019670.36,	97.57,	97.57,	1.80)	DC	
		10TH HIGHEST VALUE IS	41.68021 AT (	285723.84,	4019653.00,	91.88,	96.58,	1.80)	DC	
280E_22		1ST HIGHEST VALUE IS	195.55301 AT (	285764.06,	4019695.35,	88.54,	97.93,	1.80)	DC	
		2ND HIGHEST VALUE IS	101.34669 AT (	285822.32,	4019670.36,	97.57,	97.57,	1.80)	DC	
		3RD HIGHEST VALUE IS	99.86581 AT (	285826.12,	4019626.95,	94.76,	97.81,	1.80)	DC	
		4TH HIGHEST VALUE IS	64.06073 AT (	285749.33,	4019726.95,	88.14,	97.93,	1.80)	DC	
		5TH HIGHEST VALUE IS	63.61789 AT (	285717.07,	4019678.25,	94.88,	96.58,	1.80)	DC	
		6TH HIGHEST VALUE IS	58.04637 AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
		7TH HIGHEST VALUE IS	52.21568 AT (	285776.12,	4019626.95,	88.81,	97.93,	1.80)	DC	
		8TH HIGHEST VALUE IS	51.17193 AT (	285706.02,	4019701.95,	88.00,	97.80,	1.80)	DC	
		9TH HIGHEST VALUE IS	45.04422 AT (	285757.62,	4019642.56,	88.91,	97.93,	1.80)	DC	
		10TH HIGHEST VALUE IS	38.63640 AT (	285691.03,	4019723.37,	87.76,	96.58,	1.80)	DC	
280E_23		1ST HIGHEST VALUE IS	183.74974 AT (	285822.32,	4019670.36,	97.57,	97.57,	1.80)	DC	
		2ND HIGHEST VALUE IS	152.52358 AT (	285764.06,	4019695.35,	88.54,	97.93,	1.80)	DC	
		3RD HIGHEST VALUE IS	122.49673 AT (	285773.08,	4019661.68,	92.01,	97.93,	1.80)	DC	
		4TH HIGHEST VALUE IS	113.06433 AT (	285826.12,	4019626.95,	94.76,	97.81,	1.80)	DC	
		5TH HIGHEST VALUE IS	69.40755 AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
		6TH HIGHEST VALUE IS	59.98848 AT (	285749.33,	4019726.95,	88.14,	97.93,	1.80)	DC	
		7TH HIGHEST VALUE IS	44.29629 AT (	285717.07,	4019678.25,	94.88,	96.58,	1.80)	DC	
		8TH HIGHEST VALUE IS	38.52027 AT (	285706.02,	4019701.95,	88.00,	97.80,	1.80)	DC	
		9TH HIGHEST VALUE IS	38.31118 AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
		10TH HIGHEST VALUE IS	33.88028 AT (	285776.12,	4019626.95,	88.81,	97.93,	1.80)	DC	
280E_24		1ST HIGHEST VALUE IS	389.59602 AT (	285822.32,	4019670.36,	97.57,	97.57,	1.80)	DC	
		2ND HIGHEST VALUE IS	113.60852 AT (	285826.12,	4019626.95,	94.76,	97.81,	1.80)	DC	
		3RD HIGHEST VALUE IS	107.12121 AT (	285764.06,	4019695.35,	88.54,	97.93,	1.80)	DC	
		4TH HIGHEST VALUE IS	82.98804 AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
		5TH HIGHEST VALUE IS	75.37039 AT (	285773.08,	4019661.68,	92.01,	97.93,	1.80)	DC	
		6TH HIGHEST VALUE IS	53.23018 AT (	285749.33,	4019726.95,	88.14,	97.93,	1.80)	DC	
		7TH HIGHEST VALUE IS	49.61107 AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
		8TH HIGHEST VALUE IS	35.79447 AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
		9TH HIGHEST VALUE IS	34.04827 AT (	285717.07,	4019678.25,	94.88,	96.58,	1.80)	DC	
		10TH HIGHEST VALUE IS	32.40323 AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
280E_25	1ST HIGHEST VALUE IS	95.17967	AT (	285826.12,	4019626.95,	94.76,	97.81,	1.80)	DC	
	2ND HIGHEST VALUE IS	92.17351	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	3RD HIGHEST VALUE IS	75.90062	AT (	285764.06,	4019695.35,	88.54,	97.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	65.86285	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	53.31899	AT (	285773.08,	4019661.68,	92.01,	97.93,	1.80)	DC	
	6TH HIGHEST VALUE IS	47.71466	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	7TH HIGHEST VALUE IS	45.51465	AT (	285749.33,	4019726.95,	88.14,	97.93,	1.80)	DC	
	8TH HIGHEST VALUE IS	33.73481	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	9TH HIGHEST VALUE IS	31.24406	AT (	285871.56,	4019574.86,	93.54,	95.24,	1.80)	DC	
	10TH HIGHEST VALUE IS	27.94341	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
280E_26	1ST HIGHEST VALUE IS	99.39729	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	2ND HIGHEST VALUE IS	87.81495	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
	3RD HIGHEST VALUE IS	69.02750	AT (	285826.12,	4019626.95,	94.76,	97.81,	1.80)	DC	
	4TH HIGHEST VALUE IS	67.90543	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	55.98072	AT (	285764.06,	4019695.35,	88.54,	97.93,	1.80)	DC	
	6TH HIGHEST VALUE IS	41.02684	AT (	285773.08,	4019661.68,	92.01,	97.93,	1.80)	DC	
	7TH HIGHEST VALUE IS	38.78938	AT (	285749.33,	4019726.95,	88.14,	97.93,	1.80)	DC	
	8TH HIGHEST VALUE IS	35.48707	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	9TH HIGHEST VALUE IS	33.80458	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	10TH HIGHEST VALUE IS	30.51793	AT (	285871.56,	4019574.86,	93.54,	95.24,	1.80)	DC	
280E_27	1ST HIGHEST VALUE IS	185.25322	AT (	285822.32,	4019670.36,	97.57,	97.57,	1.80)	DC	
	2ND HIGHEST VALUE IS	117.50022	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
	3RD HIGHEST VALUE IS	113.08856	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	102.77758	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	5TH HIGHEST VALUE IS	45.83398	AT (	285764.06,	4019695.35,	88.54,	97.93,	1.80)	DC	
	6TH HIGHEST VALUE IS	43.31215	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	7TH HIGHEST VALUE IS	40.95310	AT (	285826.12,	4019626.95,	94.76,	97.81,	1.80)	DC	
	8TH HIGHEST VALUE IS	40.09481	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	9TH HIGHEST VALUE IS	38.03087	AT (	285773.08,	4019661.68,	92.01,	97.93,	1.80)	DC	
	10TH HIGHEST VALUE IS	35.44528	AT (	285749.33,	4019726.95,	88.14,	97.93,	1.80)	DC	
280E_28	1ST HIGHEST VALUE IS	244.16162	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	2ND HIGHEST VALUE IS	145.13046	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
	3RD HIGHEST VALUE IS	69.18930	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	4TH HIGHEST VALUE IS	65.96497	AT (	285822.32,	4019670.36,	97.57,	97.57,	1.80)	DC	
	5TH HIGHEST VALUE IS	50.79269	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	6TH HIGHEST VALUE IS	42.58365	AT (	285764.06,	4019695.35,	88.54,	97.93,	1.80)	DC	
	7TH HIGHEST VALUE IS	36.46700	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	8TH HIGHEST VALUE IS	35.31598	AT (	285749.33,	4019726.95,	88.14,	97.93,	1.80)	DC	
	9TH HIGHEST VALUE IS	27.02874	AT (	285773.08,	4019661.68,	92.01,	97.93,	1.80)	DC	
	10TH HIGHEST VALUE IS	24.99083	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
280E_29	1ST HIGHEST VALUE IS	390.92653	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	2ND HIGHEST VALUE IS	112.98524	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
	3RD HIGHEST VALUE IS	56.81843	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	4TH HIGHEST VALUE IS	53.56338	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	43.65743	AT (	285822.32,	4019670.36,	97.57,	97.57,	1.80)	DC	
	6TH HIGHEST VALUE IS	33.76339	AT (	285764.06,	4019695.35,	88.54,	97.93,	1.80)	DC	
	7TH HIGHEST VALUE IS	33.73590	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	8TH HIGHEST VALUE IS	31.22223	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	
	9TH HIGHEST VALUE IS	29.89929	AT (	285749.33,	4019726.95,	88.14,	97.93,	1.80)	DC	
	10TH HIGHEST VALUE IS	24.71607	AT (	285970.04,	4019557.49,	88.61,	88.61,	1.80)	DC	
280E_30	1ST HIGHEST VALUE IS	350.57607	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	2ND HIGHEST VALUE IS	71.55541	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
	3RD HIGHEST VALUE IS	56.08460	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	47.79522	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	5TH HIGHEST VALUE IS	40.25569	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	
	6TH HIGHEST VALUE IS	32.50843	AT (	285822.32,	4019670.36,	97.57,	97.57,	1.80)	DC	
	7TH HIGHEST VALUE IS	30.90134	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	8TH HIGHEST VALUE IS	27.53819	AT (	285764.06,	4019695.35,	88.54,	97.93,	1.80)	DC	
	9TH HIGHEST VALUE IS	26.92613	AT (	285970.04,	4019557.49,	88.61,	88.61,	1.80)	DC	
	10TH HIGHEST VALUE IS	25.55172	AT (	285749.33,	4019726.95,	88.14,	97.93,	1.80)	DC	
280E_31	1ST HIGHEST VALUE IS	236.60294	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	2ND HIGHEST VALUE IS	57.66029	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	3RD HIGHEST VALUE IS	53.94200	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	
	4TH HIGHEST VALUE IS	48.98527	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	41.86161	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	6TH HIGHEST VALUE IS	28.48760	AT (	285970.04,	4019557.49,	88.61,	88.61,	1.80)	DC	
	7TH HIGHEST VALUE IS	28.45838	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	8TH HIGHEST VALUE IS	26.89945	AT (	285822.32,	4019670.36,	97.57,	97.57,	1.80)	DC	
	9TH HIGHEST VALUE IS	24.91481	AT (	285970.04,	4019696.41,	88.82,	88.82,	1.80)	DC	
	10TH HIGHEST VALUE IS	23.84855	AT (	285835.93,	4019776.95,	89.63,	96.28,	1.80)	DC	
280E_32	1ST HIGHEST VALUE IS	128.76531	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	2ND HIGHEST VALUE IS	66.45831	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	
	3RD HIGHEST VALUE IS	51.43501	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	39.82575	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	5TH HIGHEST VALUE IS	31.34373	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
	6TH HIGHEST VALUE IS	30.04325	AT (	285970.04,	4019696.41,	88.82,	88.82,	1.80)	DC	
	7TH HIGHEST VALUE IS	27.75045	AT (	285822.32,	4019670.36,	97.57,	97.57,	1.80)	DC	
	8TH HIGHEST VALUE IS	26.64956	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	9TH HIGHEST VALUE IS	26.55662	AT (	285970.04,	4019557.49,	88.61,	88.61,	1.80)	DC	
	10TH HIGHEST VALUE IS	22.99388	AT (	285835.93,	4019776.95,	89.63,	96.28,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTS: RegDFault CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
280E_33	1ST HIGHEST VALUE IS	89.85558	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	
	2ND HIGHEST VALUE IS	85.58573	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	3RD HIGHEST VALUE IS	45.59085	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	39.01435	AT (	285970.04,	4019696.41,	88.82,	88.82,	1.80)	DC	
	5TH HIGHEST VALUE IS	33.40701	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	6TH HIGHEST VALUE IS	25.00112	AT (	285970.04,	4019557.49,	88.61,	88.61,	1.80)	DC	
	7TH HIGHEST VALUE IS	24.27985	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
	8TH HIGHEST VALUE IS	23.67715	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	9TH HIGHEST VALUE IS	23.50878	AT (	285822.32,	4019670.36,	97.57,	97.57,	1.80)	DC	
	10TH HIGHEST VALUE IS	22.06537	AT (	285835.93,	4019776.95,	89.63,	96.28,	1.80)	DC	
280E_34	1ST HIGHEST VALUE IS	131.03849	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	
	2ND HIGHEST VALUE IS	64.48431	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	3RD HIGHEST VALUE IS	54.27357	AT (	285970.04,	4019696.41,	88.82,	88.82,	1.80)	DC	
	4TH HIGHEST VALUE IS	41.70072	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	27.71950	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	6TH HIGHEST VALUE IS	23.83205	AT (	285970.04,	4019557.49,	88.61,	88.61,	1.80)	DC	
	7TH HIGHEST VALUE IS	21.51613	AT (	285835.93,	4019776.95,	89.63,	96.28,	1.80)	DC	
	8TH HIGHEST VALUE IS	21.34790	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	9TH HIGHEST VALUE IS	20.85034	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
	10TH HIGHEST VALUE IS	18.69099	AT (	285822.32,	4019670.36,	97.57,	97.57,	1.80)	DC	
280E_35	1ST HIGHEST VALUE IS	183.85602	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	
	2ND HIGHEST VALUE IS	73.86993	AT (	285970.04,	4019696.41,	88.82,	88.82,	1.80)	DC	
	3RD HIGHEST VALUE IS	50.94629	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	37.77576	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	23.14612	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	6TH HIGHEST VALUE IS	22.37608	AT (	285970.04,	4019557.49,	88.61,	88.61,	1.80)	DC	
	7TH HIGHEST VALUE IS	20.63914	AT (	285835.93,	4019776.95,	89.63,	96.28,	1.80)	DC	
	8TH HIGHEST VALUE IS	20.15265	AT (	285952.00,	4019763.76,	88.70,	88.70,	1.80)	DC	
	9TH HIGHEST VALUE IS	19.01254	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	10TH HIGHEST VALUE IS	18.46551	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
280E_36	1ST HIGHEST VALUE IS	202.24246	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	
	2ND HIGHEST VALUE IS	92.58313	AT (	285970.04,	4019696.41,	88.82,	88.82,	1.80)	DC	
	3RD HIGHEST VALUE IS	40.65840	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	33.57661	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	21.37226	AT (	285952.00,	4019763.76,	88.70,	88.70,	1.80)	DC	
	6TH HIGHEST VALUE IS	19.90074	AT (	285970.04,	4019557.49,	88.61,	88.61,	1.80)	DC	
	7TH HIGHEST VALUE IS	19.58347	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	8TH HIGHEST VALUE IS	19.42399	AT (	285835.93,	4019776.95,	89.63,	96.28,	1.80)	DC	
	9TH HIGHEST VALUE IS	16.94416	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	10TH HIGHEST VALUE IS	16.35771	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
280E_37	1ST HIGHEST VALUE IS	143.99441	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	
	2ND HIGHEST VALUE IS	105.85794	AT (	285970.04,	4019696.41,	88.82,	88.82,	1.80)	DC	
	3RD HIGHEST VALUE IS	32.86018	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	29.46335	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	22.44651	AT (	285952.00,	4019763.76,	88.70,	88.70,	1.80)	DC	
	6TH HIGHEST VALUE IS	18.07401	AT (	285835.93,	4019776.95,	89.63,	96.28,	1.80)	DC	
	7TH HIGHEST VALUE IS	16.77540	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	8TH HIGHEST VALUE IS	16.47180	AT (	285970.04,	4019557.49,	88.61,	88.61,	1.80)	DC	
	9TH HIGHEST VALUE IS	15.13831	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	10TH HIGHEST VALUE IS	14.48723	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
280E_38	1ST HIGHEST VALUE IS	111.92818	AT (	285970.04,	4019696.41,	88.82,	88.82,	1.80)	DC	
	2ND HIGHEST VALUE IS	84.09827	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	
	3RD HIGHEST VALUE IS	26.75885	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	25.66185	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	23.47843	AT (	285952.00,	4019763.76,	88.70,	88.70,	1.80)	DC	
	6TH HIGHEST VALUE IS	16.69562	AT (	285835.93,	4019776.95,	89.63,	96.28,	1.80)	DC	
	7TH HIGHEST VALUE IS	14.52622	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	8TH HIGHEST VALUE IS	13.56302	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	9TH HIGHEST VALUE IS	13.28368	AT (	285970.04,	4019557.49,	88.61,	88.61,	1.80)	DC	
	10TH HIGHEST VALUE IS	12.85194	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
280E_39	1ST HIGHEST VALUE IS	106.82379	AT (	285970.04,	4019696.41,	88.82,	88.82,	1.80)	DC	
	2ND HIGHEST VALUE IS	57.55282	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	
	3RD HIGHEST VALUE IS	24.40417	AT (	285952.00,	4019763.76,	88.70,	88.70,	1.80)	DC	
	4TH HIGHEST VALUE IS	22.37534	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	22.13069	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	6TH HIGHEST VALUE IS	15.39594	AT (	285835.93,	4019776.95,	89.63,	96.28,	1.80)	DC	
	7TH HIGHEST VALUE IS	12.70341	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	8TH HIGHEST VALUE IS	12.19146	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	9TH HIGHEST VALUE IS	11.37325	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	
	10TH HIGHEST VALUE IS	11.10921	AT (	285922.53,	4019826.95,	88.72,	88.72,	1.80)	DC	
280E_40	1ST HIGHEST VALUE IS	91.62225	AT (	285970.04,	4019696.41,	88.82,	88.82,	1.80)	DC	
	2ND HIGHEST VALUE IS	43.12486	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	
	3RD HIGHEST VALUE IS	24.90712	AT (	285952.00,	4019763.76,	88.70,	88.70,	1.80)	DC	
	4TH HIGHEST VALUE IS	19.57100	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	18.58296	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	6TH HIGHEST VALUE IS	14.18614	AT (	285835.93,	4019776.95,	89.63,	96.28,	1.80)	DC	
	7TH HIGHEST VALUE IS	11.41448	AT (	285922.53,	4019826.95,	88.72,	88.72,	1.80)	DC	
	8TH HIGHEST VALUE IS	10.98411	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	9TH HIGHEST VALUE IS	10.85502	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	10TH HIGHEST VALUE IS	10.11074	AT (	285876.12,	4019626.95,	89.05,	97.93,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
280E_41	1ST HIGHEST VALUE IS	74.83395	AT (	285970.04,	4019696.41,	88.82,	88.82,	1.80)	DC	
	2ND HIGHEST VALUE IS	33.69788	AT (	285976.12,	4019626.95,	88.74,	93.76,	1.80)	DC	
	3RD HIGHEST VALUE IS	24.72203	AT (	285952.00,	4019763.76,	88.70,	88.70,	1.80)	DC	
	4TH HIGHEST VALUE IS	17.18184	AT (	285858.03,	4019729.56,	89.65,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	15.82731	AT (	285871.56,	4019679.04,	89.38,	97.93,	1.80)	DC	
	6TH HIGHEST VALUE IS	13.05994	AT (	285835.93,	4019776.95,	89.63,	96.28,	1.80)	DC	
	7TH HIGHEST VALUE IS	11.59770	AT (	285922.53,	4019826.95,	88.72,	88.72,	1.80)	DC	
	8TH HIGHEST VALUE IS	9.92318	AT (	285792.63,	4019751.95,	91.75,	97.16,	1.80)	DC	
	9TH HIGHEST VALUE IS	9.58574	AT (	285811.04,	4019712.46,	93.54,	97.89,	1.80)	DC	
	10TH HIGHEST VALUE IS	9.33177	AT (	285805.93,	4019819.79,	89.81,	89.81,	1.80)	DC	
280W_01	1ST HIGHEST VALUE IS	467.08143	AT (	285500.94,	4019654.31,	88.16,	88.16,	1.80)	DC	
	2ND HIGHEST VALUE IS	343.16959	AT (	285497.34,	4019640.84,	88.21,	88.21,	1.80)	DC	
	3RD HIGHEST VALUE IS	315.37980	AT (	285489.52,	4019676.95,	87.49,	87.49,	1.80)	DC	
	4TH HIGHEST VALUE IS	209.46273	AT (	285506.84,	4019666.95,	87.82,	87.82,	1.80)	DC	
	5TH HIGHEST VALUE IS	202.09626	AT (	285477.64,	4019644.31,	87.85,	87.85,	1.80)	DC	
	6TH HIGHEST VALUE IS	195.76442	AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC	
	7TH HIGHEST VALUE IS	182.01267	AT (	285519.74,	4019647.47,	88.06,	88.06,	1.80)	DC	
	8TH HIGHEST VALUE IS	159.99807	AT (	285516.12,	4019626.95,	87.98,	87.98,	1.80)	DC	
	9TH HIGHEST VALUE IS	155.09837	AT (	285496.12,	4019626.95,	88.19,	88.19,	1.80)	DC	
	10TH HIGHEST VALUE IS	130.05810	AT (	285524.16,	4019656.95,	88.29,	88.29,	1.80)	DC	
280W_02	1ST HIGHEST VALUE IS	418.12838	AT (	285477.64,	4019644.31,	87.85,	87.85,	1.80)	DC	
	2ND HIGHEST VALUE IS	250.32440	AT (	285497.34,	4019640.84,	88.21,	88.21,	1.80)	DC	
	3RD HIGHEST VALUE IS	213.66289	AT (	285500.94,	4019654.31,	88.16,	88.16,	1.80)	DC	
	4TH HIGHEST VALUE IS	174.94477	AT (	285489.52,	4019676.95,	87.49,	87.49,	1.80)	DC	
	5TH HIGHEST VALUE IS	169.78768	AT (	285435.17,	4019678.25,	87.48,	87.48,	1.80)	DC	
	6TH HIGHEST VALUE IS	168.75487	AT (	285496.12,	4019626.95,	88.19,	88.19,	1.80)	DC	
	7TH HIGHEST VALUE IS	129.08075	AT (	285476.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
	8TH HIGHEST VALUE IS	125.90115	AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC	
	9TH HIGHEST VALUE IS	123.98390	AT (	285446.22,	4019701.95,	87.52,	87.52,	1.80)	DC	
	10TH HIGHEST VALUE IS	119.71065	AT (	285516.12,	4019626.95,	87.98,	87.98,	1.80)	DC	
280W_03	1ST HIGHEST VALUE IS	340.45586	AT (	285477.64,	4019644.31,	87.85,	87.85,	1.80)	DC	
	2ND HIGHEST VALUE IS	269.54245	AT (	285435.17,	4019678.25,	87.48,	87.48,	1.80)	DC	
	3RD HIGHEST VALUE IS	240.61414	AT (	285482.15,	4019661.15,	87.84,	87.84,	1.80)	DC	
	4TH HIGHEST VALUE IS	168.77230	AT (	285476.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
	5TH HIGHEST VALUE IS	155.28780	AT (	285497.34,	4019640.84,	88.21,	88.21,	1.80)	DC	
	6TH HIGHEST VALUE IS	138.14888	AT (	285496.12,	4019626.95,	88.19,	88.19,	1.80)	DC	
	7TH HIGHEST VALUE IS	121.79485	AT (	285500.94,	4019654.31,	88.16,	88.16,	1.80)	DC	
	8TH HIGHEST VALUE IS	119.85678	AT (	285446.22,	4019701.95,	87.52,	87.52,	1.80)	DC	
	9TH HIGHEST VALUE IS	102.51071	AT (	285428.40,	4019653.00,	87.83,	87.83,	1.80)	DC	
	10TH HIGHEST VALUE IS	101.73896	AT (	285489.52,	4019676.95,	87.49,	87.49,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

*** 05/08/24
*** 09:31:40
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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC				RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)				OF TYPE	NETWORK GRID-ID
280W_04		1ST HIGHEST VALUE IS	373.84014	AT (	285435.17,	4019678.25,	87.48,	87.48,	1.80)	DC	
		2ND HIGHEST VALUE IS	201.34490	AT (	285477.64,	4019644.31,	87.85,	87.85,	1.80)	DC	
		3RD HIGHEST VALUE IS	194.81769	AT (	285428.40,	4019653.00,	87.83,	87.83,	1.80)	DC	
		4TH HIGHEST VALUE IS	157.41239	AT (	285476.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
		5TH HIGHEST VALUE IS	130.69384	AT (	285482.15,	4019661.15,	87.84,	87.84,	1.80)	DC	
		6TH HIGHEST VALUE IS	105.55647	AT (	285446.22,	4019701.95,	87.52,	87.52,	1.80)	DC	
		7TH HIGHEST VALUE IS	100.06409	AT (	285496.12,	4019626.95,	88.19,	88.19,	1.80)	DC	
		8TH HIGHEST VALUE IS	99.45299	AT (	285497.34,	4019640.84,	88.21,	88.21,	1.80)	DC	
		9TH HIGHEST VALUE IS	91.84940	AT (	285388.18,	4019695.35,	87.50,	87.50,	1.80)	DC	
		10TH HIGHEST VALUE IS	91.57824	AT (	285477.64,	4019609.59,	87.84,	87.84,	1.80)	DC	
280W_05		1ST HIGHEST VALUE IS	320.15800	AT (	285435.17,	4019678.25,	87.48,	87.48,	1.80)	DC	
		2ND HIGHEST VALUE IS	122.45905	AT (	285477.64,	4019644.31,	87.85,	87.85,	1.80)	DC	
		3RD HIGHEST VALUE IS	120.92381	AT (	285388.18,	4019695.35,	87.50,	87.50,	1.80)	DC	
		4TH HIGHEST VALUE IS	119.46809	AT (	285476.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
		5TH HIGHEST VALUE IS	85.43210	AT (	285446.22,	4019701.95,	87.52,	87.52,	1.80)	DC	
		6TH HIGHEST VALUE IS	85.13769	AT (	285477.64,	4019609.59,	87.84,	87.84,	1.80)	DC	
		7TH HIGHEST VALUE IS	83.99610	AT (	285426.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
		8TH HIGHEST VALUE IS	82.53303	AT (	285446.67,	4019611.45,	87.87,	87.87,	1.80)	DC	
		9TH HIGHEST VALUE IS	82.29038	AT (	285482.15,	4019661.15,	87.84,	87.84,	1.80)	DC	
		10TH HIGHEST VALUE IS	71.39405	AT (	285496.12,	4019626.95,	88.19,	88.19,	1.80)	DC	
280W_06		1ST HIGHEST VALUE IS	181.61314	AT (	285435.17,	4019678.25,	87.48,	87.48,	1.80)	DC	
		2ND HIGHEST VALUE IS	151.86910	AT (	285388.18,	4019695.35,	87.50,	87.50,	1.80)	DC	
		3RD HIGHEST VALUE IS	136.20008	AT (	285426.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
		4TH HIGHEST VALUE IS	104.58884	AT (	285379.16,	4019661.68,	87.79,	87.79,	1.80)	DC	
		5TH HIGHEST VALUE IS	94.72441	AT (	285446.67,	4019611.45,	87.87,	87.87,	1.80)	DC	
		6TH HIGHEST VALUE IS	85.28893	AT (	285476.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
		7TH HIGHEST VALUE IS	80.17282	AT (	285477.64,	4019644.31,	87.85,	87.85,	1.80)	DC	
		8TH HIGHEST VALUE IS	70.58991	AT (	285477.64,	4019609.59,	87.84,	87.84,	1.80)	DC	
		9TH HIGHEST VALUE IS	63.96651	AT (	285446.22,	4019701.95,	87.52,	87.52,	1.80)	DC	
		10TH HIGHEST VALUE IS	57.14089	AT (	285341.20,	4019712.46,	87.46,	87.46,	1.80)	DC	
280W_07		1ST HIGHEST VALUE IS	305.76900	AT (	285428.40,	4019653.00,	87.83,	87.83,	1.80)	DC	
		2ND HIGHEST VALUE IS	185.95061	AT (	285379.16,	4019661.68,	87.79,	87.79,	1.80)	DC	
		3RD HIGHEST VALUE IS	166.09749	AT (	285388.18,	4019695.35,	87.50,	87.50,	1.80)	DC	
		4TH HIGHEST VALUE IS	164.73702	AT (	285426.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
		5TH HIGHEST VALUE IS	105.10960	AT (	285435.17,	4019678.25,	87.48,	87.48,	1.80)	DC	
		6TH HIGHEST VALUE IS	91.51680	AT (	285446.67,	4019611.45,	87.87,	87.87,	1.80)	DC	
		7TH HIGHEST VALUE IS	69.20010	AT (	285341.20,	4019712.46,	87.46,	87.46,	1.80)	DC	
		8TH HIGHEST VALUE IS	63.16326	AT (	285428.40,	4019600.90,	87.85,	87.85,	1.80)	DC	
		9TH HIGHEST VALUE IS	61.38318	AT (	285476.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
		10TH HIGHEST VALUE IS	59.95222	AT (	285401.72,	4019615.52,	87.74,	87.74,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

*** 05/08/24
*** 09:31:40
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*** MODELOPTs: RegDFault CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
280W_08	1ST HIGHEST VALUE IS	162.45757	AT (	285428.40,	4019653.00,	87.83,	87.83,	1.80)	DC	
	2ND HIGHEST VALUE IS	152.22697	AT (	285388.18,	4019695.35,	87.50,	87.50,	1.80)	DC	
	3RD HIGHEST VALUE IS	145.94511	AT (	285426.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
	4TH HIGHEST VALUE IS	85.78089	AT (	285401.72,	4019615.52,	87.74,	87.74,	1.80)	DC	
	5TH HIGHEST VALUE IS	82.04026	AT (	285341.20,	4019712.46,	87.46,	87.46,	1.80)	DC	
	6TH HIGHEST VALUE IS	77.11038	AT (	285446.67,	4019611.45,	87.87,	87.87,	1.80)	DC	
	7TH HIGHEST VALUE IS	69.02975	AT (	285428.40,	4019600.90,	87.85,	87.85,	1.80)	DC	
	8TH HIGHEST VALUE IS	67.85745	AT (	285435.17,	4019678.25,	87.48,	87.48,	1.80)	DC	
	9TH HIGHEST VALUE IS	65.32708	AT (	285329.92,	4019670.36,	87.60,	87.60,	1.80)	DC	
	10TH HIGHEST VALUE IS	55.53715	AT (	285376.12,	4019626.95,	87.54,	87.54,	1.80)	DC	
280W_09	1ST HIGHEST VALUE IS	122.10949	AT (	285388.18,	4019695.35,	87.50,	87.50,	1.80)	DC	
	2ND HIGHEST VALUE IS	109.17200	AT (	285426.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
	3RD HIGHEST VALUE IS	103.95336	AT (	285401.72,	4019615.52,	87.74,	87.74,	1.80)	DC	
	4TH HIGHEST VALUE IS	99.10435	AT (	285428.40,	4019653.00,	87.83,	87.83,	1.80)	DC	
	5TH HIGHEST VALUE IS	96.94473	AT (	285329.92,	4019670.36,	87.60,	87.60,	1.80)	DC	
	6TH HIGHEST VALUE IS	93.92364	AT (	285376.12,	4019626.95,	87.54,	87.54,	1.80)	DC	
	7TH HIGHEST VALUE IS	91.92935	AT (	285341.20,	4019712.46,	87.46,	87.46,	1.80)	DC	
	8TH HIGHEST VALUE IS	66.73854	AT (	285428.40,	4019600.90,	87.85,	87.85,	1.80)	DC	
	9TH HIGHEST VALUE IS	60.84637	AT (	285446.67,	4019611.45,	87.87,	87.87,	1.80)	DC	
	10TH HIGHEST VALUE IS	47.41960	AT (	285435.17,	4019678.25,	87.48,	87.48,	1.80)	DC	
280W_10	1ST HIGHEST VALUE IS	158.74320	AT (	285329.92,	4019670.36,	87.60,	87.60,	1.80)	DC	
	2ND HIGHEST VALUE IS	142.56871	AT (	285376.12,	4019626.95,	87.54,	87.54,	1.80)	DC	
	3RD HIGHEST VALUE IS	104.06199	AT (	285401.72,	4019615.52,	87.74,	87.74,	1.80)	DC	
	4TH HIGHEST VALUE IS	93.53894	AT (	285341.20,	4019712.46,	87.46,	87.46,	1.80)	DC	
	5TH HIGHEST VALUE IS	87.67875	AT (	285388.18,	4019695.35,	87.50,	87.50,	1.80)	DC	
	6TH HIGHEST VALUE IS	78.25847	AT (	285426.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
	7TH HIGHEST VALUE IS	66.09657	AT (	285428.40,	4019653.00,	87.83,	87.83,	1.80)	DC	
	8TH HIGHEST VALUE IS	58.29824	AT (	285428.40,	4019600.90,	87.85,	87.85,	1.80)	DC	
	9TH HIGHEST VALUE IS	52.08508	AT (	285363.87,	4019609.68,	87.60,	87.60,	1.80)	DC	
	10TH HIGHEST VALUE IS	51.41740	AT (	285294.21,	4019729.56,	87.48,	87.48,	1.80)	DC	
280W_11	1ST HIGHEST VALUE IS	301.74218	AT (	285329.92,	4019670.36,	87.60,	87.60,	1.80)	DC	
	2ND HIGHEST VALUE IS	209.28496	AT (	285379.16,	4019661.68,	87.79,	87.79,	1.80)	DC	
	3RD HIGHEST VALUE IS	160.01243	AT (	285376.12,	4019626.95,	87.54,	87.54,	1.80)	DC	
	4TH HIGHEST VALUE IS	88.42464	AT (	285401.72,	4019615.52,	87.74,	87.74,	1.80)	DC	
	5TH HIGHEST VALUE IS	87.37424	AT (	285341.20,	4019712.46,	87.46,	87.46,	1.80)	DC	
	6TH HIGHEST VALUE IS	70.58034	AT (	285363.87,	4019609.68,	87.60,	87.60,	1.80)	DC	
	7TH HIGHEST VALUE IS	59.83264	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC	
	8TH HIGHEST VALUE IS	59.79540	AT (	285388.18,	4019695.35,	87.50,	87.50,	1.80)	DC	
	9TH HIGHEST VALUE IS	57.24790	AT (	285294.21,	4019729.56,	87.48,	87.48,	1.80)	DC	
	10TH HIGHEST VALUE IS	56.86188	AT (	285426.12,	4019626.95,	87.80,	87.80,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

*** 05/08/24
*** 09:31:40
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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC				RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)				OF TYPE	NETWORK GRID-ID
280W_12	1ST HIGHEST VALUE IS	135.96184	AT (	285376.12,	4019626.95,	87.54,	87.54,	1.80)	DC		
	2ND HIGHEST VALUE IS	118.64100	AT (	285379.16,	4019661.68,	87.79,	87.79,	1.80)	DC		
	3RD HIGHEST VALUE IS	84.94168	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC		
	4TH HIGHEST VALUE IS	83.98379	AT (	285363.87,	4019609.68,	87.60,	87.60,	1.80)	DC		
	5TH HIGHEST VALUE IS	77.48221	AT (	285341.20,	4019712.46,	87.46,	87.46,	1.80)	DC		
	6TH HIGHEST VALUE IS	69.14940	AT (	285401.72,	4019615.52,	87.74,	87.74,	1.80)	DC		
	7TH HIGHEST VALUE IS	60.47085	AT (	285294.21,	4019729.56,	87.48,	87.48,	1.80)	DC		
	8TH HIGHEST VALUE IS	59.47089	AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC		
	9TH HIGHEST VALUE IS	53.88788	AT (	285379.16,	4019592.22,	87.66,	87.66,	1.80)	DC		
	10TH HIGHEST VALUE IS	42.51458	AT (	285426.12,	4019626.95,	87.80,	87.80,	1.80)	DC		
280W_13	1ST HIGHEST VALUE IS	127.91242	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC		
	2ND HIGHEST VALUE IS	100.59823	AT (	285376.12,	4019626.95,	87.54,	87.54,	1.80)	DC		
	3RD HIGHEST VALUE IS	100.18074	AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC		
	4TH HIGHEST VALUE IS	86.23495	AT (	285363.87,	4019609.68,	87.60,	87.60,	1.80)	DC		
	5TH HIGHEST VALUE IS	76.08039	AT (	285379.16,	4019661.68,	87.79,	87.79,	1.80)	DC		
	6TH HIGHEST VALUE IS	64.65474	AT (	285341.20,	4019712.46,	87.46,	87.46,	1.80)	DC		
	7TH HIGHEST VALUE IS	59.61536	AT (	285294.21,	4019729.56,	87.48,	87.48,	1.80)	DC		
	8TH HIGHEST VALUE IS	53.42641	AT (	285379.16,	4019592.22,	87.66,	87.66,	1.80)	DC		
	9TH HIGHEST VALUE IS	52.83252	AT (	285401.72,	4019615.52,	87.74,	87.74,	1.80)	DC		
	10TH HIGHEST VALUE IS	32.73870	AT (	285426.12,	4019626.95,	87.80,	87.80,	1.80)	DC		
280W_14	1ST HIGHEST VALUE IS	258.84847	AT (	285329.92,	4019670.36,	87.60,	87.60,	1.80)	DC		
	2ND HIGHEST VALUE IS	205.73402	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC		
	3RD HIGHEST VALUE IS	142.26770	AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC		
	4TH HIGHEST VALUE IS	76.69987	AT (	285363.87,	4019609.68,	87.60,	87.60,	1.80)	DC		
	5TH HIGHEST VALUE IS	72.40504	AT (	285376.12,	4019626.95,	87.54,	87.54,	1.80)	DC		
	6TH HIGHEST VALUE IS	55.98449	AT (	285294.21,	4019729.56,	87.48,	87.48,	1.80)	DC		
	7TH HIGHEST VALUE IS	52.59101	AT (	285379.16,	4019661.68,	87.79,	87.79,	1.80)	DC		
	8TH HIGHEST VALUE IS	50.85756	AT (	285341.20,	4019712.46,	87.46,	87.46,	1.80)	DC		
	9TH HIGHEST VALUE IS	48.52970	AT (	285379.16,	4019592.22,	87.66,	87.66,	1.80)	DC		
	10TH HIGHEST VALUE IS	40.65376	AT (	285401.72,	4019615.52,	87.74,	87.74,	1.80)	DC		
280W_15	1ST HIGHEST VALUE IS	338.10691	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC		
	2ND HIGHEST VALUE IS	149.98018	AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC		
	3RD HIGHEST VALUE IS	134.95819	AT (	285329.92,	4019670.36,	87.60,	87.60,	1.80)	DC		
	4TH HIGHEST VALUE IS	62.57214	AT (	285363.87,	4019609.68,	87.60,	87.60,	1.80)	DC		
	5TH HIGHEST VALUE IS	53.04669	AT (	285376.12,	4019626.95,	87.54,	87.54,	1.80)	DC		
	6TH HIGHEST VALUE IS	51.49146	AT (	285294.21,	4019729.56,	87.48,	87.48,	1.80)	DC		
	7TH HIGHEST VALUE IS	42.42676	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC		
	8TH HIGHEST VALUE IS	41.67338	AT (	285379.16,	4019592.22,	87.66,	87.66,	1.80)	DC		
	9TH HIGHEST VALUE IS	39.06591	AT (	285329.92,	4019583.54,	87.91,	87.91,	1.80)	DC		
	10TH HIGHEST VALUE IS	38.38698	AT (	285379.16,	4019661.68,	87.79,	87.79,	1.80)	DC		

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

*** 05/08/24
*** 09:31:40
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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
280W_16	1ST HIGHEST VALUE IS	437.60694	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC	
	2ND HIGHEST VALUE IS	123.59368	AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC	
	3RD HIGHEST VALUE IS	84.23972	AT (	285329.92,	4019670.36,	87.60,	87.60,	1.80)	DC	
	4TH HIGHEST VALUE IS	67.14163	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
	5TH HIGHEST VALUE IS	49.32234	AT (	285363.87,	4019609.68,	87.60,	87.60,	1.80)	DC	
	6TH HIGHEST VALUE IS	45.97028	AT (	285294.21,	4019729.56,	87.48,	87.48,	1.80)	DC	
	7TH HIGHEST VALUE IS	42.56516	AT (	285329.92,	4019583.54,	87.91,	87.91,	1.80)	DC	
	8TH HIGHEST VALUE IS	39.98864	AT (	285376.12,	4019626.95,	87.54,	87.54,	1.80)	DC	
	9TH HIGHEST VALUE IS	36.90373	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
	10TH HIGHEST VALUE IS	34.75591	AT (	285379.16,	4019592.22,	87.66,	87.66,	1.80)	DC	
280W_17	1ST HIGHEST VALUE IS	292.36182	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC	
	2ND HIGHEST VALUE IS	109.76895	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
	3RD HIGHEST VALUE IS	91.25130	AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	57.29567	AT (	285329.92,	4019670.36,	87.60,	87.60,	1.80)	DC	
	5TH HIGHEST VALUE IS	47.08036	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
	6TH HIGHEST VALUE IS	43.03103	AT (	285329.92,	4019583.54,	87.91,	87.91,	1.80)	DC	
	7TH HIGHEST VALUE IS	39.44426	AT (	285294.21,	4019729.56,	87.48,	87.48,	1.80)	DC	
	8TH HIGHEST VALUE IS	38.72120	AT (	285363.87,	4019609.68,	87.60,	87.60,	1.80)	DC	
	9TH HIGHEST VALUE IS	31.52318	AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC	
	10TH HIGHEST VALUE IS	31.02193	AT (	285376.12,	4019626.95,	87.54,	87.54,	1.80)	DC	
280W_18	1ST HIGHEST VALUE IS	154.07935	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC	
	2ND HIGHEST VALUE IS	145.13399	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
	3RD HIGHEST VALUE IS	66.23360	AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC	
	4TH HIGHEST VALUE IS	61.35458	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
	5TH HIGHEST VALUE IS	41.26071	AT (	285329.92,	4019670.36,	87.60,	87.60,	1.80)	DC	
	6TH HIGHEST VALUE IS	40.32799	AT (	285329.92,	4019583.54,	87.91,	87.91,	1.80)	DC	
	7TH HIGHEST VALUE IS	32.70592	AT (	285294.21,	4019729.56,	87.48,	87.48,	1.80)	DC	
	8TH HIGHEST VALUE IS	31.52331	AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC	
	9TH HIGHEST VALUE IS	30.72524	AT (	285363.87,	4019609.68,	87.60,	87.60,	1.80)	DC	
	10TH HIGHEST VALUE IS	28.41671	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
280W_19	1ST HIGHEST VALUE IS	143.88226	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
	2ND HIGHEST VALUE IS	92.04008	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC	
	3RD HIGHEST VALUE IS	81.58047	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
	4TH HIGHEST VALUE IS	48.99794	AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	35.79250	AT (	285329.92,	4019583.54,	87.91,	87.91,	1.80)	DC	
	6TH HIGHEST VALUE IS	31.89910	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
	7TH HIGHEST VALUE IS	31.02845	AT (	285329.92,	4019670.36,	87.60,	87.60,	1.80)	DC	
	8TH HIGHEST VALUE IS	30.40430	AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC	
	9TH HIGHEST VALUE IS	26.36061	AT (	285294.21,	4019729.56,	87.48,	87.48,	1.80)	DC	
	10TH HIGHEST VALUE IS	24.77484	AT (	285363.87,	4019609.68,	87.60,	87.60,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

*** 05/08/24
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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
280W_20	1ST HIGHEST VALUE IS	115.19561	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
	2ND HIGHEST VALUE IS	109.94784	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
	3RD HIGHEST VALUE IS	61.24467	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC	
	4TH HIGHEST VALUE IS	37.26946	AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	34.64965	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
	6TH HIGHEST VALUE IS	30.75432	AT (	285329.92,	4019583.54,	87.91,	87.91,	1.80)	DC	
	7TH HIGHEST VALUE IS	28.74917	AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC	
	8TH HIGHEST VALUE IS	24.13926	AT (	285329.92,	4019670.36,	87.60,	87.60,	1.80)	DC	
	9TH HIGHEST VALUE IS	20.85276	AT (	285294.21,	4019729.56,	87.48,	87.48,	1.80)	DC	
	10TH HIGHEST VALUE IS	20.33645	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC	
280W_21	1ST HIGHEST VALUE IS	146.46041	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
	2ND HIGHEST VALUE IS	84.64096	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
	3RD HIGHEST VALUE IS	43.56057	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC	
	4TH HIGHEST VALUE IS	35.43433	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
	5TH HIGHEST VALUE IS	29.12842	AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC	
	6TH HIGHEST VALUE IS	27.02992	AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC	
	7TH HIGHEST VALUE IS	25.99977	AT (	285329.92,	4019583.54,	87.91,	87.91,	1.80)	DC	
	8TH HIGHEST VALUE IS	25.43554	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC	
	9TH HIGHEST VALUE IS	19.30014	AT (	285329.92,	4019670.36,	87.60,	87.60,	1.80)	DC	
	10TH HIGHEST VALUE IS	17.61551	AT (	285341.20,	4019541.44,	87.83,	87.83,	1.80)	DC	
280W_22	1ST HIGHEST VALUE IS	179.66940	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
	2ND HIGHEST VALUE IS	61.76319	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
	3RD HIGHEST VALUE IS	33.97682	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
	4TH HIGHEST VALUE IS	33.65651	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC	
	5TH HIGHEST VALUE IS	32.48198	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC	
	6TH HIGHEST VALUE IS	25.31950	AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC	
	7TH HIGHEST VALUE IS	23.32851	AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC	
	8TH HIGHEST VALUE IS	21.88749	AT (	285329.92,	4019583.54,	87.91,	87.91,	1.80)	DC	
	9TH HIGHEST VALUE IS	16.03347	AT (	285341.20,	4019541.44,	87.83,	87.83,	1.80)	DC	
	10TH HIGHEST VALUE IS	15.78407	AT (	285329.92,	4019670.36,	87.60,	87.60,	1.80)	DC	
280W_23	1ST HIGHEST VALUE IS	182.82991	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
	2ND HIGHEST VALUE IS	49.30598	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC	
	3RD HIGHEST VALUE IS	46.02434	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
	4TH HIGHEST VALUE IS	30.97465	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
	5TH HIGHEST VALUE IS	25.09636	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC	
	6TH HIGHEST VALUE IS	23.42407	AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC	
	7TH HIGHEST VALUE IS	19.06971	AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC	
	8TH HIGHEST VALUE IS	18.47205	AT (	285329.92,	4019583.54,	87.91,	87.91,	1.80)	DC	
	9TH HIGHEST VALUE IS	15.72833	AT (	285294.21,	4019524.34,	87.94,	87.94,	1.80)	DC	
	10TH HIGHEST VALUE IS	14.41820	AT (	285341.20,	4019541.44,	87.83,	87.83,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

*** 05/08/24
*** 09:31:40
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*** MODELOPTS: RegDFault CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
280W_24		1ST HIGHEST VALUE IS	154.64145 AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
		2ND HIGHEST VALUE IS	80.43184 AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC	
		3RD HIGHEST VALUE IS	35.26648 AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
		4TH HIGHEST VALUE IS	27.30937 AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
		5TH HIGHEST VALUE IS	21.25293 AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC	
		6TH HIGHEST VALUE IS	19.95950 AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC	
		7TH HIGHEST VALUE IS	15.86426 AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC	
		8TH HIGHEST VALUE IS	15.69325 AT (	285329.92,	4019583.54,	87.91,	87.91,	1.80)	DC	
		9TH HIGHEST VALUE IS	15.54705 AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC	
		10TH HIGHEST VALUE IS	15.31583 AT (	285294.21,	4019524.34,	87.94,	87.94,	1.80)	DC	
280W_25		1ST HIGHEST VALUE IS	119.52378 AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC	
		2ND HIGHEST VALUE IS	113.40103 AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
		3RD HIGHEST VALUE IS	27.74278 AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
		4TH HIGHEST VALUE IS	23.61665 AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
		5TH HIGHEST VALUE IS	18.91949 AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC	
		6TH HIGHEST VALUE IS	18.18363 AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC	
		7TH HIGHEST VALUE IS	16.24496 AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC	
		8TH HIGHEST VALUE IS	14.55715 AT (	285294.21,	4019524.34,	87.94,	87.94,	1.80)	DC	
		9TH HIGHEST VALUE IS	13.44427 AT (	285329.92,	4019583.54,	87.91,	87.91,	1.80)	DC	
		10TH HIGHEST VALUE IS	13.39303 AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC	
280W_26		1ST HIGHEST VALUE IS	139.21698 AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC	
		2ND HIGHEST VALUE IS	76.35931 AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
		3RD HIGHEST VALUE IS	22.33652 AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
		4TH HIGHEST VALUE IS	20.29408 AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC	
		5TH HIGHEST VALUE IS	20.24572 AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
		6TH HIGHEST VALUE IS	16.62477 AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC	
		7TH HIGHEST VALUE IS	13.58575 AT (	285294.21,	4019524.34,	87.94,	87.94,	1.80)	DC	
		8TH HIGHEST VALUE IS	13.48011 AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC	
		9TH HIGHEST VALUE IS	11.62352 AT (	285329.92,	4019583.54,	87.91,	87.91,	1.80)	DC	
		10TH HIGHEST VALUE IS	11.45298 AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC	
280W_27		1ST HIGHEST VALUE IS	125.71669 AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC	
		2ND HIGHEST VALUE IS	51.55044 AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
		3RD HIGHEST VALUE IS	22.29681 AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC	
		4TH HIGHEST VALUE IS	18.33881 AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
		5TH HIGHEST VALUE IS	17.32332 AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
		6TH HIGHEST VALUE IS	14.42504 AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC	
		7TH HIGHEST VALUE IS	12.50623 AT (	285294.21,	4019524.34,	87.94,	87.94,	1.80)	DC	
		8TH HIGHEST VALUE IS	11.36519 AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC	
		9TH HIGHEST VALUE IS	10.13750 AT (	285329.92,	4019583.54,	87.91,	87.91,	1.80)	DC	
		10TH HIGHEST VALUE IS	9.90127 AT (	285326.12,	4019626.95,	87.93,	87.93,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

*** 05/08/24
*** 09:31:40
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*** MODELOPTS: RegDFault CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC				RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)				OF TYPE	NETWORK GRID-ID
280W_28	1ST HIGHEST VALUE IS	97.27265	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC		
	2ND HIGHEST VALUE IS	36.66855	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC		
	3RD HIGHEST VALUE IS	24.07427	AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC		
	4TH HIGHEST VALUE IS	15.30900	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC		
	5TH HIGHEST VALUE IS	14.86425	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC		
	6TH HIGHEST VALUE IS	12.34309	AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC		
	7TH HIGHEST VALUE IS	11.40017	AT (	285294.21,	4019524.34,	87.94,	87.94,	1.80)	DC		
	8TH HIGHEST VALUE IS	9.90565	AT (	284995.49,	4019636.81,	87.34,	87.34,	1.80)	DC		
	9TH HIGHEST VALUE IS	9.71453	AT (	285280.68,	4019679.04,	87.42,	87.42,	1.80)	DC		
	10TH HIGHEST VALUE IS	9.00001	AT (	285200.24,	4019490.14,	87.98,	87.98,	1.80)	DC		
280W_29	1ST HIGHEST VALUE IS	71.75812	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC		
	2ND HIGHEST VALUE IS	27.51273	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC		
	3RD HIGHEST VALUE IS	25.01088	AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC		
	4TH HIGHEST VALUE IS	12.96791	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC		
	5TH HIGHEST VALUE IS	12.83172	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC		
	6TH HIGHEST VALUE IS	11.27316	AT (	284995.49,	4019636.81,	87.34,	87.34,	1.80)	DC		
	7TH HIGHEST VALUE IS	10.45419	AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC		
	8TH HIGHEST VALUE IS	10.32895	AT (	285294.21,	4019524.34,	87.94,	87.94,	1.80)	DC		
	9TH HIGHEST VALUE IS	9.56681	AT (	285200.24,	4019490.14,	87.98,	87.98,	1.80)	DC		
	10TH HIGHEST VALUE IS	8.68288	AT (	284969.77,	4019635.95,	87.28,	87.28,	1.80)	DC		
280W_30	1ST HIGHEST VALUE IS	53.17294	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC		
	2ND HIGHEST VALUE IS	24.76365	AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC		
	3RD HIGHEST VALUE IS	21.46932	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC		
	4TH HIGHEST VALUE IS	12.95913	AT (	284995.49,	4019636.81,	87.34,	87.34,	1.80)	DC		
	5TH HIGHEST VALUE IS	11.15597	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC		
	6TH HIGHEST VALUE IS	11.11998	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC		
	7TH HIGHEST VALUE IS	10.02922	AT (	285200.24,	4019490.14,	87.98,	87.98,	1.80)	DC		
	8TH HIGHEST VALUE IS	9.79408	AT (	284969.77,	4019635.95,	87.28,	87.28,	1.80)	DC		
	9TH HIGHEST VALUE IS	9.32355	AT (	285294.21,	4019524.34,	87.94,	87.94,	1.80)	DC		
	10TH HIGHEST VALUE IS	8.81865	AT (	285200.24,	4019763.76,	87.19,	87.19,	1.80)	DC		
280W_31	1ST HIGHEST VALUE IS	40.29731	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC		
	2ND HIGHEST VALUE IS	23.48709	AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC		
	3RD HIGHEST VALUE IS	17.24553	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC		
	4TH HIGHEST VALUE IS	15.05606	AT (	284995.49,	4019636.81,	87.34,	87.34,	1.80)	DC		
	5TH HIGHEST VALUE IS	11.13425	AT (	284969.77,	4019635.95,	87.28,	87.28,	1.80)	DC		
	6TH HIGHEST VALUE IS	10.29290	AT (	285200.24,	4019490.14,	87.98,	87.98,	1.80)	DC		
	7TH HIGHEST VALUE IS	9.77264	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC		
	8TH HIGHEST VALUE IS	9.63804	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC		
	9TH HIGHEST VALUE IS	8.40198	AT (	285294.21,	4019524.34,	87.94,	87.94,	1.80)	DC		
	10TH HIGHEST VALUE IS	7.68556	AT (	284946.62,	4019626.52,	87.55,	87.55,	1.80)	DC		

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

*** 05/08/24
*** 09:31:40
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*** MODELOPTS: RegDFault CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC				RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)				OF TYPE	NETWORK GRID-ID
280W_32	1ST HIGHEST VALUE IS	31.34123	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC		
	2ND HIGHEST VALUE IS	21.57411	AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC		
	3RD HIGHEST VALUE IS	17.73180	AT (	284995.49,	4019636.81,	87.34,	87.34,	1.80)	DC		
	4TH HIGHEST VALUE IS	14.16129	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC		
	5TH HIGHEST VALUE IS	12.77308	AT (	284969.77,	4019635.95,	87.28,	87.28,	1.80)	DC		
	6TH HIGHEST VALUE IS	10.33006	AT (	285200.24,	4019490.14,	87.98,	87.98,	1.80)	DC		
	7TH HIGHEST VALUE IS	8.62415	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC		
	8TH HIGHEST VALUE IS	8.57342	AT (	284946.62,	4019626.52,	87.55,	87.55,	1.80)	DC		
	9TH HIGHEST VALUE IS	8.43126	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC		
	10TH HIGHEST VALUE IS	7.57175	AT (	285294.21,	4019524.34,	87.94,	87.94,	1.80)	DC		
280W_33	1ST HIGHEST VALUE IS	24.96500	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC		
	2ND HIGHEST VALUE IS	21.27283	AT (	284995.49,	4019636.81,	87.34,	87.34,	1.80)	DC		
	3RD HIGHEST VALUE IS	19.38500	AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC		
	4TH HIGHEST VALUE IS	14.81133	AT (	284969.77,	4019635.95,	87.28,	87.28,	1.80)	DC		
	5TH HIGHEST VALUE IS	11.83677	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC		
	6TH HIGHEST VALUE IS	10.15886	AT (	285200.24,	4019490.14,	87.98,	87.98,	1.80)	DC		
	7TH HIGHEST VALUE IS	9.62500	AT (	284946.62,	4019626.52,	87.55,	87.55,	1.80)	DC		
	8TH HIGHEST VALUE IS	7.66289	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC		
	9TH HIGHEST VALUE IS	7.43540	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC		
	10TH HIGHEST VALUE IS	6.83254	AT (	285294.21,	4019524.34,	87.94,	87.94,	1.80)	DC		
280W_34	1ST HIGHEST VALUE IS	26.24342	AT (	284995.49,	4019636.81,	87.34,	87.34,	1.80)	DC		
	2ND HIGHEST VALUE IS	20.31254	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC		
	3RD HIGHEST VALUE IS	17.41683	AT (	284969.77,	4019635.95,	87.28,	87.28,	1.80)	DC		
	4TH HIGHEST VALUE IS	17.18210	AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC		
	5TH HIGHEST VALUE IS	10.89389	AT (	284946.62,	4019626.52,	87.55,	87.55,	1.80)	DC		
	6TH HIGHEST VALUE IS	10.04446	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC		
	7TH HIGHEST VALUE IS	9.82330	AT (	285200.24,	4019490.14,	87.98,	87.98,	1.80)	DC		
	8TH HIGHEST VALUE IS	6.85334	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC		
	9TH HIGHEST VALUE IS	6.60598	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC		
	10TH HIGHEST VALUE IS	6.18132	AT (	285294.21,	4019524.34,	87.94,	87.94,	1.80)	DC		
280W_35	1ST HIGHEST VALUE IS	33.79927	AT (	284995.49,	4019636.81,	87.34,	87.34,	1.80)	DC		
	2ND HIGHEST VALUE IS	20.88650	AT (	284969.77,	4019635.95,	87.28,	87.28,	1.80)	DC		
	3RD HIGHEST VALUE IS	16.82928	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC		
	4TH HIGHEST VALUE IS	15.11550	AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC		
	5TH HIGHEST VALUE IS	12.47033	AT (	284946.62,	4019626.52,	87.55,	87.55,	1.80)	DC		
	6TH HIGHEST VALUE IS	9.36943	AT (	285200.24,	4019490.14,	87.98,	87.98,	1.80)	DC		
	7TH HIGHEST VALUE IS	8.63589	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC		
	8TH HIGHEST VALUE IS	6.16564	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC		
	9TH HIGHEST VALUE IS	5.90843	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC		
	10TH HIGHEST VALUE IS	5.77664	AT (	285229.71,	4019426.95,	87.55,	87.55,	1.80)	DC		

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
280W_36	1ST HIGHEST VALUE IS	47.01993	AT (	284995.49,	4019636.81,	87.34,	87.34,	1.80)	DC	
	2ND HIGHEST VALUE IS	25.80774	AT (	284969.77,	4019635.95,	87.28,	87.28,	1.80)	DC	
	3RD HIGHEST VALUE IS	14.52327	AT (	284946.62,	4019626.52,	87.55,	87.55,	1.80)	DC	
	4TH HIGHEST VALUE IS	14.15868	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC	
	5TH HIGHEST VALUE IS	13.25901	AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC	
	6TH HIGHEST VALUE IS	8.84007	AT (	285200.24,	4019490.14,	87.98,	87.98,	1.80)	DC	
	7TH HIGHEST VALUE IS	7.50762	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
	8TH HIGHEST VALUE IS	5.62914	AT (	285229.71,	4019426.95,	87.55,	87.55,	1.80)	DC	
	9TH HIGHEST VALUE IS	5.57614	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
	10TH HIGHEST VALUE IS	5.31581	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
280W_37	1ST HIGHEST VALUE IS	75.87430	AT (	284995.49,	4019636.81,	87.34,	87.34,	1.80)	DC	
	2ND HIGHEST VALUE IS	33.34813	AT (	284969.77,	4019635.95,	87.28,	87.28,	1.80)	DC	
	3RD HIGHEST VALUE IS	17.33579	AT (	284946.62,	4019626.52,	87.55,	87.55,	1.80)	DC	
	4TH HIGHEST VALUE IS	12.07121	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC	
	5TH HIGHEST VALUE IS	11.63759	AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC	
	6TH HIGHEST VALUE IS	8.27024	AT (	285200.24,	4019490.14,	87.98,	87.98,	1.80)	DC	
	7TH HIGHEST VALUE IS	6.59077	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
	8TH HIGHEST VALUE IS	5.44287	AT (	285229.71,	4019426.95,	87.55,	87.55,	1.80)	DC	
	9TH HIGHEST VALUE IS	5.06723	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
	10TH HIGHEST VALUE IS	4.80856	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
280W_38	1ST HIGHEST VALUE IS	132.65000	AT (	284995.49,	4019636.81,	87.34,	87.34,	1.80)	DC	
	2ND HIGHEST VALUE IS	46.61436	AT (	284969.77,	4019635.95,	87.28,	87.28,	1.80)	DC	
	3RD HIGHEST VALUE IS	21.35968	AT (	284946.62,	4019626.52,	87.55,	87.55,	1.80)	DC	
	4TH HIGHEST VALUE IS	10.40802	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC	
	5TH HIGHEST VALUE IS	10.24308	AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC	
	6TH HIGHEST VALUE IS	7.68663	AT (	285200.24,	4019490.14,	87.98,	87.98,	1.80)	DC	
	7TH HIGHEST VALUE IS	5.83385	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
	8TH HIGHEST VALUE IS	5.22822	AT (	285229.71,	4019426.95,	87.55,	87.55,	1.80)	DC	
	9TH HIGHEST VALUE IS	4.62410	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
	10TH HIGHEST VALUE IS	4.37033	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	
280W_39	1ST HIGHEST VALUE IS	178.95779	AT (	284995.49,	4019636.81,	87.34,	87.34,	1.80)	DC	
	2ND HIGHEST VALUE IS	75.34161	AT (	284969.77,	4019635.95,	87.28,	87.28,	1.80)	DC	
	3RD HIGHEST VALUE IS	27.58548	AT (	284946.62,	4019626.52,	87.55,	87.55,	1.80)	DC	
	4TH HIGHEST VALUE IS	9.06215	AT (	285176.12,	4019626.95,	87.46,	87.46,	1.80)	DC	
	5TH HIGHEST VALUE IS	9.05393	AT (	285182.20,	4019557.49,	87.65,	87.65,	1.80)	DC	
	6TH HIGHEST VALUE IS	7.10873	AT (	285200.24,	4019490.14,	87.98,	87.98,	1.80)	DC	
	7TH HIGHEST VALUE IS	5.20215	AT (	285182.20,	4019696.41,	87.19,	87.19,	1.80)	DC	
	8TH HIGHEST VALUE IS	4.99389	AT (	285229.71,	4019426.95,	87.55,	87.55,	1.80)	DC	
	9TH HIGHEST VALUE IS	4.23552	AT (	285280.68,	4019574.86,	87.81,	87.81,	1.80)	DC	
	10TH HIGHEST VALUE IS	3.98914	AT (	285276.12,	4019626.95,	87.49,	87.49,	1.80)	DC	

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC				RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)				OF TYPE	NETWORK GRID-ID
DRVW01	1ST HIGHEST VALUE IS	470.48995	AT (	285561.25,	4019647.21,	88.49,	88.49,	1.80)	DC	
	2ND HIGHEST VALUE IS	221.55839	AT (	285579.51,	4019614.50,	88.08,	88.08,	1.80)	DC	
	3RD HIGHEST VALUE IS	219.33781	AT (	285524.16,	4019656.95,	88.29,	88.29,	1.80)	DC	
	4TH HIGHEST VALUE IS	214.84307	AT (	285530.16,	4019665.52,	88.09,	88.09,	1.80)	DC	
	5TH HIGHEST VALUE IS	168.77836	AT (	285537.55,	4019672.91,	87.70,	87.70,	1.80)	DC	
	6TH HIGHEST VALUE IS	167.33142	AT (	285519.74,	4019647.47,	88.06,	88.06,	1.80)	DC	
	7TH HIGHEST VALUE IS	124.04452	AT (	285546.12,	4019678.91,	87.57,	87.57,	1.80)	DC	
	8TH HIGHEST VALUE IS	122.88909	AT (	285506.84,	4019666.95,	87.82,	87.82,	1.80)	DC	
	9TH HIGHEST VALUE IS	122.43759	AT (	285514.84,	4019678.37,	87.56,	87.56,	1.80)	DC	
	10TH HIGHEST VALUE IS	102.37319	AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC	
DRVW02	1ST HIGHEST VALUE IS	269.85999	AT (	285519.74,	4019647.47,	88.06,	88.06,	1.80)	DC	
	2ND HIGHEST VALUE IS	262.67943	AT (	285524.16,	4019656.95,	88.29,	88.29,	1.80)	DC	
	3RD HIGHEST VALUE IS	208.26251	AT (	285561.25,	4019647.21,	88.49,	88.49,	1.80)	DC	
	4TH HIGHEST VALUE IS	192.23088	AT (	285530.16,	4019665.52,	88.09,	88.09,	1.80)	DC	
	5TH HIGHEST VALUE IS	179.58996	AT (	285579.51,	4019614.50,	88.08,	88.08,	1.80)	DC	
	6TH HIGHEST VALUE IS	179.50735	AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC	
	7TH HIGHEST VALUE IS	143.59999	AT (	285506.84,	4019666.95,	87.82,	87.82,	1.80)	DC	
	8TH HIGHEST VALUE IS	133.48744	AT (	285537.55,	4019672.91,	87.70,	87.70,	1.80)	DC	
	9TH HIGHEST VALUE IS	133.01132	AT (	285500.94,	4019654.31,	88.16,	88.16,	1.80)	DC	
	10TH HIGHEST VALUE IS	119.12162	AT (	285514.84,	4019678.37,	87.56,	87.56,	1.80)	DC	
DRVW03	1ST HIGHEST VALUE IS	362.32098	AT (	285519.74,	4019647.47,	88.06,	88.06,	1.80)	DC	
	2ND HIGHEST VALUE IS	356.52076	AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC	
	3RD HIGHEST VALUE IS	236.03130	AT (	285524.16,	4019656.95,	88.29,	88.29,	1.80)	DC	
	4TH HIGHEST VALUE IS	216.72687	AT (	285539.12,	4019608.91,	88.00,	88.00,	1.80)	DC	
	5TH HIGHEST VALUE IS	183.59475	AT (	285516.12,	4019626.95,	87.98,	87.98,	1.80)	DC	
	6TH HIGHEST VALUE IS	173.95910	AT (	285500.94,	4019654.31,	88.16,	88.16,	1.80)	DC	
	7TH HIGHEST VALUE IS	149.59497	AT (	285530.16,	4019665.52,	88.09,	88.09,	1.80)	DC	
	8TH HIGHEST VALUE IS	149.41129	AT (	285506.84,	4019666.95,	87.82,	87.82,	1.80)	DC	
	9TH HIGHEST VALUE IS	139.99884	AT (	285497.34,	4019640.84,	88.21,	88.21,	1.80)	DC	
	10TH HIGHEST VALUE IS	131.03913	AT (	285579.51,	4019614.50,	88.08,	88.08,	1.80)	DC	
DRVW04	1ST HIGHEST VALUE IS	600.17149	AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC	
	2ND HIGHEST VALUE IS	531.79250	AT (	285516.12,	4019626.95,	87.98,	87.98,	1.80)	DC	
	3RD HIGHEST VALUE IS	356.81877	AT (	285539.12,	4019608.91,	88.00,	88.00,	1.80)	DC	
	4TH HIGHEST VALUE IS	319.52927	AT (	285519.74,	4019647.47,	88.06,	88.06,	1.80)	DC	
	5TH HIGHEST VALUE IS	217.25555	AT (	285497.34,	4019640.84,	88.21,	88.21,	1.80)	DC	
	6TH HIGHEST VALUE IS	200.92819	AT (	285517.03,	4019616.53,	88.01,	88.01,	1.80)	DC	
	7TH HIGHEST VALUE IS	199.97255	AT (	285500.94,	4019654.31,	88.16,	88.16,	1.80)	DC	
	8TH HIGHEST VALUE IS	176.74394	AT (	285524.16,	4019656.95,	88.29,	88.29,	1.80)	DC	
	9TH HIGHEST VALUE IS	134.38367	AT (	285506.84,	4019666.95,	87.82,	87.82,	1.80)	DC	
	10TH HIGHEST VALUE IS	134.01448	AT (	285496.12,	4019626.95,	88.19,	88.19,	1.80)	DC	

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*** AERMET - VERSION 21112 ***

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
DRVW05	1ST HIGHEST VALUE IS	466.61064	AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC	
	2ND HIGHEST VALUE IS	333.80328	AT (	285539.12,	4019608.91,	88.00,	88.00,	1.80)	DC	
	3RD HIGHEST VALUE IS	298.68072	AT (	285497.34,	4019640.84,	88.21,	88.21,	1.80)	DC	
	4TH HIGHEST VALUE IS	298.35884	AT (	285519.74,	4019606.43,	87.94,	87.94,	1.80)	DC	
	5TH HIGHEST VALUE IS	259.78038	AT (	285496.12,	4019626.95,	88.19,	88.19,	1.80)	DC	
	6TH HIGHEST VALUE IS	218.45813	AT (	285519.74,	4019647.47,	88.06,	88.06,	1.80)	DC	
	7TH HIGHEST VALUE IS	188.21755	AT (	285524.16,	4019596.95,	87.92,	87.92,	1.80)	DC	
	8TH HIGHEST VALUE IS	187.77790	AT (	285500.94,	4019654.31,	88.16,	88.16,	1.80)	DC	
	9TH HIGHEST VALUE IS	149.72059	AT (	285477.64,	4019644.31,	87.85,	87.85,	1.80)	DC	
	10TH HIGHEST VALUE IS	140.61732	AT (	285530.16,	4019588.38,	87.92,	87.92,	1.80)	DC	
DRVW06	1ST HIGHEST VALUE IS	531.49370	AT (	285496.12,	4019626.95,	88.19,	88.19,	1.80)	DC	
	2ND HIGHEST VALUE IS	485.16640	AT (	285519.74,	4019606.43,	87.94,	87.94,	1.80)	DC	
	3RD HIGHEST VALUE IS	313.87937	AT (	285497.34,	4019640.84,	88.21,	88.21,	1.80)	DC	
	4TH HIGHEST VALUE IS	271.42014	AT (	285524.16,	4019596.95,	87.92,	87.92,	1.80)	DC	
	5TH HIGHEST VALUE IS	267.15686	AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC	
	6TH HIGHEST VALUE IS	237.43050	AT (	285497.34,	4019613.06,	87.96,	87.96,	1.80)	DC	
	7TH HIGHEST VALUE IS	226.42797	AT (	285539.12,	4019608.91,	88.00,	88.00,	1.80)	DC	
	8TH HIGHEST VALUE IS	190.38359	AT (	285477.64,	4019644.31,	87.85,	87.85,	1.80)	DC	
	9TH HIGHEST VALUE IS	181.65796	AT (	285530.16,	4019588.38,	87.92,	87.92,	1.80)	DC	
	10TH HIGHEST VALUE IS	163.99530	AT (	285476.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
DRVW07	1ST HIGHEST VALUE IS	485.90115	AT (	285517.03,	4019616.53,	88.01,	88.01,	1.80)	DC	
	2ND HIGHEST VALUE IS	472.23348	AT (	285497.34,	4019640.84,	88.21,	88.21,	1.80)	DC	
	3RD HIGHEST VALUE IS	442.26450	AT (	285516.12,	4019626.95,	87.98,	87.98,	1.80)	DC	
	4TH HIGHEST VALUE IS	314.31009	AT (	285519.74,	4019606.43,	87.94,	87.94,	1.80)	DC	
	5TH HIGHEST VALUE IS	267.55222	AT (	285477.64,	4019644.31,	87.85,	87.85,	1.80)	DC	
	6TH HIGHEST VALUE IS	260.28015	AT (	285497.34,	4019613.06,	87.96,	87.96,	1.80)	DC	
	7TH HIGHEST VALUE IS	240.80357	AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC	
	8TH HIGHEST VALUE IS	201.99996	AT (	285524.16,	4019596.95,	87.92,	87.92,	1.80)	DC	
	9TH HIGHEST VALUE IS	188.68578	AT (	285500.94,	4019654.31,	88.16,	88.16,	1.80)	DC	
	10TH HIGHEST VALUE IS	184.54777	AT (	285476.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
DRVW08	1ST HIGHEST VALUE IS	402.91003	AT (	285477.64,	4019644.31,	87.85,	87.85,	1.80)	DC	
	2ND HIGHEST VALUE IS	329.79112	AT (	285516.12,	4019626.95,	87.98,	87.98,	1.80)	DC	
	3RD HIGHEST VALUE IS	309.63024	AT (	285517.03,	4019616.53,	88.01,	88.01,	1.80)	DC	
	4TH HIGHEST VALUE IS	258.69625	AT (	285497.34,	4019613.06,	87.96,	87.96,	1.80)	DC	
	5TH HIGHEST VALUE IS	219.89759	AT (	285500.94,	4019654.31,	88.16,	88.16,	1.80)	DC	
	6TH HIGHEST VALUE IS	219.77584	AT (	285519.74,	4019606.43,	87.94,	87.94,	1.80)	DC	
	7TH HIGHEST VALUE IS	216.21307	AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC	
	8TH HIGHEST VALUE IS	211.25605	AT (	285482.15,	4019661.15,	87.84,	87.84,	1.80)	DC	
	9TH HIGHEST VALUE IS	179.87935	AT (	285476.12,	4019626.95,	87.80,	87.80,	1.80)	DC	
	10TH HIGHEST VALUE IS	152.83055	AT (	285524.16,	4019596.95,	87.92,	87.92,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

*** 05/08/24
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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC				RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)				OF TYPE	NETWORK GRID-ID
DRVW09	1ST HIGHEST VALUE IS	383.28615	AT (	285477.64,	4019644.31,	87.85,	87.85,	1.80)	DC		
	2ND HIGHEST VALUE IS	369.12074	AT (	285496.12,	4019626.95,	88.19,	88.19,	1.80)	DC		
	3RD HIGHEST VALUE IS	360.30980	AT (	285500.94,	4019654.31,	88.16,	88.16,	1.80)	DC		
	4TH HIGHEST VALUE IS	349.37626	AT (	285482.15,	4019661.15,	87.84,	87.84,	1.80)	DC		
	5TH HIGHEST VALUE IS	310.56236	AT (	285516.12,	4019626.95,	87.98,	87.98,	1.80)	DC		
	6TH HIGHEST VALUE IS	286.83375	AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC		
	7TH HIGHEST VALUE IS	228.87068	AT (	285517.03,	4019616.53,	88.01,	88.01,	1.80)	DC		
	8TH HIGHEST VALUE IS	174.66541	AT (	285519.74,	4019647.47,	88.06,	88.06,	1.80)	DC		
	9TH HIGHEST VALUE IS	155.42584	AT (	285519.74,	4019606.43,	87.94,	87.94,	1.80)	DC		
	10TH HIGHEST VALUE IS	154.78620	AT (	285506.84,	4019666.95,	87.82,	87.82,	1.80)	DC		
DRVW10	1ST HIGHEST VALUE IS	624.32728	AT (	285497.34,	4019640.84,	88.21,	88.21,	1.80)	DC		
	2ND HIGHEST VALUE IS	613.73752	AT (	285482.15,	4019661.15,	87.84,	87.84,	1.80)	DC		
	3RD HIGHEST VALUE IS	286.27615	AT (	285517.03,	4019637.37,	87.88,	87.88,	1.80)	DC		
	4TH HIGHEST VALUE IS	233.77600	AT (	285516.12,	4019626.95,	87.98,	87.98,	1.80)	DC		
	5TH HIGHEST VALUE IS	229.18600	AT (	285489.52,	4019676.95,	87.49,	87.49,	1.80)	DC		
	6TH HIGHEST VALUE IS	228.15846	AT (	285519.74,	4019647.47,	88.06,	88.06,	1.80)	DC		
	7TH HIGHEST VALUE IS	211.08379	AT (	285506.84,	4019666.95,	87.82,	87.82,	1.80)	DC		
	8TH HIGHEST VALUE IS	194.49881	AT (	285477.64,	4019644.31,	87.85,	87.85,	1.80)	DC		
	9TH HIGHEST VALUE IS	189.25591	AT (	285496.12,	4019626.95,	88.19,	88.19,	1.80)	DC		
	10TH HIGHEST VALUE IS	158.29942	AT (	285517.03,	4019616.53,	88.01,	88.01,	1.80)	DC		
IDLE1	1ST HIGHEST VALUE IS	31.67331	AT (	285723.84,	4019653.00,	91.88,	96.58,	1.80)	DC		
	2ND HIGHEST VALUE IS	25.92455	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC		
	3RD HIGHEST VALUE IS	24.52337	AT (	285717.07,	4019678.25,	94.88,	96.58,	1.80)	DC		
	4TH HIGHEST VALUE IS	19.75573	AT (	285776.12,	4019626.95,	88.81,	97.93,	1.80)	DC		
	5TH HIGHEST VALUE IS	17.24095	AT (	285662.72,	4019676.95,	91.78,	96.09,	1.80)	DC		
	6TH HIGHEST VALUE IS	16.58064	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC		
	7TH HIGHEST VALUE IS	15.69952	AT (	285757.62,	4019642.56,	88.91,	97.93,	1.80)	DC		
	8TH HIGHEST VALUE IS	15.49528	AT (	285811.04,	4019541.44,	88.67,	88.67,	1.80)	DC		
	9TH HIGHEST VALUE IS	15.44856	AT (	285822.32,	4019583.54,	87.92,	97.93,	1.80)	DC		
	10TH HIGHEST VALUE IS	13.00974	AT (	285706.02,	4019701.95,	88.00,	97.80,	1.80)	DC		
IDLE2	1ST HIGHEST VALUE IS	42.90224	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC		
	2ND HIGHEST VALUE IS	32.30494	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC		
	3RD HIGHEST VALUE IS	22.62153	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC		
	4TH HIGHEST VALUE IS	21.19717	AT (	285662.72,	4019676.95,	91.78,	96.09,	1.80)	DC		
	5TH HIGHEST VALUE IS	17.88815	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC		
	6TH HIGHEST VALUE IS	17.12509	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC		
	7TH HIGHEST VALUE IS	15.92100	AT (	285723.84,	4019653.00,	91.88,	96.58,	1.80)	DC		
	8TH HIGHEST VALUE IS	15.06897	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC		
	9TH HIGHEST VALUE IS	14.39693	AT (	285717.07,	4019678.25,	94.88,	96.58,	1.80)	DC		
	10TH HIGHEST VALUE IS	14.11560	AT (	285652.72,	4019691.23,	87.59,	96.58,	1.80)	DC		

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

*** 05/08/24
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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC				RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)				OF TYPE	NETWORK GRID-ID
IDLE3	1ST HIGHEST VALUE IS	23.31076	AT (	285723.84,	4019653.00,	91.88,	96.58,	1.80)	DC		
	2ND HIGHEST VALUE IS	22.58926	AT (	285811.04,	4019541.44,	88.67,	88.67,	1.80)	DC		
	3RD HIGHEST VALUE IS	18.11138	AT (	285822.32,	4019583.54,	87.92,	97.93,	1.80)	DC		
	4TH HIGHEST VALUE IS	17.87221	AT (	285717.07,	4019678.25,	94.88,	96.58,	1.80)	DC		
	5TH HIGHEST VALUE IS	15.87049	AT (	285757.62,	4019642.56,	88.91,	97.93,	1.80)	DC		
	6TH HIGHEST VALUE IS	15.13830	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC		
	7TH HIGHEST VALUE IS	14.49450	AT (	285858.03,	4019524.34,	87.42,	96.64,	1.80)	DC		
	8TH HIGHEST VALUE IS	13.95821	AT (	285706.02,	4019701.95,	88.00,	97.80,	1.80)	DC		
	9TH HIGHEST VALUE IS	13.76862	AT (	285773.08,	4019661.68,	92.01,	97.93,	1.80)	DC		
	10TH HIGHEST VALUE IS	12.46949	AT (	285776.12,	4019626.95,	88.81,	97.93,	1.80)	DC		
IDLE4	1ST HIGHEST VALUE IS	27.16053	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC		
	2ND HIGHEST VALUE IS	24.96867	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC		
	3RD HIGHEST VALUE IS	23.04210	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC		
	4TH HIGHEST VALUE IS	22.50856	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC		
	5TH HIGHEST VALUE IS	20.69318	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC		
	6TH HIGHEST VALUE IS	19.94387	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC		
	7TH HIGHEST VALUE IS	19.49025	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC		
	8TH HIGHEST VALUE IS	18.32560	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC		
	9TH HIGHEST VALUE IS	17.37693	AT (	285586.54,	4019686.04,	87.52,	91.21,	1.80)	DC		
	10TH HIGHEST VALUE IS	17.00982	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC		
ONSIT01	1ST HIGHEST VALUE IS	138.55279	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC		
	2ND HIGHEST VALUE IS	131.99152	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC		
	3RD HIGHEST VALUE IS	88.39838	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC		
	4TH HIGHEST VALUE IS	76.35482	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC		
	5TH HIGHEST VALUE IS	74.28536	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC		
	6TH HIGHEST VALUE IS	72.82406	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC		
	7TH HIGHEST VALUE IS	71.22462	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC		
	8TH HIGHEST VALUE IS	67.17919	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC		
	9TH HIGHEST VALUE IS	59.32905	AT (	285627.54,	4019688.23,	87.57,	96.35,	1.80)	DC		
	10TH HIGHEST VALUE IS	58.98213	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC		
ONSIT02	1ST HIGHEST VALUE IS	173.92239	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC		
	2ND HIGHEST VALUE IS	167.43204	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC		
	3RD HIGHEST VALUE IS	109.55900	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC		
	4TH HIGHEST VALUE IS	85.43825	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC		
	5TH HIGHEST VALUE IS	83.38238	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC		
	6TH HIGHEST VALUE IS	81.93123	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC		
	7TH HIGHEST VALUE IS	81.38888	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC		
	8TH HIGHEST VALUE IS	79.79294	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC		
	9TH HIGHEST VALUE IS	69.27596	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC		
	10TH HIGHEST VALUE IS	66.47897	AT (	285627.54,	4019688.23,	87.57,	96.35,	1.80)	DC		

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

*** 05/08/24
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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
ONSIT03	1ST HIGHEST VALUE IS	242.45981	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC	
	2ND HIGHEST VALUE IS	198.81795	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC	
	3RD HIGHEST VALUE IS	140.78264	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC	
	4TH HIGHEST VALUE IS	105.01285	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC	
	5TH HIGHEST VALUE IS	96.41381	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC	
	6TH HIGHEST VALUE IS	92.90875	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC	
	7TH HIGHEST VALUE IS	91.50307	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC	
	8TH HIGHEST VALUE IS	82.57161	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC	
	9TH HIGHEST VALUE IS	81.63645	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC	
	10TH HIGHEST VALUE IS	74.14321	AT (	285627.54,	4019688.23,	87.57,	96.35,	1.80)	DC	
ONSIT04	1ST HIGHEST VALUE IS	367.99979	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC	
	2ND HIGHEST VALUE IS	224.39437	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC	
	3RD HIGHEST VALUE IS	187.44656	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC	
	4TH HIGHEST VALUE IS	131.49752	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC	
	5TH HIGHEST VALUE IS	118.22947	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC	
	6TH HIGHEST VALUE IS	102.82556	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC	
	7TH HIGHEST VALUE IS	101.24480	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC	
	8TH HIGHEST VALUE IS	99.80140	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC	
	9TH HIGHEST VALUE IS	82.23905	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC	
	10TH HIGHEST VALUE IS	82.09483	AT (	285627.54,	4019688.23,	87.57,	96.35,	1.80)	DC	
ONSIT05	1ST HIGHEST VALUE IS	649.89574	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC	
	2ND HIGHEST VALUE IS	258.54771	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC	
	3RD HIGHEST VALUE IS	213.64311	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC	
	4TH HIGHEST VALUE IS	166.69174	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC	
	5TH HIGHEST VALUE IS	146.53354	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC	
	6TH HIGHEST VALUE IS	122.20479	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC	
	7TH HIGHEST VALUE IS	110.89177	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC	
	8TH HIGHEST VALUE IS	110.74296	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC	
	9TH HIGHEST VALUE IS	99.57241	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC	
	10TH HIGHEST VALUE IS	90.32195	AT (	285627.54,	4019688.23,	87.57,	96.35,	1.80)	DC	
ONSIT06	1ST HIGHEST VALUE IS	393.83701	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC	
	2ND HIGHEST VALUE IS	206.81322	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC	
	3RD HIGHEST VALUE IS	178.96980	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC	
	4TH HIGHEST VALUE IS	164.10043	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC	
	5TH HIGHEST VALUE IS	148.78020	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC	
	6TH HIGHEST VALUE IS	121.16807	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC	
	7TH HIGHEST VALUE IS	115.87952	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC	
	8TH HIGHEST VALUE IS	105.46948	AT (	285645.40,	4019666.95,	93.12,	93.12,	1.80)	DC	
	9TH HIGHEST VALUE IS	100.77565	AT (	285586.54,	4019686.04,	87.52,	91.21,	1.80)	DC	
	10TH HIGHEST VALUE IS	96.89108	AT (	285627.54,	4019688.23,	87.57,	96.35,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTs: RegDFault CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
ONSIT07	1ST HIGHEST VALUE IS	519.62207	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC	
	2ND HIGHEST VALUE IS	295.91022	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC	
	3RD HIGHEST VALUE IS	187.03107	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC	
	4TH HIGHEST VALUE IS	172.08566	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC	
	5TH HIGHEST VALUE IS	151.49675	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC	
	6TH HIGHEST VALUE IS	130.18518	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC	
	7TH HIGHEST VALUE IS	113.26829	AT (	285586.54,	4019686.04,	87.52,	91.21,	1.80)	DC	
	8TH HIGHEST VALUE IS	107.09166	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC	
	9TH HIGHEST VALUE IS	98.41217	AT (	285576.12,	4019686.95,	87.51,	87.51,	1.80)	DC	
	10TH HIGHEST VALUE IS	96.46844	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC	
ONSIT08	1ST HIGHEST VALUE IS	250.08355	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC	
	2ND HIGHEST VALUE IS	181.83312	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC	
	3RD HIGHEST VALUE IS	152.50998	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC	
	4TH HIGHEST VALUE IS	148.73330	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC	
	5TH HIGHEST VALUE IS	142.33662	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC	
	6TH HIGHEST VALUE IS	129.08387	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC	
	7TH HIGHEST VALUE IS	119.90189	AT (	285586.54,	4019686.04,	87.52,	91.21,	1.80)	DC	
	8TH HIGHEST VALUE IS	110.50197	AT (	285576.12,	4019686.95,	87.51,	87.51,	1.80)	DC	
	9TH HIGHEST VALUE IS	99.35174	AT (	285565.70,	4019686.04,	87.51,	87.51,	1.80)	DC	
	10TH HIGHEST VALUE IS	87.38459	AT (	285555.60,	4019683.33,	87.51,	87.51,	1.80)	DC	
ONSIT09	1ST HIGHEST VALUE IS	157.00314	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC	
	2ND HIGHEST VALUE IS	127.18462	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC	
	3RD HIGHEST VALUE IS	125.49363	AT (	285614.69,	4019672.91,	89.65,	93.66,	1.80)	DC	
	4TH HIGHEST VALUE IS	120.85510	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC	
	5TH HIGHEST VALUE IS	118.03341	AT (	285586.54,	4019686.04,	87.52,	91.21,	1.80)	DC	
	6TH HIGHEST VALUE IS	117.14233	AT (	285576.12,	4019686.95,	87.51,	87.51,	1.80)	DC	
	7TH HIGHEST VALUE IS	115.63762	AT (	285628.08,	4019656.95,	91.36,	91.60,	1.80)	DC	
	8TH HIGHEST VALUE IS	114.75220	AT (	285622.08,	4019665.52,	91.46,	91.46,	1.80)	DC	
	9TH HIGHEST VALUE IS	112.84536	AT (	285565.70,	4019686.04,	87.51,	87.51,	1.80)	DC	
	10TH HIGHEST VALUE IS	103.71598	AT (	285555.60,	4019683.33,	87.51,	87.51,	1.80)	DC	
ONSIT10	1ST HIGHEST VALUE IS	151.31691	AT (	285561.25,	4019647.21,	88.49,	88.49,	1.80)	DC	
	2ND HIGHEST VALUE IS	121.14801	AT (	285565.70,	4019686.04,	87.51,	87.51,	1.80)	DC	
	3RD HIGHEST VALUE IS	120.32047	AT (	285555.60,	4019683.33,	87.51,	87.51,	1.80)	DC	
	4TH HIGHEST VALUE IS	115.46863	AT (	285576.12,	4019686.95,	87.51,	87.51,	1.80)	DC	
	5TH HIGHEST VALUE IS	111.22831	AT (	285546.12,	4019678.91,	87.57,	87.57,	1.80)	DC	
	6TH HIGHEST VALUE IS	110.49481	AT (	285586.54,	4019686.04,	87.52,	91.21,	1.80)	DC	
	7TH HIGHEST VALUE IS	108.72902	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC	
	8TH HIGHEST VALUE IS	108.45160	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC	
	9TH HIGHEST VALUE IS	107.11402	AT (	285606.12,	4019678.91,	87.81,	95.12,	1.80)	DC	
	10TH HIGHEST VALUE IS	96.22324	AT (	285537.55,	4019672.91,	87.70,	87.70,	1.80)	DC	

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTS: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID		AVERAGE CONC				RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)				OF TYPE	NETWORK GRID-ID
ONSIT11	1ST HIGHEST VALUE IS	247.17817	AT (	285561.25,	4019647.21,	88.49,	88.49,	1.80)	DC		
	2ND HIGHEST VALUE IS	133.37151	AT (	285546.12,	4019678.91,	87.57,	87.57,	1.80)	DC		
	3RD HIGHEST VALUE IS	132.53129	AT (	285555.60,	4019683.33,	87.51,	87.51,	1.80)	DC		
	4TH HIGHEST VALUE IS	121.47544	AT (	285537.55,	4019672.91,	87.70,	87.70,	1.80)	DC		
	5TH HIGHEST VALUE IS	120.65610	AT (	285565.70,	4019686.04,	87.51,	87.51,	1.80)	DC		
	6TH HIGHEST VALUE IS	108.35616	AT (	285576.12,	4019686.95,	87.51,	87.51,	1.80)	DC		
	7TH HIGHEST VALUE IS	104.04195	AT (	285579.51,	4019614.50,	88.08,	88.08,	1.80)	DC		
	8TH HIGHEST VALUE IS	100.03330	AT (	285586.54,	4019686.04,	87.52,	91.21,	1.80)	DC		
	9TH HIGHEST VALUE IS	99.65279	AT (	285530.16,	4019665.52,	88.09,	88.09,	1.80)	DC		
	10TH HIGHEST VALUE IS	93.18524	AT (	285596.64,	4019683.33,	87.58,	94.19,	1.80)	DC		
ONSIT12	1ST HIGHEST VALUE IS	512.03334	AT (	285561.25,	4019647.21,	88.49,	88.49,	1.80)	DC		
	2ND HIGHEST VALUE IS	167.87628	AT (	285579.51,	4019614.50,	88.08,	88.08,	1.80)	DC		
	3RD HIGHEST VALUE IS	149.08754	AT (	285537.55,	4019672.91,	87.70,	87.70,	1.80)	DC		
	4TH HIGHEST VALUE IS	146.88519	AT (	285546.12,	4019678.91,	87.57,	87.57,	1.80)	DC		
	5TH HIGHEST VALUE IS	131.30228	AT (	285530.16,	4019665.52,	88.09,	88.09,	1.80)	DC		
	6TH HIGHEST VALUE IS	128.35265	AT (	285555.60,	4019683.33,	87.51,	87.51,	1.80)	DC		
	7TH HIGHEST VALUE IS	108.38589	AT (	285565.70,	4019686.04,	87.51,	87.51,	1.80)	DC		
	8TH HIGHEST VALUE IS	101.23824	AT (	285524.16,	4019656.95,	88.29,	88.29,	1.80)	DC		
	9TH HIGHEST VALUE IS	94.25014	AT (	285576.12,	4019686.95,	87.51,	87.51,	1.80)	DC		
	10TH HIGHEST VALUE IS	91.44653	AT (	285524.70,	4019688.23,	87.54,	87.54,	1.80)	DC		
ONSIT13	1ST HIGHEST VALUE IS	227.65338	AT (	285579.51,	4019614.50,	88.08,	88.08,	1.80)	DC		
	2ND HIGHEST VALUE IS	171.12095	AT (	285537.55,	4019672.91,	87.70,	87.70,	1.80)	DC		
	3RD HIGHEST VALUE IS	170.99950	AT (	285530.16,	4019665.52,	88.09,	88.09,	1.80)	DC		
	4TH HIGHEST VALUE IS	144.49293	AT (	285546.12,	4019678.91,	87.57,	87.57,	1.80)	DC		
	5TH HIGHEST VALUE IS	141.91589	AT (	285524.16,	4019656.95,	88.29,	88.29,	1.80)	DC		
	6TH HIGHEST VALUE IS	114.94389	AT (	285555.60,	4019683.33,	87.51,	87.51,	1.80)	DC		
	7TH HIGHEST VALUE IS	103.61131	AT (	285514.84,	4019678.37,	87.56,	87.56,	1.80)	DC		
	8TH HIGHEST VALUE IS	100.13046	AT (	285519.74,	4019647.47,	88.06,	88.06,	1.80)	DC		
	9TH HIGHEST VALUE IS	99.49182	AT (	285524.70,	4019688.23,	87.54,	87.54,	1.80)	DC		
	10TH HIGHEST VALUE IS	94.09296	AT (	285565.70,	4019686.04,	87.51,	87.51,	1.80)	DC		
PAREA1	1ST HIGHEST VALUE IS	1392418.56599	AT (	285811.04,	4019541.44,	88.67,	88.67,	1.80)	DC		
	2ND HIGHEST VALUE IS	873870.80486	AT (	285757.62,	4019642.56,	88.91,	97.93,	1.80)	DC		
	3RD HIGHEST VALUE IS	827387.82448	AT (	285723.84,	4019653.00,	91.88,	96.58,	1.80)	DC		
	4TH HIGHEST VALUE IS	810545.60185	AT (	285776.12,	4019626.95,	88.81,	97.93,	1.80)	DC		
	5TH HIGHEST VALUE IS	773887.48886	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC		
	6TH HIGHEST VALUE IS	672222.96272	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC		
	7TH HIGHEST VALUE IS	648517.27957	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC		
	8TH HIGHEST VALUE IS	571046.53447	AT (	285822.32,	4019583.54,	87.92,	97.93,	1.80)	DC		
	9TH HIGHEST VALUE IS	542481.13063	AT (	285662.72,	4019676.95,	91.78,	96.09,	1.80)	DC		
	10TH HIGHEST VALUE IS	542444.73884	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC		

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*
*** THE SUMMARY OF MAXIMUM PERIOD (35064 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC		RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	1393065.45519	AT (	285811.04,	4019541.44,	88.67,	88.67,	1.80)	DC	
	2ND HIGHEST VALUE IS	875490.61062	AT (	285757.62,	4019642.56,	88.91,	97.93,	1.80)	DC	
	3RD HIGHEST VALUE IS	829457.48660	AT (	285723.84,	4019653.00,	91.88,	96.58,	1.80)	DC	
	4TH HIGHEST VALUE IS	811837.66991	AT (	285776.12,	4019626.95,	88.81,	97.93,	1.80)	DC	
	5TH HIGHEST VALUE IS	777228.16993	AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC	
	6TH HIGHEST VALUE IS	677027.97875	AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC	
	7TH HIGHEST VALUE IS	650686.47288	AT (	285670.09,	4019661.15,	93.47,	95.49,	1.80)	DC	
	8TH HIGHEST VALUE IS	571835.59432	AT (	285822.32,	4019583.54,	87.92,	97.93,	1.80)	DC	
	9TH HIGHEST VALUE IS	545367.21400	AT (	285637.40,	4019678.37,	89.20,	96.09,	1.80)	DC	
	10TH HIGHEST VALUE IS	544614.17415	AT (	285662.72,	4019676.95,	91.78,	96.09,	1.80)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 23132 *** *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID				AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
280E_01	HIGH	1ST HIGH VALUE IS		8378.47019	ON 07010604: AT (	285482.15, 4019661.15, 87.84, 87.84,	1.80)	DC
280E_02	HIGH	1ST HIGH VALUE IS		7630.09048	ON 08011207: AT (	285519.74, 4019647.47, 88.06, 88.06,	1.80)	DC
280E_03	HIGH	1ST HIGH VALUE IS		7519.87578	ON 08010905: AT (	285519.74, 4019647.47, 88.06, 88.06,	1.80)	DC
280E_04	HIGH	1ST HIGH VALUE IS		7429.44895	ON 09121506: AT (	285524.16, 4019656.95, 88.29, 88.29,	1.80)	DC
280E_05	HIGH	1ST HIGH VALUE IS		7464.63383	ON 09121106: AT (	285561.25, 4019647.21, 88.49, 88.49,	1.80)	DC
280E_06	HIGH	1ST HIGH VALUE IS		7432.12829	ON 08010905: AT (	285561.25, 4019647.21, 88.49, 88.49,	1.80)	DC
280E_07	HIGH	1ST HIGH VALUE IS		6600.27919	ON 10013004: AT (	285561.25, 4019647.21, 88.49, 88.49,	1.80)	DC
280E_08	HIGH	1ST HIGH VALUE IS		6364.91936	ON 07020604: AT (	285614.69, 4019672.91, 89.65, 93.66,	1.80)	DC
280E_09	HIGH	1ST HIGH VALUE IS		7103.86329	ON 07032704: AT (	285622.08, 4019665.52, 91.46, 91.46,	1.80)	DC
280E_10	HIGH	1ST HIGH VALUE IS		6308.53543	ON 07092004: AT (	285637.40, 4019678.37, 89.20, 96.09,	1.80)	DC
280E_11	HIGH	1ST HIGH VALUE IS		6924.40158	ON 08011606: AT (	285651.30, 4019654.31, 91.18, 95.82,	1.80)	DC
280E_12	HIGH	1ST HIGH VALUE IS		7240.92965	ON 07010604: AT (	285622.08, 4019665.52, 91.46, 91.46,	1.80)	DC
280E_13	HIGH	1ST HIGH VALUE IS		8735.94460	ON 07010604: AT (	285645.40, 4019666.95, 93.12, 93.12,	1.80)	DC
280E_14	HIGH	1ST HIGH VALUE IS		6590.52305	ON 07010604: AT (	285645.40, 4019666.95, 93.12, 93.12,	1.80)	DC
280E_15	HIGH	1ST HIGH VALUE IS		7243.36272	ON 08021807: AT (	285670.09, 4019661.15, 93.47, 95.49,	1.80)	DC
280E_16	HIGH	1ST HIGH VALUE IS		7020.16916	ON 09122905: AT (	285717.07, 4019678.25, 94.88, 96.58,	1.80)	DC
280E_17	HIGH	1ST HIGH VALUE IS		5333.63469	ON 09121106: AT (	285723.84, 4019653.00, 91.88, 96.58,	1.80)	DC
280E_18	HIGH	1ST HIGH VALUE IS		5290.97539	ON 07122406: AT (	285723.84, 4019653.00, 91.88, 96.58,	1.80)	DC
280E_19	HIGH	1ST HIGH VALUE IS		6409.82196	ON 09011307: AT (	285723.84, 4019653.00, 91.88, 96.58,	1.80)	DC
280E_20	HIGH	1ST HIGH VALUE IS		6056.17083	ON 09010108: AT (	285764.06, 4019695.35, 88.54, 97.93,	1.80)	DC
280E_21	HIGH	1ST HIGH VALUE IS		6181.64591	ON 08041005: AT (	285764.06, 4019695.35, 88.54, 97.93,	1.80)	DC
280E_22	HIGH	1ST HIGH VALUE IS		4541.83186	ON 10012808: AT (	285764.06, 4019695.35, 88.54, 97.93,	1.80)	DC
280E_23	HIGH	1ST HIGH VALUE IS		5693.62592	ON 08063005: AT (	285822.32, 4019670.36, 97.57, 97.57,	1.80)	DC
280E_24	HIGH	1ST HIGH VALUE IS		7029.06932	ON 09101607: AT (	285822.32, 4019670.36, 97.57, 97.57,	1.80)	DC
280E_25	HIGH	1ST HIGH VALUE IS		4458.33034	ON 09122306: AT (	285826.12, 4019626.95, 94.76, 97.81,	1.80)	DC

*** AERMOD - VERSION 23132 ***
*** AERMET - VERSION 21112 ***

*** Oliver Concrete Batch Plant HRA

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
280E_26 HIGH 1ST HIGH VALUE IS	4201.66532	ON 07122406: AT (	285826.12, 4019626.95, 94.76, 97.81,	1.80)	DC
280E_27 HIGH 1ST HIGH VALUE IS	5030.76116	ON 10122106: AT (	285822.32, 4019670.36, 97.57, 97.57,	1.80)	DC
280E_28 HIGH 1ST HIGH VALUE IS	6743.56537	ON 07110904: AT (	285871.56, 4019679.04, 89.38, 97.93,	1.80)	DC
280E_29 HIGH 1ST HIGH VALUE IS	7271.14837	ON 08041005: AT (	285871.56, 4019679.04, 89.38, 97.93,	1.80)	DC
280E_30 HIGH 1ST HIGH VALUE IS	6674.65671	ON 09011905: AT (	285871.56, 4019679.04, 89.38, 97.93,	1.80)	DC
280E_31 HIGH 1ST HIGH VALUE IS	5683.16523	ON 10021607: AT (	285871.56, 4019679.04, 89.38, 97.93,	1.80)	DC
280E_32 HIGH 1ST HIGH VALUE IS	3877.26153	ON 09013106: AT (	285871.56, 4019679.04, 89.38, 97.93,	1.80)	DC
280E_33 HIGH 1ST HIGH VALUE IS	3174.52600	ON 09121108: AT (	285871.56, 4019679.04, 89.38, 97.93,	1.80)	DC
280E_34 HIGH 1ST HIGH VALUE IS	3611.13881	ON 10011206: AT (	285976.12, 4019626.95, 88.74, 93.76,	1.80)	DC
280E_35 HIGH 1ST HIGH VALUE IS	4402.09074	ON 09031706: AT (	285976.12, 4019626.95, 88.74, 93.76,	1.80)	DC
280E_36 HIGH 1ST HIGH VALUE IS	5331.72652	ON 08011207: AT (	285976.12, 4019626.95, 88.74, 93.76,	1.80)	DC
280E_37 HIGH 1ST HIGH VALUE IS	5805.27816	ON 07122406: AT (	285976.12, 4019626.95, 88.74, 93.76,	1.80)	DC
280E_38 HIGH 1ST HIGH VALUE IS	5770.04932	ON 09011307: AT (	285976.12, 4019626.95, 88.74, 93.76,	1.80)	DC
280E_39 HIGH 1ST HIGH VALUE IS	5368.01371	ON 10013004: AT (	285976.12, 4019626.95, 88.74, 93.76,	1.80)	DC
280E_40 HIGH 1ST HIGH VALUE IS	4520.91619	ON 10120608: AT (	285976.12, 4019626.95, 88.74, 93.76,	1.80)	DC
280E_41 HIGH 1ST HIGH VALUE IS	3885.38981	ON 08121906: AT (	285976.12, 4019626.95, 88.74, 93.76,	1.80)	DC
280W_01 HIGH 1ST HIGH VALUE IS	7364.31836	ON 08010905: AT (	285477.64, 4019644.31, 87.85, 87.85,	1.80)	DC
280W_02 HIGH 1ST HIGH VALUE IS	7427.49569	ON 08011207: AT (	285477.64, 4019644.31, 87.85, 87.85,	1.80)	DC
280W_03 HIGH 1ST HIGH VALUE IS	6451.22530	ON 10010404: AT (	285477.64, 4019644.31, 87.85, 87.85,	1.80)	DC
280W_04 HIGH 1ST HIGH VALUE IS	7242.70536	ON 09121804: AT (	285428.40, 4019653.00, 87.83, 87.83,	1.80)	DC
280W_05 HIGH 1ST HIGH VALUE IS	7026.39167	ON 10120306: AT (	285435.17, 4019678.25, 87.48, 87.48,	1.80)	DC
280W_06 HIGH 1ST HIGH VALUE IS	6280.57253	ON 07091006: AT (	285435.17, 4019678.25, 87.48, 87.48,	1.80)	DC
280W_07 HIGH 1ST HIGH VALUE IS	7264.74759	ON 07010604: AT (	285379.16, 4019661.68, 87.79, 87.79,	1.80)	DC
280W_08 HIGH 1ST HIGH VALUE IS	5498.69389	ON 08041005: AT (	285388.18, 4019695.35, 87.50, 87.50,	1.80)	DC
280W_09 HIGH 1ST HIGH VALUE IS	5449.41943	ON 07122406: AT (	285376.12, 4019626.95, 87.54, 87.54,	1.80)	DC

*** AERMOD - VERSION 23132 ***
*** AERMET - VERSION 21112 ***

*** Oliver Concrete Batch Plant HRA

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
280W_10 HIGH 1ST HIGH VALUE IS	5392.20192	ON 10122106: AT (	285329.92, 4019670.36, 87.60, 87.60,	1.80)	DC
280W_11 HIGH 1ST HIGH VALUE IS	6635.61793	ON 07021605: AT (	285329.92, 4019670.36, 87.60, 87.60,	1.80)	DC
280W_12 HIGH 1ST HIGH VALUE IS	4971.56754	ON 10040204: AT (	285326.12, 4019626.95, 87.93, 87.93,	1.80)	DC
280W_13 HIGH 1ST HIGH VALUE IS	5446.39369	ON 09010207: AT (	285326.12, 4019626.95, 87.93, 87.93,	1.80)	DC
280W_14 HIGH 1ST HIGH VALUE IS	6873.47413	ON 07020604: AT (	285329.92, 4019670.36, 87.60, 87.60,	1.80)	DC
280W_15 HIGH 1ST HIGH VALUE IS	6546.57454	ON 10021207: AT (	285280.68, 4019679.04, 87.42, 87.42,	1.80)	DC
280W_16 HIGH 1ST HIGH VALUE IS	7367.66495	ON 08120107: AT (	285280.68, 4019679.04, 87.42, 87.42,	1.80)	DC
280W_17 HIGH 1ST HIGH VALUE IS	7043.28735	ON 07072805: AT (	285280.68, 4019679.04, 87.42, 87.42,	1.80)	DC
280W_18 HIGH 1ST HIGH VALUE IS	5884.84942	ON 10010507: AT (	285280.68, 4019679.04, 87.42, 87.42,	1.80)	DC
280W_19 HIGH 1ST HIGH VALUE IS	4891.45452	ON 09012105: AT (	285280.68, 4019679.04, 87.42, 87.42,	1.80)	DC
280W_20 HIGH 1ST HIGH VALUE IS	3840.14391	ON 09012708: AT (	285280.68, 4019679.04, 87.42, 87.42,	1.80)	DC
280W_21 HIGH 1ST HIGH VALUE IS	4402.97553	ON 10012508: AT (	285182.20, 4019696.41, 87.19, 87.19,	1.80)	DC
280W_22 HIGH 1ST HIGH VALUE IS	5093.07970	ON 07022405: AT (	285182.20, 4019696.41, 87.19, 87.19,	1.80)	DC
280W_23 HIGH 1ST HIGH VALUE IS	5590.00059	ON 09120504: AT (	285182.20, 4019696.41, 87.19, 87.19,	1.80)	DC
280W_24 HIGH 1ST HIGH VALUE IS	5486.49823	ON 10120906: AT (	285182.20, 4019696.41, 87.19, 87.19,	1.80)	DC
280W_25 HIGH 1ST HIGH VALUE IS	5126.02566	ON 08011004: AT (	285176.12, 4019626.95, 87.46, 87.46,	1.80)	DC
280W_26 HIGH 1ST HIGH VALUE IS	4638.58798	ON 09121106: AT (	285176.12, 4019626.95, 87.46, 87.46,	1.80)	DC
280W_27 HIGH 1ST HIGH VALUE IS	4054.32050	ON 10030404: AT (	285176.12, 4019626.95, 87.46, 87.46,	1.80)	DC
280W_28 HIGH 1ST HIGH VALUE IS	3500.90102	ON 10011206: AT (	285176.12, 4019626.95, 87.46, 87.46,	1.80)	DC
280W_29 HIGH 1ST HIGH VALUE IS	3006.57437	ON 08011606: AT (	285176.12, 4019626.95, 87.46, 87.46,	1.80)	DC
280W_30 HIGH 1ST HIGH VALUE IS	2588.63051	ON 09122305: AT (	285176.12, 4019626.95, 87.46, 87.46,	1.80)	DC
280W_31 HIGH 1ST HIGH VALUE IS	2447.40889	ON 08012206: AT (	284995.49, 4019636.81, 87.34, 87.34,	1.80)	DC
280W_32 HIGH 1ST HIGH VALUE IS	2786.99949	ON 09121804: AT (	284995.49, 4019636.81, 87.34, 87.34,	1.80)	DC
280W_33 HIGH 1ST HIGH VALUE IS	3265.11124	ON 10120608: AT (	284995.49, 4019636.81, 87.34, 87.34,	1.80)	DC
280W_34 HIGH 1ST HIGH VALUE IS	3839.89341	ON 08021807: AT (	284995.49, 4019636.81, 87.34, 87.34,	1.80)	DC

*** AERMOD - VERSION 23132 *** *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3

**

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
280W_35 HIGH 1ST HIGH VALUE IS	4333.74329	ON 10013004: AT (	284995.49, 4019636.81, 87.34, 87.34,	1.80)	DC
280W_36 HIGH 1ST HIGH VALUE IS	5132.78221	ON 09011307: AT (	284995.49, 4019636.81, 87.34, 87.34,	1.80)	DC
280W_37 HIGH 1ST HIGH VALUE IS	5481.68048	ON 10040204: AT (	284995.49, 4019636.81, 87.34, 87.34,	1.80)	DC
280W_38 HIGH 1ST HIGH VALUE IS	5829.47526	ON 10020506: AT (	284995.49, 4019636.81, 87.34, 87.34,	1.80)	DC
280W_39 HIGH 1ST HIGH VALUE IS	5402.95614	ON 10040204: AT (	284969.77, 4019635.95, 87.28, 87.28,	1.80)	DC
DRVW01 HIGH 1ST HIGH VALUE IS	10083.29052	ON 07091006: AT (	285561.25, 4019647.21, 88.49, 88.49,	1.80)	DC
DRVW02 HIGH 1ST HIGH VALUE IS	8204.40902	ON 07010604: AT (	285517.03, 4019637.37, 87.88, 87.88,	1.80)	DC
DRVW03 HIGH 1ST HIGH VALUE IS	8665.08955	ON 09120405: AT (	285517.03, 4019637.37, 87.88, 87.88,	1.80)	DC
DRVW04 HIGH 1ST HIGH VALUE IS	12166.75808	ON 07010604: AT (	285516.12, 4019626.95, 87.98, 87.98,	1.80)	DC
DRVW05 HIGH 1ST HIGH VALUE IS	9721.16482	ON 08041005: AT (	285517.03, 4019637.37, 87.88, 87.88,	1.80)	DC
DRVW06 HIGH 1ST HIGH VALUE IS	9885.34542	ON 08021807: AT (	285497.34, 4019613.06, 87.96, 87.96,	1.80)	DC
DRVW07 HIGH 1ST HIGH VALUE IS	9670.42969	ON 10040204: AT (	285497.34, 4019613.06, 87.96, 87.96,	1.80)	DC
DRVW08 HIGH 1ST HIGH VALUE IS	8833.90695	ON 09123106: AT (	285476.12, 4019626.95, 87.80, 87.80,	1.80)	DC
DRVW09 HIGH 1ST HIGH VALUE IS	10541.97672	ON 07010604: AT (	285477.64, 4019644.31, 87.85, 87.85,	1.80)	DC
DRVW10 HIGH 1ST HIGH VALUE IS	10217.58294	ON 08011207: AT (	285497.34, 4019640.84, 88.21, 88.21,	1.80)	DC
IDLE1 HIGH 1ST HIGH VALUE IS	3178.81681	ON 07120707: AT (	285723.84, 4019653.00, 91.88, 96.58,	1.80)	DC
IDLE2 HIGH 1ST HIGH VALUE IS	2923.40267	ON 09081506: AT (	285670.09, 4019661.15, 93.47, 95.49,	1.80)	DC
IDLE3 HIGH 1ST HIGH VALUE IS	1402.35847	ON 07062105: AT (	285717.07, 4019678.25, 94.88, 96.58,	1.80)	DC
IDLE4 HIGH 1ST HIGH VALUE IS	1351.06524	ON 08090605: AT (	285645.40, 4019666.95, 93.12, 93.12,	1.80)	DC
ONSIT01 HIGH 1ST HIGH VALUE IS	4694.32616	ON 07021005: AT (	285651.30, 4019654.31, 91.18, 95.82,	1.80)	DC
ONSIT02 HIGH 1ST HIGH VALUE IS	5440.08918	ON 09040906: AT (	285651.30, 4019654.31, 91.18, 95.82,	1.80)	DC
ONSIT03 HIGH 1ST HIGH VALUE IS	6533.47652	ON 10010706: AT (	285632.50, 4019647.47, 88.59, 96.09,	1.80)	DC
ONSIT04 HIGH 1ST HIGH VALUE IS	8038.38987	ON 07021405: AT (	285632.50, 4019647.47, 88.59, 96.09,	1.80)	DC
ONSIT05 HIGH 1ST HIGH VALUE IS	9952.61701	ON 09020406: AT (	285632.50, 4019647.47, 88.59, 96.09,	1.80)	DC
ONSIT06 HIGH 1ST HIGH VALUE IS	8122.47229	ON 08120107: AT (	285628.08, 4019656.95, 91.36, 91.60,	1.80)	DC

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3												**	
GROUP ID			AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					OF TYPE	NETWORK GRID-ID		
ONSIT07	HIGH	1ST HIGH VALUE IS	10233.25388	ON 07080305: AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC			
ONSIT08	HIGH	1ST HIGH VALUE IS	7975.01330	ON 07032604: AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC			
ONSIT09	HIGH	1ST HIGH VALUE IS	6231.58058	ON 07032704: AT (	285632.50,	4019647.47,	88.59,	96.09,	1.80)	DC			
ONSIT10	HIGH	1ST HIGH VALUE IS	6831.62975	ON 07010604: AT (	285561.25,	4019647.21,	88.49,	88.49,	1.80)	DC			
ONSIT11	HIGH	1ST HIGH VALUE IS	8115.91960	ON 07010604: AT (	285561.25,	4019647.21,	88.49,	88.49,	1.80)	DC			
ONSIT12	HIGH	1ST HIGH VALUE IS	9682.11257	ON 07021605: AT (	285561.25,	4019647.21,	88.49,	88.49,	1.80)	DC			
ONSIT13	HIGH	1ST HIGH VALUE IS	6939.65806	ON 09121106: AT (	285579.51,	4019614.50,	88.08,	88.08,	1.80)	DC			
PAREA1	HIGH	1ST HIGH VALUE IS	22339614.76231	ON 09020406: AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC			
ALL	HIGH	1ST HIGH VALUE IS	22350542.64680	ON 09020406: AT (	285651.30,	4019654.31,	91.18,	95.82,	1.80)	DC			

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

*** AERMOD - VERSION 23132 *** Oliver Concrete Batch Plant HRA
*** AERMET - VERSION 21112 ***

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 151 Warning Message(s)
A Total of 10959 Informational Message(s)

A Total of 35064 Hours Were Processed

A Total of 9719 Calm Hours Identified

A Total of 1240 Missing Hours Identified (3.54 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****

CO W320	22	URBOPT: Input Parameter May Be Out-of-Range for Parameter	URB-POP
ME W187	2153	MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET	
OU W565	2234	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2235	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2236	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2237	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2238	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2239	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2240	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2241	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2242	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2243	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2244	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2245	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2246	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2247	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2248	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2249	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2250	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2251	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2252	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2253	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2254	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2255	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2256	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2257	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2258	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2259	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2260	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2261	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2262	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2263	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2264	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2265	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2266	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2267	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2268	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2269	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2270	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2271	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2272	OUPL0T: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2273	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2274	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2275	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2276	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2277	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2278	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2279	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE

OU W565	2353	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2354	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2355	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2356	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
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OU W565	2362	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2363	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2364	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2365	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2366	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2367	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2368	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2369	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2370	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2371	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2372	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2373	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2374	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2375	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2376	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2377	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2378	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2379	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2380	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
OU W565	2381	PERPLT: Possible Conflict With Dynamically Allocated FUNIT	PLOTFILE
MX W400	35065	MAIN: Output values exceed format limit; use OU FILEFORM	= EXP

 *** AERMOD Finishes Successfully ***

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors loaded successfully

RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: All
Calculation Method: Derived

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25
Total Exposure Duration: 70

Exposure Duration Bin Distribution

3rd Trimester Bin: 0.25
0<2 Years Bin: 2
2<9 Years Bin: 0
2<16 Years Bin: 14
16<30 Years Bin: 0
16 to 70 Years Bin: 54

PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: True
Dermal: True
Mother's milk: True
Water: False
Fish: False
Homegrown crops: False
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors

Worker adjustment factors enabled: NO

Fraction at time at home

3rd Trimester to 16 years: OFF
16 years to 70 years: ON

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.05
Soil mixing depth (m): 0.01
Dermal climate: Mixed

TIER 2 SETTINGS

Tier2 not used.

Calculating cancer risk
Cancer risk breakdown by pollutant and receptor saved to: C:\Users\RonaldB\Local
AERMOD\20241487\HARP\hra\70 Yr-CancerRisk.csv
Cancer risk total by receptor saved to: C:\Users\RonaldB\Local AERMOD\20241487\HARP\hra\70 Yr-
CancerRiskSumByRec.csv
Calculating chronic risk
Chronic risk breakdown by pollutant and receptor saved to: C:\Users\RonaldB\Local
AERMOD\20241487\HARP\hra\70 Yr-NCChronicRisk.csv
Chronic risk total by receptor saved to: C:\Users\RonaldB\Local AERMOD\20241487\HARP\hra\70 Yr-
NCChronicRiskSumByRec.csv
Calculating acute risk
Acute risk breakdown by pollutant and receptor saved to: C:\Users\RonaldB\Local
AERMOD\20241487\HARP\hra\70 Yr-NCACuteRisk.csv
Acute risk total by receptor saved to: C:\Users\RonaldB\Local AERMOD\20241487\HARP\hra\70 Yr-
NCACuteRiskSumByRec.csv
HRA ran successfully

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors loaded successfully

RISK SCENARIO SETTINGS

Receptor Type: Worker
Scenario: All
Calculation Method: Derived

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: 16
Total Exposure Duration: 25

Exposure Duration Bin Distribution

3rd Trimester Bin: 0
0<2 Years Bin: 0
2<9 Years Bin: 0
2<16 Years Bin: 0
16<30 Years Bin: 0
16 to 70 Years Bin: 25

PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: True
Dermal: True
Mother's milk: False
Water: False
Fish: False
Homegrown crops: False
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

INHALATION

Daily breathing rate: Moderate8HR

Worker Adjustment Factors

Worker adjustment factors enabled: NO

Fraction at time at home

3rd Trimester to 16 years: OFF
16 years to 70 years: OFF

SOIL & DERMAL PATHWAY SETTINGS

Deposition rate (m/s): 0.05
Soil mixing depth (m): 0.01
Dermal climate: Mixed

TIER 2 SETTINGS

Tier2 not used.

Calculating cancer risk
Cancer risk breakdown by pollutant and receptor saved to: C:\Users\RonaldB\Local
AERMOD\20241487\HARP\hra\25-Yr CancerRisk.csv
Cancer risk total by receptor saved to: C:\Users\RonaldB\Local AERMOD\20241487\HARP\hra\25-Yr
CancerRiskSumByRec.csv
Calculating chronic risk
Chronic risk breakdown by pollutant and receptor saved to: C:\Users\RonaldB\Local
AERMOD\20241487\HARP\hra\25-Yr NCChronicRisk.csv
Chronic risk total by receptor saved to: C:\Users\RonaldB\Local AERMOD\20241487\HARP\hra\25-Yr
NCChronicRiskSumByRec.csv
Calculating acute risk
Acute risk breakdown by pollutant and receptor saved to: C:\Users\RonaldB\Local
AERMOD\20241487\HARP\hra\25-Yr NCAcuteRisk.csv
Acute risk total by receptor saved to: C:\Users\RonaldB\Local AERMOD\20241487\HARP\hra\25-Yr
NCAcuteRiskSumByRec.csv
HRA ran successfully

HARP2 - HRACalc (dated 22118) 5/8/2024 3:23:24 PM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
Pathway receptors loaded successfully

RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: NCChronic8HR
Calculation Method: Derived

EXPOSURE DURATION PARAMETERS FOR CANCER

Exposure duration are only adjusted for cancer assessments

PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: False
Dermal: False
Mother's milk: False
Water: False
Fish: False
Homegrown crops: False
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors

Worker adjustment factors enabled: NO

Fraction at time at home

NOTE: Exposure duration (i.e., start age, end age, ED, & FAH) are only adjusted for cancer assessments.

TIER 2 SETTINGS

Tier2 not used.

Calculating chronic 8hr risk

Chronic 8-hr risk breakdown by pollutant and receptor saved to: C:\Users\RonaldB\Local
AERMOD\20241487\HARP\hra\8-Hr NCChronic8HrRisk.csv

Chronic 8-hr risk total by receptor saved to: C:\Users\RonaldB\Local AERMOD\20241487\HARP\hra\8-Hr
NCChronic8HrRiskSumByRec.csv

HRA ran successfully

HARP Project Summary Report 5/8/2024 4:04:36 PM

PROJECT INFORMATION

HARP Version: 22118

Project Name: HARP

Project Output Directory: C:\Users\RonaldB\Local AERMOD\20241487\HARP

HARP Database: NA

POLLUTANT HEALTH INFORMATION

Health Database: C:\HARP2\Tables\HEALTH17320.mdb

Health Table Version: HEALTH22343

Official: True

PolID	PolAbbrev	InhCancer	OralCancer	AcuteREL	InhChronicREL	OralChronicREL	InhChronic8HRREL
9901	DieselExhPM	1.1			5		
88101	PM25						
106990	1,3-Butadiene	0.6		660	2		9
71432	Benzene	0.1		27	3		3
100414	Ethyl Benzene	0.0087			2000		
78933	MEK			13000			
91203	Naphthalene	0.12			9		
115071	Propylene				3000		
100425	Styrene			21000	900		
108883	Toluene			5000	420		830
1330207	Xylenes			22000	700		

ATTACHMENT B

Dunn Asphalt and Concrete Facility Criteria Pollutant and GHG Emissions Summary

Concrete Batch Plant - Storage Pile Emissions

Production Rate	Total PM EF (lbs/ton)*	Annual Emissions (lbs/year)	Annual Emissions (tons/year)	Emissions (lbs/hr)
200,250	0.0165	3,304.13	1.65	0.377

*Based on AP-42 Section 11.19.1 Table 4-1

Pollutant	Wt Fraction Aggregate*	Emissions (lbs/hr)	Emissions (lbs/yr)
Arsenic	2.00E-05	7.54E-06	6.61E-02
Beryllium	1.00E-06	3.77E-07	3.30E-03
Cadmium	1.00E-06	3.77E-07	3.30E-03
Chromium	5.00E-05	1.89E-05	1.65E-01
Copper	1.00E-04	3.77E-05	3.30E-01
Hexavalent Chromium	2.50E-06	9.43E-07	8.26E-03
Lead	5.00E-05	1.89E-05	1.65E-01
Manganese	5.00E-04	1.89E-04	1.65E+00
Nickel	2.00E-05	7.54E-06	6.61E-02
Selenium	5.00E-06	1.89E-06	1.65E-02
Zinc	2.00E-04	7.54E-05	6.61E-01

*From "DEFAULT VALUES - Material Storage" in December 1998 San Diego APCD document *Open Material Storage Areas*

All Plants - Diesel PM - Running Exhaust (non-idling)

Concrete Batch Plant

Vehicle	Pollutant	EF (lbs/ vehicle/ day)	Round Trip Distance (miles)	Annual Truck Trips	Annual Emissions (lbs/yr)	Emissions (lbs/hr)
T7	PM10	0.00012976	2	6,760	1.75	0.0004
T6	PM10	0.00020062	2	10,400	4.17	0.0010
				Total	5.93	0.0014
				Sources	124	124
				Emissions per source	0.05	1.09E-05

HMA

Vehicle	Pollutant	EF (lbs/ vehicle/ day)	Round Trip Distance (miles)	Annual Truck Trips	Annual Emissions (lbs/yr)	Emissions (lbs/hr)
T7	PM10	0.00012976	2	284	0.07	0.0000
T6	PM10	0.00020062	2	12,300	4.94	0.0011
				Total	5.01	0.0011
				Sources	131	131
				Emissions per source	0.04	8.75E-06

RAP

Vehicle	Pollutant	EF (lbs/ vehicle/ day)	Round Trip Distance (miles)	Annual Truck Trips	Annual Emissions (lbs/yr)	Emissions (lbs/hr)
T7	PM10	0.00012976	2	2,860	0.74	0.0002
				Total	0.74	0.0002
				Sources	128	128
				Emissions per source	0.01	1.33E-06

Diesel PM for HRA

Model Input ID	Annual Emissions (lbs/yr)	Emissions (lbs/hr)
CON	0.0478	1.09E-05
ASP	0.0382	8.75E-06
RAP	0.0058	1.33E-06
ALL	0.0918	2.10E-05
OFF	0.1837	4.20E-05
AR	0.0440	1.01E-05
AC	0.0860	1.97E-05

EMFAC2017 (v1.0.2) Emission Rates

Region Type: Air District

Region: SAN JOAQUIN VALLEY UNIFIED APCD

Calendar Year: 2021

Season: Annual

Vehicle Classification: EMFAC2007 Categories

All Plants - Diesel PM - Idling

Concrete Batch Plant

Vehicle	Pollutant	EF (lbs/mile)	Annual Operating Days	Vehicles per Day	Annual Emissions (lbs/yr)	Emissions (lbs/hr)
T7	PM10	0.00026078	312	22	1.79	0.0004
T6	PM10	6.1739E-05	312	33	0.64	0.0001
				Total	2.43	0.0006

HMA

Vehicle	Pollutant	EF (lbs/mile)*	Annual Operating Days	Vehicles per Day	Annual Emissions (lbs/yr)	Emissions (lbs/hr)
T7	PM10	0.00026078	312	0.9	0.07	0.0000
T6	PM10	6.1739E-05	312	39	0.75	0.0002
				Total	0.82	0.0002

RAP

Vehicle	Pollutant	EF (lbs/mile)*	Annual Operating Days	Vehicles per Day	Annual Emissions (lbs/yr)	Emissions (lbs/hr)
T7	PM10	0.00026078	312	9	0.73	0.0002
				Total	0.73	0.0002

EMFAC2017 (v1.0.2) Emission Rates

Region Type: Air District

Region: SAN JOAQUIN VALLEY UNIFIED APCD

Calendar Year: 2021

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Ambient Air Quality Analysis Determination

Construction Emissions

Construction Phase	Working Days	Emissions (tpy)						Emissions (lb/day)					
		ROG	NOx	CO	SO2	PM10	PM2.5	ROG	NOx	CO	SO2	PM10	PM2.5
Site Preparation	10	0.021	0.212	0.111	0.000	0.102	0.060	4.19	42.50	22.28	0.04	20.49	12.02
Grading	30	0.069	0.754	0.492	0.001	0.136	0.082	4.57	50.29	32.81	0.06	9.08	5.45
Building Construction	174	0.386	3.034	2.860	0.009	0.511	0.209	4.43	34.87	32.88	0.10	5.87	2.40
Paving	20	0.035	0.141	0.153	0.000	0.009	0.007	3.55	14.13	15.28	0.03	0.94	0.74
Architectural Coating	20	0.500	0.019	0.045	0.000	0.009	0.003	49.98	1.94	4.49	0.01	0.90	0.32
Max:								49.98	50.29	32.88	0.10	20.49	12.02
Exceeds 100 lb/day?								No	No	No	No	No	No

Operational Emissions - Permitted

Source	Working Days	Emissions (tpy)						Emissions (lb/day)					
		ROG	NOx	CO	SO2	PM10	PM2.5	ROG	NOx	CO	SO2	PM10	PM2.5
Concrete Batch Plant	312	--	--	--	--	1.440	1.440	--	--	--	--	9.23	9.23
RAP Processing Plant	312	--	--	--	--	0.023	0.023	--	--	--	--	0.15	0.15
HMA Dryer	312	0.820	1.540	9.160	14.430	1.730	1.730	5.26	9.87	58.72	92.50	11.09	11.09
HMA Oil Heater	312	0.012	0.595	0.149	0.214	0.013	0.013	0.08	3.81	0.96	1.37	0.08	0.08
HMA Cold Feed RAP	312	--	--	--	--	0.055	0.055	--	--	--	--	0.36	0.36
HMA Silo Filling	312	0.914	--	0.089	--	0.002	0.002	5.86	--	0.57	--	0.01	0.01
HMA Silo Loadout	312	0.312	--	0.101	--	0.039	0.039	2.00	--	0.65	--	0.25	0.25
HMA Oil Tanks	365	0.511	--	--	--	--	--	2.80	--	--	--	--	--
Total:								15.99	13.69	60.89	93.87	21.17	21.17
Exceeds 100 lb/day?								No	No	No	No	No	No

Operational Emissions - Unpermitted

Source	Working Days	Emissions (tpy)						Emissions (lb/day)					
		ROG	NOx	CO	SO2	PM10	PM2.5	ROG	NOx	CO	SO2	PM10	PM2.5
HMA Storage Pile	365	--	--	--	--	1.240	1.240	--	--	--	--	6.79	6.79
Concrete Storage Pile	365	--	--	--	--	1.650	1.650	--	--	--	--	9.04	9.04
RAP Storage Pile	365	--	--	--	--	0.320	0.320	--	--	--	--	1.75	1.75
Truck Exhaust	312	0.096	1.177	0.979	0.003	0.008	0.008	0.62	7.55	6.28	0.02	0.05	0.05
Truck Fugitive Dust	312	--	--	--	--	0.207	0.207	--	--	--	--	1.33	1.33
Off Road Equipment	312	0.113	0.243	2.230	--	0.008	0.007	0.73	1.56	14.29	--	0.05	0.05
Total:								1.34	9.10	20.57	0.02	19.02	19.02
Exceeds 100 lb/day?								No	No	No	No	No	No

Total Operations - Permitted and Unpermitted: 17.34 22.79 81.46 93.89 40.19 40.19
Exceeds 100 lb/day? No No No No No No



November 21, 2019

Re: Greenhouse Gas Analysis for Proposed Dunn, Inc. Project

To Whom it May Concern,

Greenhouse gas (GHG) emissions from the Proposed Dunn, Inc. Project were calculated using methodology and emission factors from the United States Environmental Protection Agency (USEPA) Emission Factors for Greenhouse Gas Inventories (March 2018) and the California Air Resource Board's (CARB's) EMFAC2017 Model. GHG emissions from the various sources of the project are summarized in the table below. All values are in metric tons per year (mtpy). Detailed emission calculations are provided as an Attachment.

Source	CO2	CH4	N2O	CO2e
HMA Dryer	36,242	1.77	0.35	36,391
HMA Oil Heater	537	0.03	0.01	539
Truck Running Exhaust	79	<0.01	0.01	82
Truck Idling Exhaust	167	<0.01	0.03	175
Off-Road Equipment	692	0.04	0.02	698
Total				37,886

SIGNATORY

For and on behalf of Alta Environmental

Chris Waller
Director of EHS & Air

Attachments: GHG Emission Calculation Tables

Alta Environmental | an NV5 Company

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Greenhouse Gas Emission Calculations

Summary (mtpy)

Source	CO2	CH4	N2O	CO2e
HMA Dryer	36,242	1.77	0.35	36,391
HMA Oil Heater	537	0.03	0.01	539
Truck Running Exhaust	79	0.00	0.01	82
Truck Idling Exhaust	167	0.00	0.03	175
Off-Road Equipment	692	0.04	0.02	698
			Total:	37,886

GWP		
CO2	CH4	N2O
1	25	298

HMA Dryer

Dryer Heat Input	135	mmBtu/hr

Pollutant	EF (kg/mmBtu)	EF (kg/hr)	Hours (hr/yr)	Emissions (kg/yr) (mtpy)	
CO2	61.4600	8,297.10	4,368	36,241,733	36,242
CH4	0.0030	0.41	4,368	1,769	2
N2O	0.0006	0.08	4,368	354	0

- https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors_mar_2018_0.pdf

Oil Heater

Oil Heater Input	2	mmBtu/hr

Pollutant	EF (kg/mmBtu)	EF (kg/hr)	Hours (hr/yr)	Emissions (kg/yr) (mtpy)	
CO2	61.4600	122.92	4,368	536,915	537
CH4	0.0030	0.01	4,368	26	0
N2O	0.0006	0.00	4,368	5	0

- https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors_mar_2018_0.pdf

Trucks Running

VMT T7	19,808	VMT/yr
VMT T6	45,400	VMT/yr

Pollutant	EF	VMT	Emissions	
	(g/mi)	(VMT/yr)	(kg/yr)	(mtpy)
T7				
CO2	1,434.53	19,808	28,415.215	28.415
CH4	0.0050	19,808	0.098	0.000
N2O	0.2255	19,808	4.466	0.004
T6				
CO2	1,108.73	45,400	50,336.470	50.336
CH4	0.0109	45,400	0.495	0.000
N2O	0.1743	45,400	7.912	0.008

- EMFAC2017, Scenario Year 2017, EMFAC2007 Categories

Trucks Idling

Trucks T7	9,904	trucks/yr
Trucks T6	22,700	trucks/yr

Pollutant	EF	Vehicles	Emissions	
	(g/veh)	(veh/yr)	(kg/yr)	(mtpy)
T7				
CO2	14,905.807	9,904	147,627.108	147.627
CH4	0.287	9,904	2.838	0.003
N2O	2.343	9,904	23.205	0.023
T6				
CO2	864.829	22,700	19,631.611	19.632
CH4	0.006	22,700	0.130	0.000
N2O	0.136	22,700	3.086	0.003

- EMFAC2017, Scenrio Year 2017, EMFAC2007 Categories

Off-Road Equipment

Emission Factors

	CO2	CH4	N2O	
g/gal	10,210.00	0.57	0.26	
mmbtu/gal	0.138	0.138	0.138	
g/mmbtu	73,985.51	4.13	1.88	
btu/hp-hr	7,000	7,000	7,000	- AP-42
g/hp-hr	517.899	0.029	0.013	

Pollutant	EF	HP	Hours	Emissions	
	(g/hp-hr)	(bhp)	(hr/yr)	(kg/yr)	(mtpy)
Rubber Tired Loader					
CO2	517.899	460	2,496	594,630	594.630
CH4	0.029	460	2,496	33	0.033
N2O	0.013	460	2,496	15	0.015
Skid Steer Loader					
CO2	517.899	75	2,496	96,951	96.951
CH4	0.029	75	2,496	5	0.005
N2O	0.013	75	2,496	2	0.002

- https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors_mar_2018_0.pdf

ATTACHMENT C

Biological Resources Technical Memorandums



RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD
VISALIA, CA 93277
PHONE (559) 624-7000
FAX (559) 730-2653

Aaron R. Bock Economic Development and Planning
Reed Schenke Public Works
Sherman Dix Fiscal Services

TECHNICAL MEMORANDUM BIOLOGICAL RESOURCES EVALUATION

DATE: August 16, 2021

TO: Hector Guerra, Chief Environmental Planner

FROM: Russell Kashiwa, Planning Technician II / Jessica Willis, Planner IV

SUBJECT: Biological Resources Evaluation for 8347 Avenue 280 (GPA 18-002)

PROJECT DESCRIPTION

The Project includes an existing, non-conforming concrete batch facility, beekeeping operations, and three mobile homes located at 8347 Avenue 280 on a 13.25-acre site. The current uses/operations are not permitted in the AE-40 Zone. Therefore, the applicant is seeking a change of zone to CS (Commercial Service) which will allow the existing uses/operations continue in conformance with the zoning code. Proposed improvements to the Project site will include a second access point on the west edge of the property to comply with Fire Department conditions.

PROJECT LOCATION

The Project site is located at 8247 Avenue 280, Visalia, California, 93277. The is located at the southwest corner of Avenue 280 and State Route 99, approximately 1.5 miles west of the City of Visalia, within an unincorporated area of Tulare County, California (see Attachments A and B).

Assessor Parcel Number(s): 119-010-008

USGS 7.5-minute Quadrangle): Goshen (see Attachment C)

Surrounding Quadrangles: Visalia, Tulare, Paige, Waukena, Remnoy, Burris Park, Traver, and Monson (see Attachment C)

Public Land Survey System: Section 8, Township 19 South, Range 24 East, Mount Diablo Base and Meridian

Latitude/Longitude: 36° 17' 51.91" N / 119° 23' 11.90" W

BIOLOGICAL RESOURCES DATABASE SEARCH

The most recent California Department of Fish and Wildlife's California Natural Diversity Database (CNDDDB), RareFind 5 and Biogeographic Information and Observation System (BIOS) mapping applications were accessed on July 21 and July 29, 2021.¹

Based on the information in the CNDDDB and BIOS, there are 54 special status species and three (3) natural communities recorded within the 9-quadrangle Project area, of which only 34 special status species and three (3) natural communities have been mapped (see Attachment D). These species include: 17 plant species; two (2) crustacean species; three (3) insect species; three (3) amphibian species, two (2) reptile species; five (5) bird species; and 2 mammal species.

The CNDDDB and BIOS indicates that there are nine (9) special status species and one (1) natural community recorded within the Goshen quadrangle (see Attachment E). These species include: five (5) plant species; one (1) crustacean species; one (1) amphibian species; one (1) bird species; and one (1) mammal species.

The results from the CNDDDB and BIOS also indicated that there is one (1) special status species *Buteo swainsoni* (Swainson's Hawk) recorded within a one-mile radius of the Project site (see Attachment F). No other special status species have been recorded within the Project site and adjacent parcels (see Attachment C).

To ensure that Project-related construction activities (new access road) will have a less than significant impact on special status species, the following mitigations measure requiring pre-construction surveys will be implemented.

Pre-construction Surveys

BIO-1: *Pre-construction Survey – Plant Species.* A qualified biologist/botanist shall conduct pre-construction surveys for special status plant species in accordance with the California Department of Fish and Wildlife (CDFW) *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (2009). This protocol includes identification of reference populations to facilitate the likelihood of field investigation occurring during the appropriate floristic period. Surveys should be timed to coincide with flowering periods for species that could occur (March-May). In the absence of protocol-level surveys being performed, additional surveys may be necessary.

- If special status plant species are not identified during pre-construction surveys, no further action is required.
- If special status plant species are detected during pre-construction surveys, the biologist/botanist will supervise establishment of a minimum 50-foot no disturbance buffer from the outer edge of the plant population. If buffers cannot be maintained, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW shall be contacted immediately to identify the appropriate minimization actions to be taken as appropriate for the species identified and to determine incidental take permitting needs.

¹ California Department of Fish and Wildlife. CNDDDB Maps and Data. <https://wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>.

BIO-2: *Pre-construction Survey – Animal Species.* A qualified biologist will conduct pre-construction surveys during the appropriate periods for special status animal species in accordance with the CDFW guidance and recommendations identified below. In the absence of protocol-level surveys being performed, additional surveys may be necessary. If special status animal species are not identified during pre-construction surveys, no further action is required. If special status animal species are detected during pre-construction surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW shall be contacted immediately to identify the appropriate avoidance and minimization actions to be taken as applicable for the species identified and to determine incidental take permitting needs.

- ***Swainson’s hawk and other raptors and migratory birds*** - If Project activities must occur during the nesting season (February 1-August 31), the project proponent and/or their contractor is responsible for ensuring that implementation does not violate the Migratory Bird Treaty Act or relevant Fish and Game Code. A qualified biologist shall conduct pre-construction surveys for active bird nests within 10 days of the onset of these activities. Nest surveys will include all accessible areas on the project site and within 250 feet of the site for tricolored blackbird, loggerhead shrike and other migratory birds, and within 500 feet for all nesting raptors and migratory birds; with the exception of Swainson’s hawk. The Swainson’s hawk survey will utilize the Swainson’s Hawk Technical Advisory Committee *Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in California’s Central Valley* (2000) methodology and will extend to ½-mile outside of work area boundaries. Inaccessible areas will be scanned with binoculars or spotting scope, as appropriate. If no nesting pairs are found within the survey area, no further mitigation is required.

Measures to be Implemented if Special Status Species are Identified

To ensure the Project will have a less than significant impact on special status species within the Project area, the following mitigations measures will be implemented if special status species are identified during pre-construction surveys.

All Identified Special Status Species

BIO-3: *Employee Education Program.* Prior to the start of construction or decommissioning, the applicant shall retain a qualified biologist/botanist to conduct a tailgate meeting to train all construction staff that will be involved with the project on the special status species that occur, or may occur, on the project site. This training will include a description of the species and its habitat needs; a report of the occurrence of the species 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.

Swainson's Hawk

- BIO-4: *Avoidance.*** In order to avoid impacts to nesting birds, construction will occur, where possible, outside the nesting season, or between September 16 and January 31.
- BIO-5: *Buffers.*** If active nests are found within the survey areas a qualified biologist will establish appropriate no-disturbance buffers based on species tolerance of human disturbance (for example, for tricolored blackbird, no less than 60 feet), baseline levels of disturbance, and barriers that may separate the nest from construction disturbance. These buffers will remain in place until the breeding season has ended or until the qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival.
- BIO-6: *Take Authorization.*** If active nests are found within the survey area during pre-construction surveys, a qualified biologist will contact the Sacramento Field Office of the USFWS and the Fresno Field Office of the CDFW immediately by phone or email to determine the best course of action. In the event of accidental death or injury during project-related activities, the Sacramento Field Office of the USFWS and the Fresno Field Office of the CDFW shall be contacted immediately by phone or email to obtain the necessary authorization/take permit. 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.

JURISDICTIONAL WATERS

A Valley Kaweah Delta Water Control District ditch is located approximately 250 feet south of the Project site. Based on the BIOS map, these canals are jurisdictional waters of the State (see Attachment C); however, these canals are adjacent to the site and jurisdictional waters are absent from the site itself.

The most recent United States Geological Survey (USGS) National Water Information System (NWIS) and United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) mapping applications were accessed on August 8, 2021.^{2, 3} Based on the information provided by the NWIS and NWI, the nearest jurisdictional bodies of water lie approximately 250 feet south and approximately 650 feet west of the Project site (see Attachments G and H). These waters include the following: a Freshwater Pond approximately 650 feet west of the Project site, and the Valley Kaweah Delta Water Control District ditches south of the Project site are classified as Riverine. As these jurisdictional waters are absent from the Project site itself, the Project will not result in significant impact to any riparian habitats or other protected wetlands. Mitigation measures that would reduce impacts have not been proposed, nor would any measures be warranted.

SUMMARY AND CONCLUSION

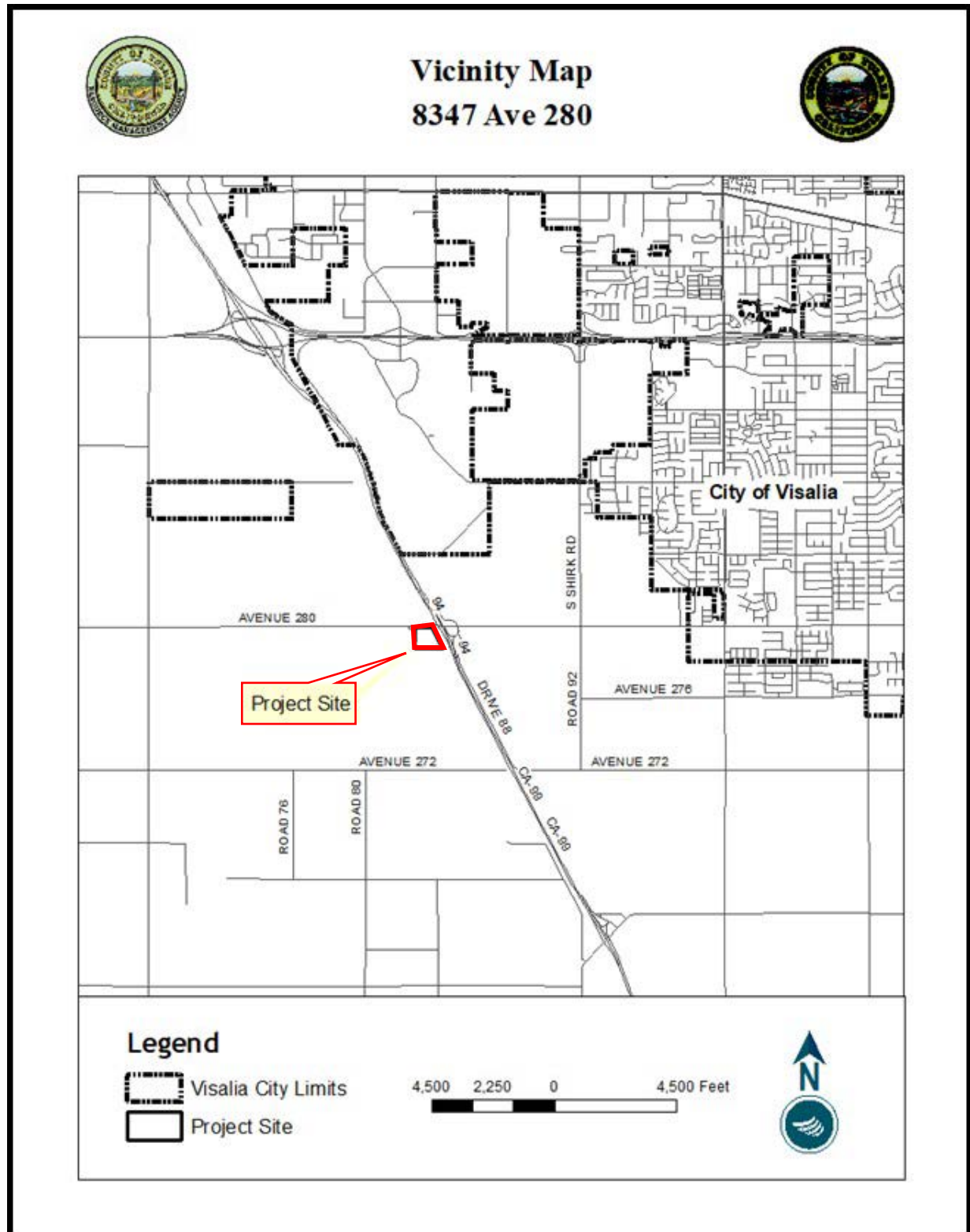
² United States Geological Survey (USGS). National Water Information System: Mapper <https://maps.waterdata.usgs.gov/mapper/index.html>

³ United States Fish and Wildlife Service (USFWS). Wetlands Mapper. <https://www.fws.gov/wetlands/data/mapper.HTML>

One (1) special status species has been recorded within one (1) mile of the Project site. As such, **Mitigation Measures BIO-1** and **BIO-2**, which require pre-construction surveys for special status plant and animal species, respectively, will be implemented prior to the onset of Project-related construction activities (new access road). If no special status species are identified within the Project site during pre-construction surveys, no further action would be required; however, in the event that special status species are identified, **Mitigation Measures BIO-3** through **BIO-6** would be implemented as appropriate and in consultation with the CDFW and/or USFWS. Specifically, **Mitigation Measure BIO-3** would apply to all special status species identified during pre-construction surveys and **Mitigation Measures BIO-4** through **BIO-6** would apply to Swainson's hawk. With implementation of **Mitigation Measures BIO-1** through **BIO-6**, impacts to special status plant and animal species will be *Less Than Significant with Mitigation*.

Attachment A

Project Vicinity Map



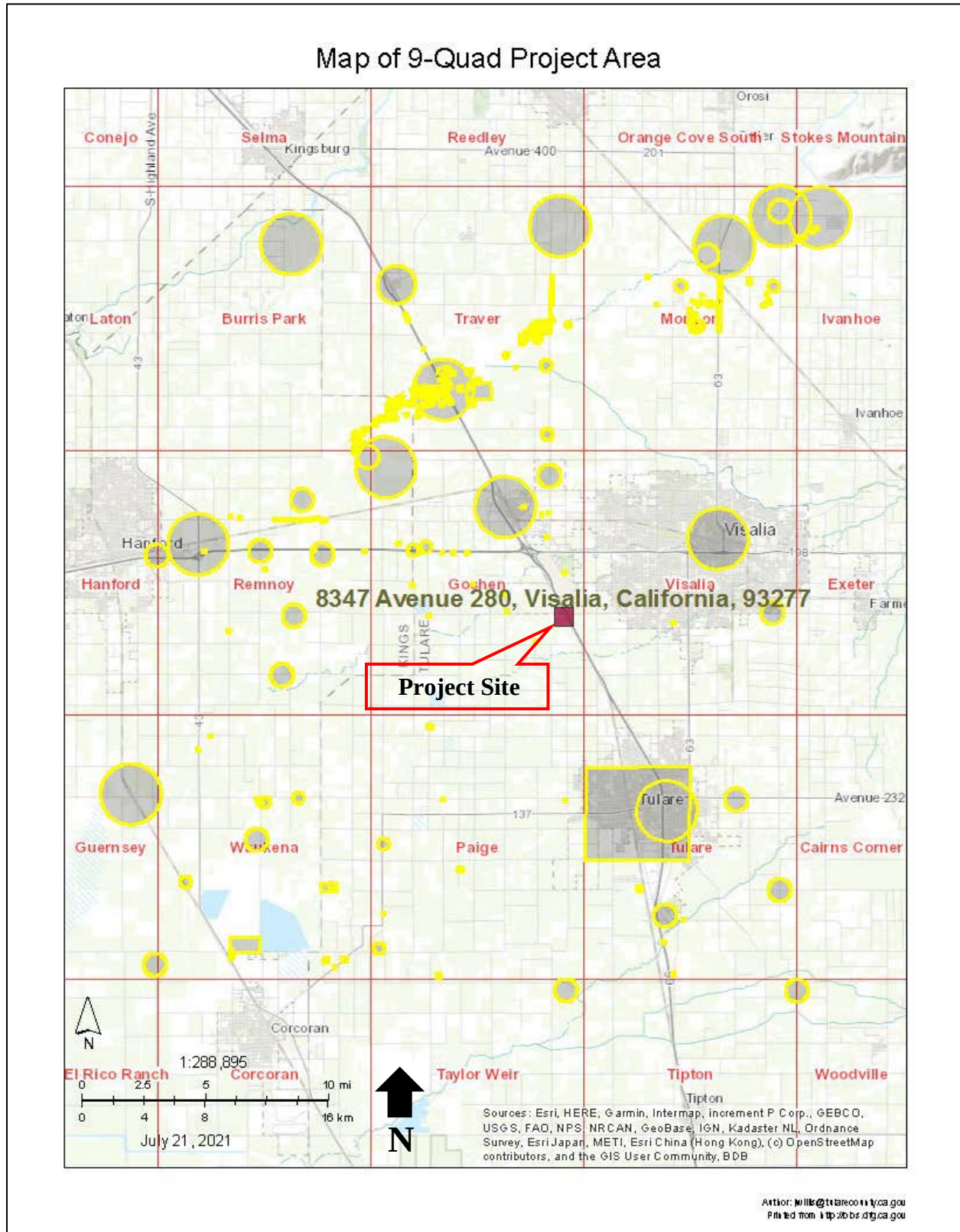
Attachment B

Aerial View / Site Plan



Attachment C

9-Quad Project Area Resources Map



Attachment D. CNDDDB Project Area Species List

(Species recorded within the 9-quadrangle Area)



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad IS (Goshen (3611934) OR Visalia (3611933) OR Tulare (3611923) OR Paige (3611924) OR Waukena (3611925) OR Remnoy (3611935) OR Burris Park (3611945) OR Traver (3611944) OR Monson (3611943))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Agelaius tricolor</i> tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S1S2	SSC
<i>Ambystoma californiense</i> pop. 1 California tiger salamander - central California DPS	AAAAA01181	Threatened	Threatened	G2G3	S2S3	WL
<i>Andrena macswaini</i> An andrenid bee	IIHYM35130	None	None	G2	S2	
<i>Anniella pulchra</i> Northern California legless lizard	ARACC01020	None	None	G3	S3	SSC
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S3	SSC
<i>Atriplex cordulata</i> var. <i>cordulata</i> heartscale	PDCHE040B0	None	None	G3T2	S2	1B.2
<i>Atriplex cordulata</i> var. <i>erecticaulis</i> Earlimart orache	PDCHE042V0	None	None	G3T1	S1	1B.2
<i>Atriplex depressa</i> brittlescale	PDCHE042L0	None	None	G2	S2	1B.2
<i>Atriplex minuscula</i> lesser saltscale	PDCHE042M0	None	None	G2	S2	1B.1
<i>Atriplex subtilis</i> subtle orache	PDCHE042T0	None	None	G1	S1	1B.2
<i>Bombus crotchii</i> Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G3G4	S1S2	
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
<i>Caulanthus californicus</i> California jewelflower	PDBRA31010	Endangered	Endangered	G1	S1	1B.1
<i>Coccyzus americanus occidentalis</i> western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
<i>Delphinium recurvatum</i> recurved larkspur	PDRAN0B1J0	None	None	G2?	S2?	1B.2
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Eryngium spinosepalum</i> spiny-sepaled button-celery	PDAP10Z0Y0	None	None	G2	S2	1B.2
<i>Eumops perotis californicus</i> western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Euphorbia hooveri</i> Hoover's spurge	PDEUP0D150	Threatened	None	G1	S1	1B.2
<i>Imperata brevifolia</i> California satintail	PMPOA3D020	None	None	G4	S3	2B.1
<i>Lanius ludovicianus</i> loggerhead shrike	ABPBR01030	None	None	G4	S4	SSC
<i>Lasthenia chrysantha</i> alkali-sink goldfields	PDAST5L030	None	None	G2	S2	1B.1
<i>Lasthenia glabrata ssp. coulteri</i> Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
<i>Lepidurus packardii</i> vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G4	S3S4	
<i>Linderiella occidentalis</i> California linderiella	ICBRA06010	None	None	G2G3	S2S3	
<i>Lithobates pipiens</i> northern leopard frog	AAABH01170	None	None	G5	S2	SSC
<i>Lytta hoppingi</i> Hopping's blister beetle	IICOL4C010	None	None	G1G2	S1S2	
<i>Northern Claypan Vernal Pool</i> Northern Claypan Vernal Pool	CTT44120CA	None	None	G1	S1.1	
<i>Northern Hardpan Vernal Pool</i> Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
<i>Orcuttia inaequalis</i> San Joaquin Valley Orcutt grass	PMPOA4G060	Threatened	Endangered	G1	S1	1B.1
<i>Pseudobahia peirsonii</i> San Joaquin adobe sunburst	PDAST7P030	Threatened	Endangered	G1	S1	1B.1
<i>Puccinellia simplex</i> California alkali grass	PMPOA53110	None	None	G3	S2	1B.2
<i>Sagittaria sanfordii</i> Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
<i>Spea hammondi</i> western spadefoot	AAABF02020	None	None	G2G3	S3	SSC
<i>Valley Sacaton Grassland</i> Valley Sacaton Grassland	CTT42120CA	None	None	G1	S1.1	
<i>Vulpes macrotis mutica</i> San Joaquin kit fox	AMAJA03041	Endangered	Threatened	G4T2	S2	

Record Count: 37

Attachment E. CNDDDB Project Area Species List

(Species recorded within the Goshen Quadrangle)



Selected Elements by Scientific Name

California Department of Fish and Wildlife
California Natural Diversity Database



Query Criteria: Quad> IS <(Goshen (3611934))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Atriplex cordulata</i> var. <i>cordulata</i> heartscale	PDCH040B0	None	None	G3T2	S2	1B.2
<i>Atriplex minuscula</i> lesser saltscale	PDCH042M0	None	None	G2	S2	1B.1
<i>Atriplex subtilis</i> subtle orache	PDCH042T0	None	None	G1	S1	1B.2
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
<i>Lasthenia chrysanthra</i> alkali-sink goldfields	PDAST5L030	None	None	G2	S2	1B.1
<i>Puccinellia simplex</i> California alkali grass	PMPOA53110	None	None	G3	S2	1B.2
<i>Spea hammondi</i> western spadefoot	AAABF02020	None	None	G2G3	S3	SSC
<i>Valley Sacaton Grassland</i> Valley Sacaton Grassland	CTT42120CA	None	None	G1	S1.1	
<i>Vulpes macrotis mutica</i> San Joaquin kit fox	AMAJA03041	Endangered	Threatened	G4T2	S2	

Record Count: 10

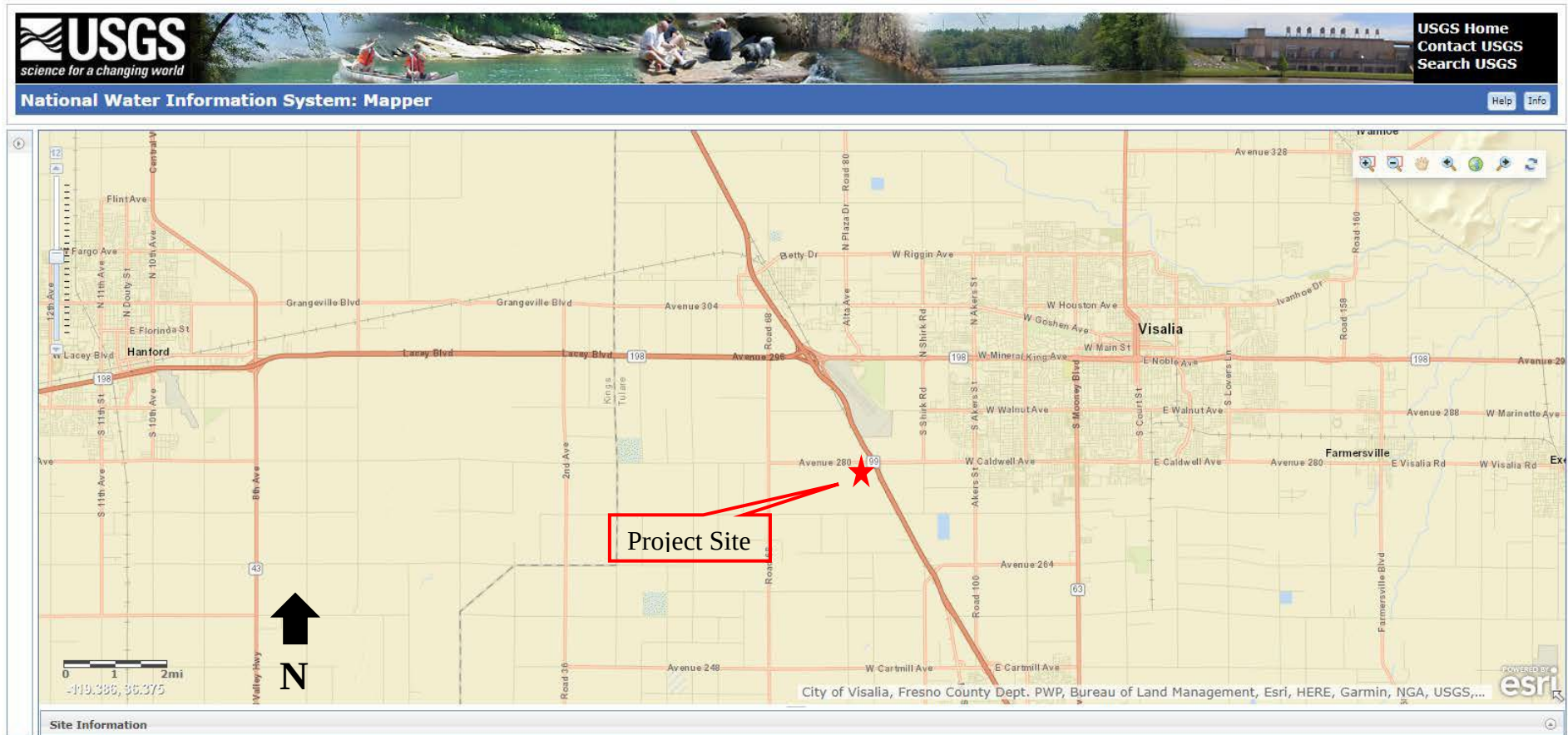
Attachment F. CNDDDB Project Area Species List

(Species recorded within the 1-mile Area)

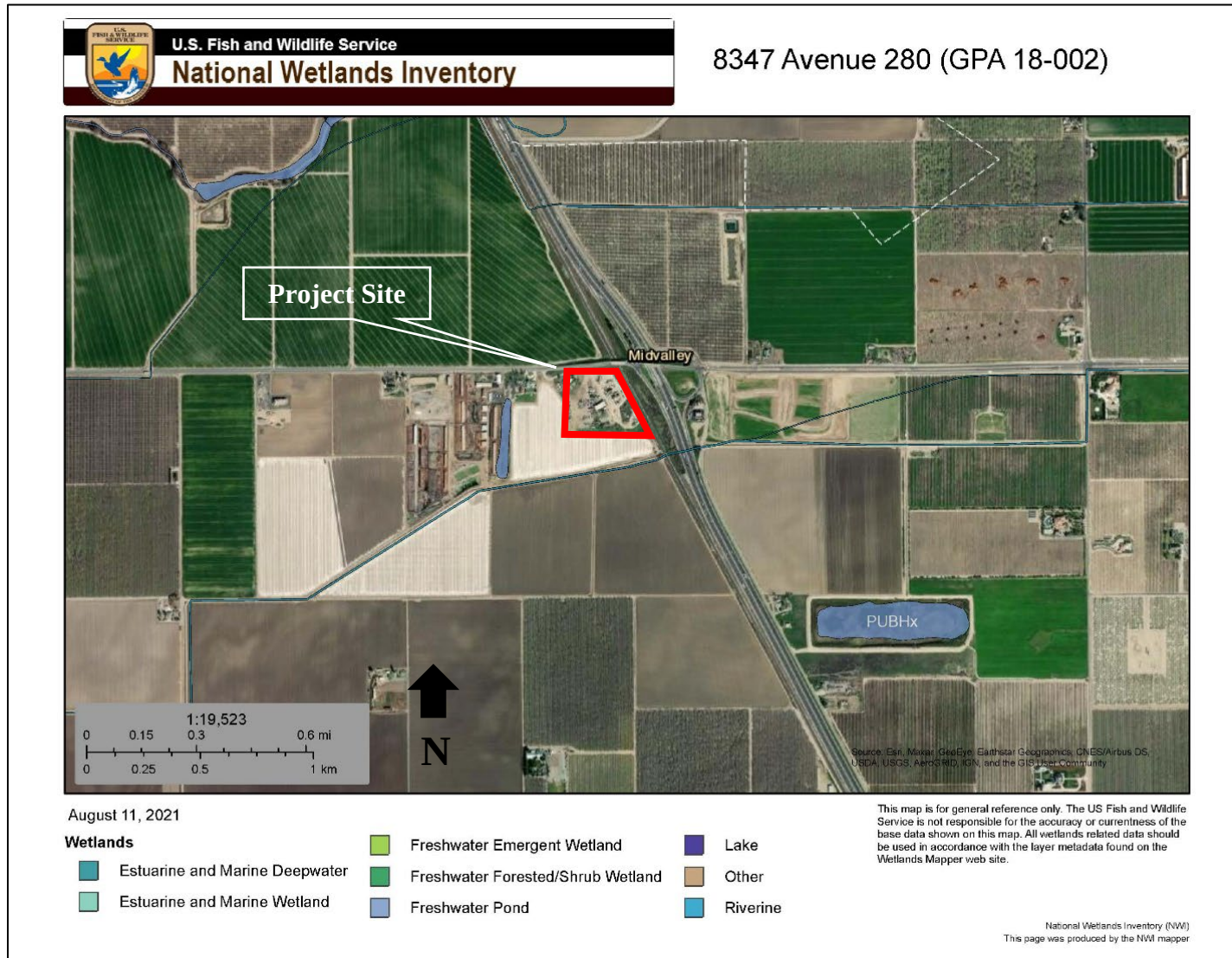
California Natural Diversity Database (CNDDDB) Government [ds45]

Scientific Name	Common Name	Element Code	Occ Number	MAPNDX	EONDX	Key Quad Code	Key Quad Name	Key County Code	Accuracy	Presence	Occ Type	Occ Rank	Sensitive	Site Date	Elm Date	Owner Management	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank	CDFW Status	Other Status	Symbology	Taxon Group
Buteo swainsoni	Swainson's hawk	ABNKC19070	2513	90295	91330	3611934	Goshen	TUL	80 meters	Presumed Extant	Natural/Native occurrence	Unknown	N	20120807	20120807	PVT	None	Threatened	G5	S3			BLM_S; UCN_LC; USFWS_BCC	201	Birds
Buteo swainsoni	Swainson's hawk	ABNKC19070	2514	90296	91334	3611934	Goshen	TUL	80 meters	Presumed Extant	Natural/Native occurrence	Good	N	20120406	20120406	PVT	None	Threatened	G5	S3			BLM_S; UCN_LC; USFWS_BCC	201	Birds
Buteo swainsoni	Swainson's hawk	ABNKC19070	2795	E3406	115321	3611934	Goshen	TUL	80 meters	Presumed Extant	Natural/Native occurrence	Unknown	N	20170706	20170706	CITY OF VESALIA	None	Threatened	G5	S3			BLM_S; UCN_LC; USFWS_BCC	201	Birds

Attachment G. USGS National Water Information System Map
(Showing location of federal jurisdictional waters)



Attachment H. USFW National Wetland Inventory Map (Showing wetland designations)





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

TECHNICAL MEMORANDUM BIOLOGICAL RESOURCES EVALUATION UPDATE

DATE: August 19, 2024
TO: Gary Mills, Chief Environmental Planner
FROM: Brenda Alcantar, Planner I
SUBJECT: Biological Resources Evaluation Update for the 8347 Avenue 280 (GPA 18-002) Project

Following a request to update the biological resources evaluation for the 8347 Avenue 280 (GPA 18-002) Project, review of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) and Biogeographic Information and Observation System (BIOS), two new special status species, the *Bombus pensylvanicus* (American bumble bee) and *Bombus crotchii* (Crotch's bumble bee), have been recorded within the project's 9-quadrangle project area.

- The American bumble bee is not classified as a candidate, threatened, or endangered species under the California Environmental Species Act (CESA); however, in 2021 the United States Fish and Wildlife Service (USFWS) found that the species may warrant protection under the federal Environmental Species Act (CESA). The species has been recorded in the Goshen and Visalia quadrangles. The exact locations of these recordings are unknown; however, the species was mapped near highway 99 approximately 5.8 miles southwest of Visalia. According to the CNDDDB, the American bumble bee is considered "Presumed Extant" in the project area, meaning it is assumed to exist until evidence suggests otherwise. The last recorded observation was in 1979.
- The Crotch's bumble bee is classified as a candidate species under the CESA. The species has been recorded in the Visalia quadrangle. The exact locations of this recording is unknown; however, the species is mapped within the Visalia city limits. According to the CNDDDB, the Crotch's bumble bee is considered "Presumed Extant" in the project area, meaning it is assumed to exist until evidence suggests otherwise. The last recorded observation was in 1961.

A mitigation measure should be included in the Mitigation Monitoring and Reporting Program (MMRP) requiring that a pre-construction survey to determine presence of these two species be conducted prior to the start of construction of the new access road. The survey should be completed pursuant to CDFW's guidance document *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species* (June 2023).

ATTACHMENT D

Energy Calculations

Construction Equipment Energy Use

Phase Name	Off Road Equipment Type	Off Road Equipment Unit Amount ¹	Usage Hours Per Day ¹	Horse Power (lbs/sec) ¹	Load Factor ¹	Total Operational Hours	BSFC ²	Fuel Used (gallons) ³	MBTU ⁴
Site Preparation	Graders	1	8	187	0.41	40	0.367	158.32	22.00685
Site Preparation	Tractors/Loaders/Backhoes	1	8	97	0.37	40	0.408	82.39	11.45249
Grading	Graders	1	6	187	0.41	30	0.367	118.74	16.50513
Grading	Rubber Tired Dozers	1	6	247	0.4	30	0.367	153.02	21.26917
Grading	Tractors/Loaders/Backhoes	1	7	97	0.37	35	0.408	72.09	10.02093
Paving	Pavers	1	7	130	0.42	35	0.367	98.65	13.71302
Paving	Paving Equipment	4	6	132	0.36	120	0.367	294.38	40.91947
Paving	Tractors/Loaders/Backhoes	1	7	97	0.37	35	0.408	72.09	10.02093
Paving	Rollers	1	7	80	0.38	35	0.408	61.07	8.488053
Total								1110.76	154.40

Construction Phases

PhaseNumber	Phase Name	Phase Type	Phase Start Date	Phase End Date	Num Days Week	Total Number of Days
1	Site Preparation	Site Preparation	7/15/2022	7/21/2022	5	5
2	Grading	Grading	7/22/2022	7/28/2022	5	5
3	Paving	Paving	7/29/2022	8/4/2022	5	5

Notes

1. CalEEMod Default Values Used
2. BSFC - Brake Specific Fuel Consumption (pounds per horsepower-hour) – If less than 100 Horsepower = 0.408, if greater than 100 Horsepower = 0.367
3. Fuel Used = Load Factor x Horsepower x Total Operational Hours x BSFC / Unit Conversion
4. MBTU calculated for comparison purposes. Assumed 1 gallon of diesel = 0.139 MBTU

Mobile Energy Use (Construction)

Worker Trips

	Daily Worker Trips ¹	Worker Trip Length ¹	VMT/Day	MPG Factor (EMFAC2017)	Gallons of Gas/Day	# of Days	Total Gallons of Gas	MBTU
Site Preparation	5	10.8	54	29.23	1.8	5	9.2	1.072333
Grading	8	10.8	86.4	29.23	3.0	5	14.8	1.715733
Paving	18	10.8	194.4	29.23	6.7	5	33.3	3.8604
Total	31	32.4	334.8	87.69	11.45398563	15	57.3	6.648466

Fleet Characteristics

	Vehicle Class	Fleet Mix	2024 MPG Factor (EMFAC2017)	Average MPG Factor
Assumed Vehicle Fleet for Workers	LDA	33%	33.24	29.23
	LDT1	33%	28.07	
	LDT2	33%	26.38	
Assumed Vehicle Fleet for Vendor Trips	MHD	50%	9.74	8.43
	HHD	50%	7.12	

- Notes
- 1. CalEEMod Default values used
 - 2. MBTU calculated for comparison purposes. Assumed 1 gallon of gasoline = 0.11609 MBTU

Construction Summary

	Diesel (gal)	Gasoline (Gal)	MBTU
Construction Equipment	1111	---	154
Construction Mobile	---	57	7

Mobile Energy Use (Operations)

Total Annual VMT from Project (CalEEMod)	559,194

Operational Fleet Mix Calculations

Trip Type	Annual VMT by Trip Type	Vehicle Class	% Vehicle Class by Trip Type	Annual VMT by Vehicle Class	% of Total VMT
Huston Ferguson Apiaries					
Outside Services (LDT1, LTD2)	864	LDT1	50%	432	0.08%
		LDT2	50%	432	0.08%
Other Materials/Services (MDV)	864	MDV	100%	864	0.15%
Employee Trips (LDA, LDT1, LDT2, MDV)	5798	LDA	25%	1449.5	0.26%
		LDT1	25%	1449.5	0.26%
		LDT2	25%	1449.5	0.26%
		MDV	25%	1449.5	0.26%
On-Site Residential					
Residential Trips (LDA, LDT1, LDT2, MDV)	27,550	LDA	25%	6887.5	1.23%
		LDT1	25%	6887.5	1.23%
		LDT2	25%	6887.5	1.23%
		MDV	25%	6887.5	1.23%
Oliver Concrete					
Aggregate Material Delivery (HHD)	208,000	HHD	100.00%	208000	37.20%
Cement & Fly Ash Delivery (HHD)	78,000	HHD	100%	78000	13.95%
Ready Mix Concrete (HHD)	156,000	HHD	100%	156000	27.90%
Outside Services (LDT1, LDT2)	26,000	LDT1	50%	13000	2.32%
		LDT2	50%	13000	2.32%
Other Materials/Services (MDV)	5,200	MDV	100%	5200	0.93%
Employee Trips (LDA, LDT1, LDT2, MDV)	50,918	LDA	25%	12729.5	2.28%
		LDT1	25%	12729.5	2.28%
		LDT2	25%	12729.5	2.28%
		MDV	25%	12729.5	2.28%
TOTAL	559,194			559194	100.00%

Fleet Mix & Fuel Calculations

Vehicle Class	Proportion of Fleet Mix ¹	Annual VMT by Vehicle Class	Proportion of vehicle class using gas or diesel (EMFAC2017) ²		Annual VMT by Vehicle Class and Fuel Type		Fuel Efficiency (MPG) by Vehicle Class and Fuel Type (EMFAC2017)		Annual Fuel Use from Project (gallons)		MBTU/Year ³
			Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	
LDA	3.77%	21066.5	99%	1%	20867.60	198.90	33.24	55.42	627.8	3.6	73.4
LDT1	6.17%	34498.5	100%	0%	34486.53	11.97	28.07	26.61	1228.4	0.4	142.7
LDT2	6.17%	34498.5	99%	1%	34262.93	235.57	26.38	41.19	1298.8	5.7	151.6
MDV	4.85%	27130.5	97%	3%	26432.87	697.63	20.49	28.86	1290.2	24.2	153.1
LHD1	0.00%	0.0	43%	57%	0.00	0.00	8.49	17.95	0.0	0.0	0.0
LHD2	0.00%	0.0	27%	73%	0.00	0.00	7.38	16.09	0.0	0.0	0.0
MHD	0.00%	0.0	8%	92%	0.00	0.00	4.98	9.74	0.0	0.0	0.0
HHD	79.04%	442000.0	0%	100%	68.38	441931.62	4.70	7.12	14.6	62071.9	8629.7
OBUS	0.00%	0.0	44%	56%	0.00	0.00	4.86	8.08	0.0	0.0	0.0
UBUS	0.00%	0.0	77%	23%	0.00	0.00	4.62	9.98	0.0	0.0	0.0
MCY	0.00%	0.0	100%	0%	0.00	0.00	37.85	NA	0.0	0.0	0.0
SBUS	0.00%	0.0	20%	80%	0.00	0.00	9.19	8.13	0.0	0.0	0.0
MH	0.00%	0.0	65%	35%	0.00	0.00	4.90	9.83	0.0	0.0	0.0
Total	100.00%	559194.0			116118.32	443075.68			4459.7	62105.8	9150.4

Fleet Characteristics

Source: EMFAC2017 (v1.0.3) Emissions Inventory
Region Type: County
Region: Tulare
Calendar Year: 2024
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/year for VMT, trips/year for Trips, tons/year for Emissions, 1000 gallons/year for Fuel Consumption

GASOLINE

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT (Annual)	Trips (Annual)	Fuel Consumption (1000 gal/year)	Annual Fuel Consumption (gallons)	MPG
Tulare	2024	HHDT	Aggregate	Aggregate	Gasoline	1	40832	5642	8.69	8689	4.70
Tulare	2024	LDA	Aggregate	Aggregate	Gasoline	200092	2758210730	325924543	82978.87	82978874	33.24
Tulare	2024	LDT1	Aggregate	Aggregate	Gasoline	20489	250774265	31894273	8932.61	8932608	28.07
Tulare	2024	LDT2	Aggregate	Aggregate	Gasoline	66393	838611285	105810710	31789.15	31789149	26.38
Tulare	2024	LHDT1	Aggregate	Aggregate	Gasoline	5502	58348244	26803634	6870.06	6870055	8.49
Tulare	2024	LHDT2	Aggregate	Aggregate	Gasoline	905	9488315	4406586	1285.70	1285695	7.38
Tulare	2024	MCY	Aggregate	Aggregate	Gasoline	9526	22280789	6611059	588.70	588698	37.85
Tulare	2024	MDV	Aggregate	Aggregate	Gasoline	68672	787150190	106279450	38420.97	38420974	20.49
Tulare	2024	MH	Aggregate	Aggregate	Gasoline	920	2631245	30111	536.98	536976	4.90
Tulare	2024	MHDT	Aggregate	Aggregate	Gasoline	423	7125304	2764314	1429.47	1429473	4.98
Tulare	2024	OBUS	Aggregate	Aggregate	Gasoline	141	1996552	922982	410.91	410910	4.86
Tulare	2024	SBUS	Aggregate	Aggregate	Gasoline	84	1324045	109782	144.05	144051	9.19
Tulare	2024	UBUS	Aggregate	Aggregate	Gasoline	76	2232433	99041	483.67	483665	4.62

DIESEL

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption (1000 gal/year)	Annual Fuel Consumption (gallons)	MPG
Tulare	2024	HHDT	Aggregate	Aggregate	Diesel	6329	263877277	22366793	37063.11	37063112	7.12
Tulare	2024	LDA	Aggregate	Aggregate	Diesel	1810	26289809	2985204	474.41	474415	55.42
Tulare	2024	LDT1	Aggregate	Aggregate	Diesel	13	87050	14634	3.27	3271	26.61
Tulare	2024	LDT2	Aggregate	Aggregate	Diesel	390	5765743	658531	139.97	139970	41.19
Tulare	2024	LHDT1	Aggregate	Aggregate	Diesel	7282	76385011	29952675	4256.60	4256603	17.95
Tulare	2024	LHDT2	Aggregate	Aggregate	Diesel	2329	25172917	9581028	1564.92	1564922	16.09
Tulare	2024	MDV	Aggregate	Aggregate	Diesel	1548	20774799	2543773	719.77	719773	28.86
Tulare	2024	MH	Aggregate	Aggregate	Diesel	532	1408515	17405	143.32	143324	9.83
Tulare	2024	MHDT	Aggregate	Aggregate	Diesel	4433	83579546	12100911	8579.81	8579805	9.74
Tulare	2024	OBUS	Aggregate	Aggregate	Diesel	116	2577417	329811	319.02	319022	8.08
Tulare	2024	SBUS	Aggregate	Aggregate	Diesel	509	5170191	1919120	636.29	636286	8.13
Tulare	2024	UBUS	Aggregate	Aggregate	Diesel	22	681715	28821	68.34	68342	9.98

Notes

- 1. Used project-specific vehicle fleet mix
- 2. Proportion of diesel vs. gasoline vehicles calculated based on total annual VMT for each vehicle class
- 3. MBTU Calculated for comparison purposes. Assumed 1 gallon of gasoline = 0.116090 MBTU and 1 gallong of diesel = 0.139 MBTU

Operational Energy Estimates Derived from Dunn Asphalt Batch Plant

	Natural Gas Demand (therms/year)	Electricity Demand (MWh/Year)
Dunn Batch Plant	403,000	7,000
Oliver Batch Plant	125,938	2,188
1. Energy use is directly related to the material output of the batch plant facility. The Dunn Batch Plant produces up to 100,000 cubic yard of concrete per year (274 cubic yards per day for 260 work days). Additionally, the Dunn Batch Plant produces approximately 150,000 tons of asphalt per year. By comparison, Oliver Concrete produces a maximum of 120 cubic yards of concrete per day and does not produce any asphalt. Therefore, it can be presumed that energy use from the Oliver Concrete Batch Plant will be at least 68% less than that of the Dunn Asphalt Batch Plant.		

Mobile Fuel Use		
	Gal/Year	MMBTU
Gasoline	4460	536
Diesel	62106	8532
Stationary Energy Use		
Electricity	MWh/Year	MMBTU
	2188	7466
Natural Gas	Therms/Year	MMBTU
	35300	3530
		MMBTU
Total Operational Energy Use		20064

ATTACHMENT E
Tribal Consultation Process

Consultation Notice – Oliver Concrete and Huston-Ferguson Apiaries (GPA 18-002)

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	X				2/26/22			5/10/22		Results returned “negative”
CONSULTATION REQUEST LETTERS														
Kern Valley Indian Community Robert Robinson, Co-Chairperson P.O. Box 1010 Lake Isabella, CA 93240 bbutterbredt@gmail.com	X	X		X	X			Links to studies in projects within 0.5 mile	2/28/22		2/28/22 7020064000 0213953747	3/11/22	4/11/22	
Kern Valley Indian Community Julie Turner, Secretary P. Box 1010 Lake Isabella, CA 93240 meindiangirl@sbcglobal.net	X	X		X	X			Links to studies in projects within 0.5 mile	2/28/22		2/28/22 7020064000 0213953754	3/11/22	4/11/22	
Kern Valley Indian Community Brandi Kendricks 30741 Foxridge Court Tehachapi, CA 93561 krazykendricks@hotmail.com	X	X		X	X			Links to studies in projects within 0.5 mile	2/28/22		2/28/22 7020064000 0213953761			
Santa Rosa Rancheria Tachi Yokut Tribe Leo Sisco, Chairperson 16835 Alkali Drive Lemoore, CA 93245 LSisco@tachi-yokut-nsn.gov	X	X		X	X			Links to studies in projects within 0.5 mile	2/28/22		2/28/22 7014015000 0115371763	3/3/22	4/3/22	
Santa Rosa Rancheria Cultural Department Shana Powers, Director 16835 Alkali Drive Lemoore, CA 93245 SPowers@tachi-yokut-nsn.gov	X	X		X	X			Links to studies in projects within 0.5 mile	2/28/22		2/28/22 7014015000 0115371770	3/3/22	4/3/22	3/16/22, email received from S.Powers requesting that P.Berggren and S.McCarty be included in email consultations (the formal hard copy is to be sent only to the Chairperson and S.Powers)

Consultation Notice – Oliver Concrete and Huston-Ferguson Apiaries (GPA 18-002)

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
Santa Rosa Rancheria Tachi Yokut Tribe Paige Berggren PBerggren@tachi-yokut-nsn.gov														3/9/22, email received from P.Bergren requesting the Tribe be retained for a cultural presentation for construction staff and notification of discoveries, if any; H.Guerra responded stating that these requests would be made conditions of approval.
Tubatulabals of Kern Valley Robert L. Gomez, Jr., Chairperson P.O. Box 226 Lake Isabella, CA 93240 rgomez@tubatulabal.org	X	X		X	X			Links to studies in projects within 0.5 mile	2/28/22		2/28/22 7014015000 0115371787	3/7/22	4/7/22	2/28/22, email received from R.Gomez stating the Tribe has no comment on the project and requesting only emails in the future. 3/18/22, email received from R.Gomez providing a new mailing address for the Tribe.
Tule River Indian Tribe Neil Peyron, Chairperson P. O. Box 589 Porterville, CA 93258 neil.peyron@tulerivertribe-nsn.gov	X	X		X	X			Links to studies in projects within 0.5 mile	2/28/22		2/28/22 7014015000 0115371794	3/7/22	4/7/22	
Tule River Indian Tribe Environmental Department Kerri Vera, Director P. O. Box 589 Porterville, CA 93258 tuleriverenv@yahoo.com				X	X			Links to studies in projects within 0.5 mile	2/28/22		2/28/22 7014015000 0115371824	3/3/22	4/3/22	
Tule River Indian Tribe Felix Christman, Chairperson P. O. Box 589 Porterville, CA 93258 tuleriverarchmon1@gmail.com felix.christman@tulerivertribe-nsn.gov	X	X		X	X			Links to studies in projects within 0.5 mile	2/28/22		2/28/22 7014015000 0115371817	3/7/22	4/7/22	
Wuksache Indian Tribe/ Eshom Valley Band Kenneth Woodrow, Chairperson 1179 Rock Haven Ct. Salinas, CA 93906 kwood8934@aol.com	X	X		X	X			Links to studies in projects within 0.5 mile	2/28/22		2/28/22 7014015000 0115371800	3/7/22	3/7/22	



NATIVE AMERICAN HERITAGE COMMISSION

May 10, 2022

Jessica Willis
Tulare County Resource Management Agency

Via Email to: JWillis@tularecounty.ca.gov

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

Re: Native American Consultation, Pursuant to Senate Bill 18 (SB18), Government Codes §65352.3 and §65352.4, as well as Assembly Bill 52 (AB52), Public Resources Codes §21080.1, §21080.3.1 and §21080.3.2, Oliver Concrete and Huston-Ferguson Apiaries Project, Tulare County

Dear Ms. Willis:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties or projects.

Government Codes §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

Public Resources Codes §21080.3.1 and §21080.3.2 requires public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to tribal cultural resources as defined, for California Environmental Quality Act (CEQA) projects.

The law does not preclude local governments and agencies from initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

Best practice for the AB52 process and in accordance with Public Resources Code §21080.3.1(d), is to do the following:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The NAHC also recommends, but does not require that lead agencies include in their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential affect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE, such as known archaeological sites;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.
3. The result of the Sacred Lands File (SFL) check conducted through the Native American Heritage Commission was negative.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Cameron.vela@nahc.ca.gov.

Sincerely,

Cameron Vela

Cameron Vela
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Tribal Consultation List
Tulare County
5/10/2022

**Big Sandy Rancheria of
Western Mono Indians**

Elizabeth Kipp, Chairperson
P.O. Box 337
Auberry, CA, 93602
Phone: (559) 374 - 0066
Fax: (559) 374-0055
lkipp@bsrnation.com

Western Mono

**Santa Rosa Rancheria Tachi
Yokut Tribe**

Leo Sisco, Chairperson
P.O. Box 8
Lemoore, CA, 93245
Phone: (559) 924 - 1278
Fax: (559) 924-3583

Southern Valley
Yokut

Tule River Indian Tribe

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

Yokut

**Wuksache Indian Tribe/Eshom
Valley Band**

Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA, 93906
Phone: (831) 443 - 9702
kwood8934@aol.com

Foothill Yokut
Mono

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65352.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed Oliver Concrete and Huston-Ferguson Apiaries Project, Tulare County.

PROJECT NOTIFICATION AND TRIBAL CONSULTATION REQUEST PURSUAN TO AB 52 AND SB 18

Project Title: Oliver Concrete and Huston-Ferguson Apiaries (GPA18-002)

Project Location: The Project is located at 8347 Avenue 280, Visalia, unincorporated Tulare County. The Project site is located directly west of the City of Visalia city limits, generally abutting Highway 99 to the east and Avenue 280 to the north.

USGS 7.5 Minute Quadrangle(s): Goshen

APN(s): 119-010-008

PLSS: Section 8, Township 19 South, Range 24 East, MDB&M.

Project Description: The Project includes an existing, non-conforming concrete batch facility, beekeeping operations, and three mobile trailer homes located at 8347 Avenue 280 on a 13.25 acre site. Current operations are not permitted in the AE-40 (Exclusive Agriculture – 40 Acre Minimum) Zone. Therefore, the Project will require a change to the C-2 (General Commercial) whereby the existing businesses will be allowed to continue operation in conformance with the zoning code. Proposed improvements to the Project site will include a second access point on the west edge of the property to comply with Fire Department conditions.

Request for Consultation: Pursuant to the provisions of AB 52 and SB18, 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 Oliver Concrete and Huston-Ferguson Apiaries (GPA 18-002) Project in order to assist with identifying and/or preserving and/or mitigating project impacts to Native American cultural places and tribal cultural resources.

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 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@tularecounty.ca.gov and hguerra@tularecounty.ca.gov

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 and SB 18.

Figure 1. Vicinity Map

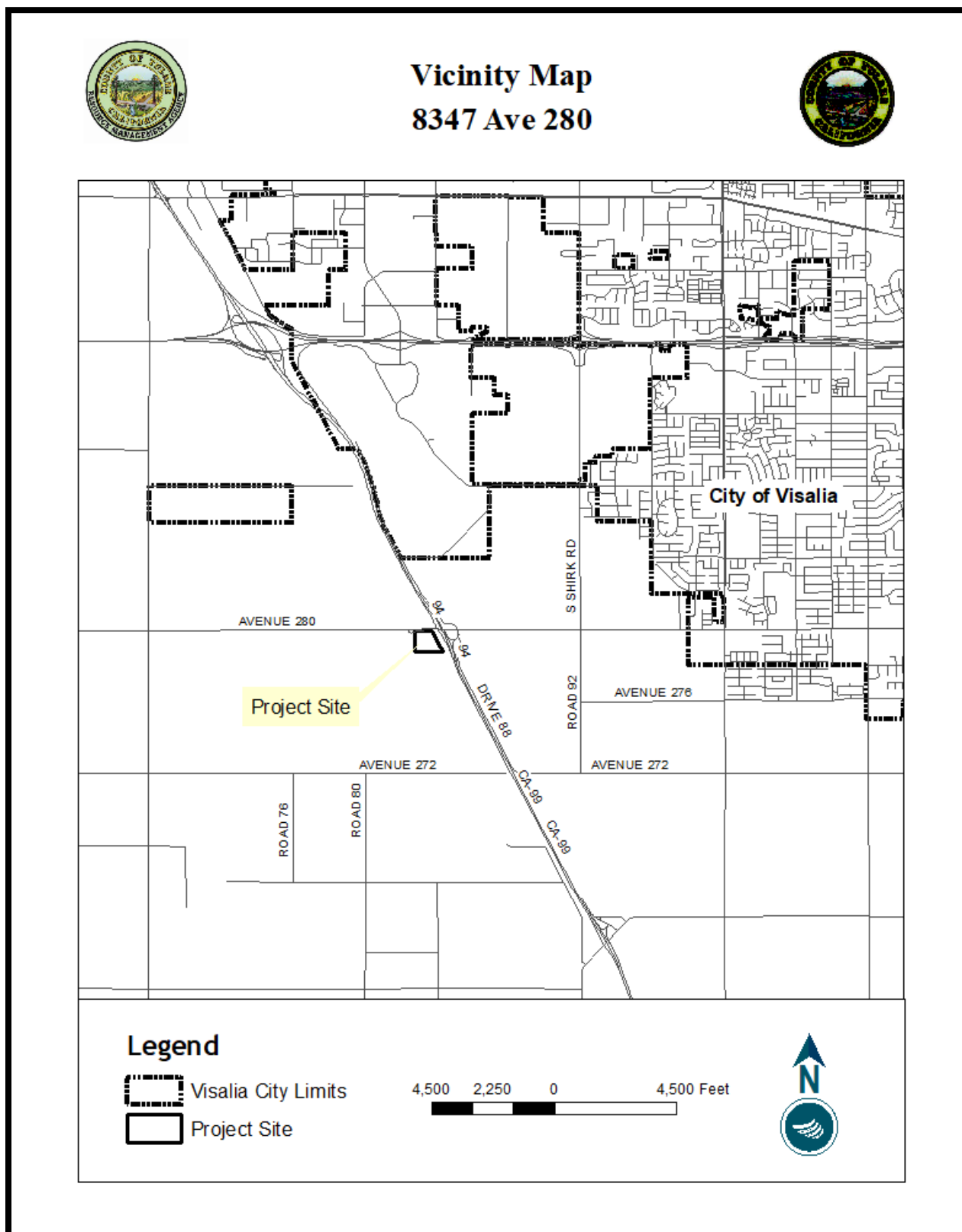


Figure 2. Aerial View of Site

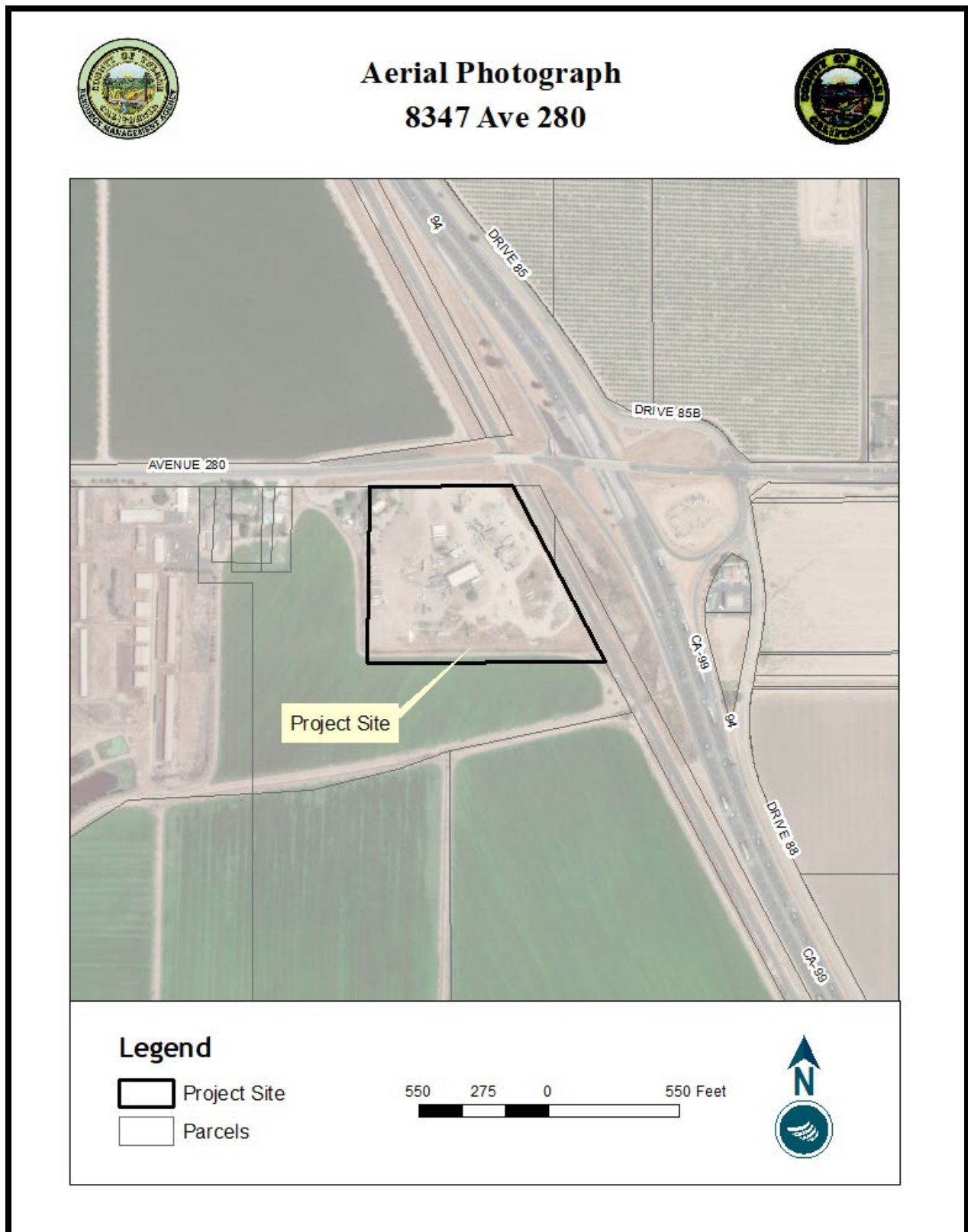
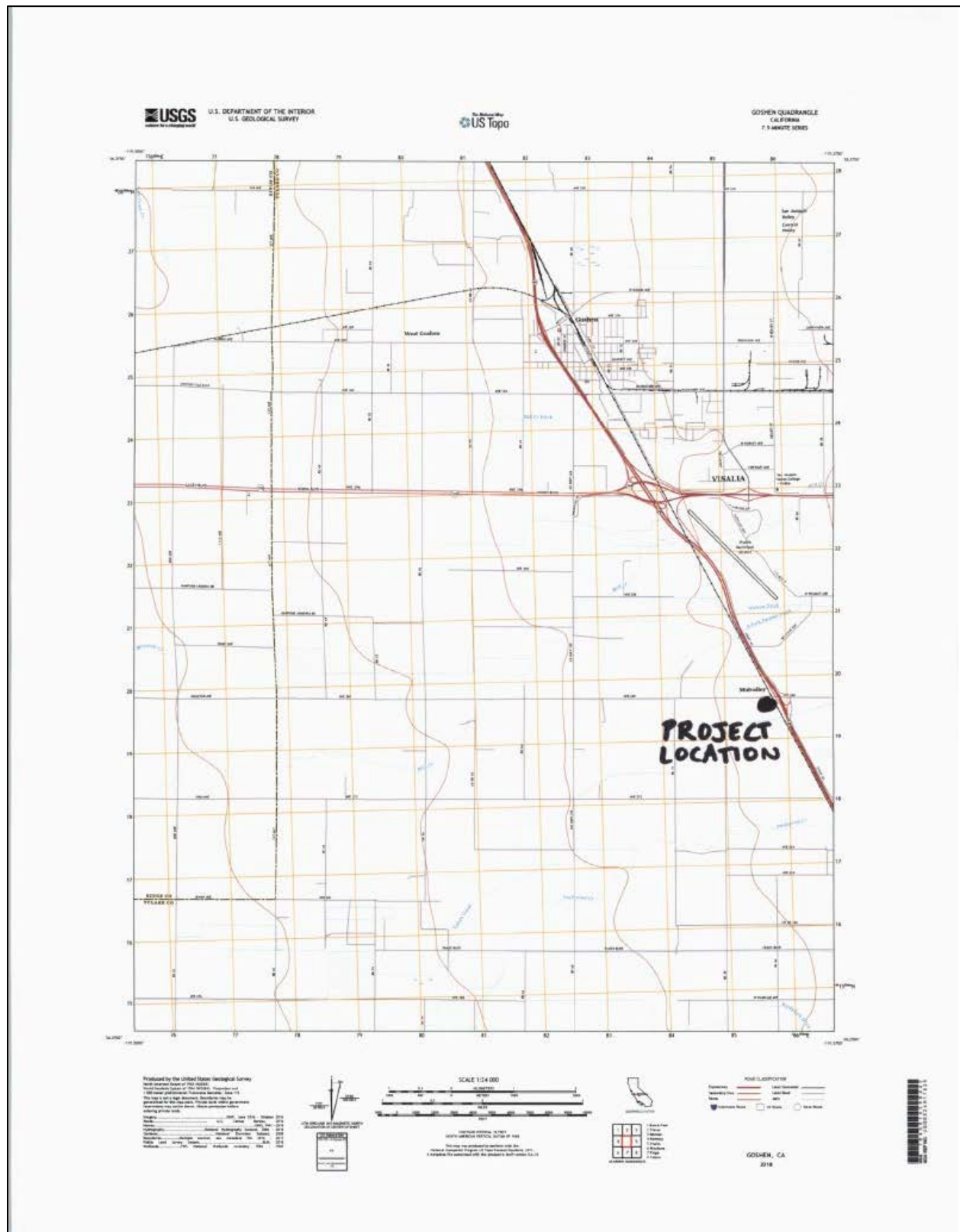


Figure 3. Site Plan



Figure 4. Goshen 7.5-minute Quadrangle Map



From: [Jessica R Willis](#)
To: [Brandy Kendricks](#)
Cc: [Danielle Folk](#); [Hector Guerra](#)
Subject: AB 52/SB 18 Project Notification - Oliver Concrete
Date: Monday, February 28, 2022 5:09:00 PM
Attachments: [KVIC-Kendricks_AB52_Consultation_Letter.pdf](#)
[Project Notification and Consult Request_AB52.pdf](#)

Good afternoon.

Please find attached the cover letter and AB 52/SB 18 Project Notification and Tribal Consultation Request for the Oliver Concrete and Huston-Ferguson Apiaries (GPA18-002) Project. The Project Notification was sent to you via certified mail this afternoon, Monday, February 28, 2022.

Please feel free to contact me by phone or email if you would like to begin the consultation process. Also, if your tribe would like to decline the opportunity to consult or defer to another tribe, an email stating so would be greatly appreciated.

Thank you.

Jessica Willis, Planner IV
Tulare County Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division
Phone: (559) 624-7122
E-mail: JWillis@tularecounty.ca.gov



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

February 28, 2022

Kern Valley Indian Community
Brandi Kendricks
30741 Foxridge Court
Tehachapi, CA 93561

**SENT VIA EMAIL AND
CERTIFIED MAIL**

RE: Project Notification and Consultation Request Pursuant to CEQA's Assembly Bill (AB) 52 and Senate Bill (SB) 18 the 8347 Ave 280 (GPA 18-002) Project.

Dear Ms.Kendricks,

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 Oliver Concrete and Huston-Ferguson Apiaries (GPA18-002) Project (Project) 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.

Project Summary

The Project includes an existing, non-conforming concrete batch facility, beekeeping operations, and three mobile trailer homes located at 8347 Avenue 280 on a 13.25 acre site. Current operations are not permitted in the AE-40 (Exclusive Agriculture – 40 Acre Minimum) Zone. Therefore, the Project will require a change to the C-2 (General Commercial) whereby the existing businesses will be allowed to continue operation in conformance with the zoning code. Proposed improvements to the Project site will include a second access point on the west edge of the property to comply with Fire Department conditions.

Sacred Lands File Search

The County requested a Sacred Lands File (SLF) search through the Native American Heritage Commission (NAHC) on February 26, 2022, for the Project. Results of the SLF search results will be made available upon the release of MND for public review. However, the results may be made available to you 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

In 2018, the Sequoia Gateway Commerce Park Draft Environmental Impact Report (DEIR) was prepared to evaluate significant environmental effects of the 217-acre commercial development approximately 0.15 miles east of the Project site. A Cultural Resources Assessment (CRA) was prepared by Basin Research Associates in February 2018 to identify any cultural, historical, or archaeological resources occurring within the project vicinity. As such, the CRA study area encompasses the Project site. The CRA is included in the Sequoia Gateway Commerce Park DEIR as Appendix F. The CRA found that no prehistoric or combined prehistoric/historic period archaeological sites have been recorded or reported in or adjacent to the project Area of Potential Effect (APE), and that a single cultural resource (Evans Ditch) was within the project site. The Sequoia Gateway Commerce Park DEIR is available on the County website at <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/dunn-asphalt-and-concrete-batch-plant/draft-environmental-impact-report-for-the-dunn-asphalt-and-concrete-batch-plant-psp-18-049/> (Appendix F is at page 1239 of the pdf).

In 2019, the Dunn Asphalt and Concrete Batch Plant DEIR was prepared to evaluate significant environmental effects of the 20-acre development approximately 0.5 miles west of the Project site at 7763 Avenue 280. A Phase 1 Survey (Survey) was prepared by ASM Affiliates, Inc. in September 2018 to identify any cultural, historical, or archaeological resources occurring within the project vicinity. The Survey is included in the Dunn Asphalt and Concrete Batch Plant DEIR as Appendix C. The survey found that no sacred sites or tribal cultural resources were known in or in the vicinity of the APE, and that a single cultural resource (Evans Ditch) had been recorded within 0.5-mile of the APE. The Dunn Asphalt and Concrete Batch Plant DEIR is available on the County website at <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/dunn-asphalt-and-concrete-batch-plant/draft-environmental-impact-report-for-the-dunn-asphalt-and-concrete-batch-plant-psp-18-049/> (Appendix C is at page 813 and the survey is at page 848 of the pdf).

In 2019, Caltrans prepared an Initial Study with Mitigated Negative Declaration/Environmental Assessment (MND/EA) for the Caldwell Interchange project located on State Route 99 at Avenue 280. The MND/EA found that the project would have no impact on cultural or tribal cultural resources. The MND/EA is available for your review upon request.

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,

A handwritten signature in blue ink that reads "Jessica R. Willis". The signature is fluid and cursive, with the first name "Jessica" being the most prominent part.

Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 Project Notification and Tribal Consultation Request

From: [Jessica R Willis](#)
To: [Robert Robinson](#)
Cc: [Danielle Folk](#); [Hector Guerra](#)
Subject: AB 52/SB 18 Project Notification - Oliver Concrete
Date: Monday, February 28, 2022 5:08:00 PM
Attachments: [KVIC-Robinson AB52 Consultation Letter.pdf](#)
[Project Notification and Consult Request AB52.pdf](#)

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Economic Development and Planning Branch
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VISALIA, CA 93277
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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

February 28, 2022

Kern Valley Indian Community
Robert Robinson, Chairperson
P.O. Box 1010
Lake Isabella, CA 93240

**SENT VIA EMAIL AND
CERTIFIED MAIL**

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Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

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From: [Jessica R Willis](#)
To: [Julie Turner](#)
Cc: [Danielle Folk](#); [Hector Guerra](#)
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Reed Schenke Public Works
Sherman Dix Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

February 28, 2022

Kern Valley Indian Community
Julie Turner
P.O. Box 1010
Lake Isabella, CA 93240

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California Historical Resources Information System

In 2018, the Sequoia Gateway Commerce Park Draft Environmental Impact Report (DEIR) was prepared to evaluate significant environmental effects of the 217-acre commercial development approximately 0.15 miles east of the Project site. A Cultural Resources Assessment (CRA) was prepared by Basin Research Associates in February 2018 to identify any cultural, historical, or archaeological resources occurring within the project vicinity. As such, the CRA study area encompasses the Project site. The CRA is included in the Sequoia Gateway Commerce Park DEIR as Appendix F. The CRA found that no prehistoric or combined prehistoric/historic period archaeological sites have been recorded or reported in or adjacent to the project Area of Potential Effect (APE), and that a single cultural resource (Evans Ditch) was within the project site. The Sequoia Gateway Commerce Park DEIR is available on the County website at <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/dunn-asphalt-and-concrete-batch-plant/draft-environmental-impact-report-for-the-dunn-asphalt-and-concrete-batch-plant-psp-18-049/> (Appendix F is at page 1239 of the pdf).

In 2019, the Dunn Asphalt and Concrete Batch Plant DEIR was prepared to evaluate significant environmental effects of the 20-acre development approximately 0.5 miles west of the Project site at 7763 Avenue 280. A Phase 1 Survey (Survey) was prepared by ASM Affiliates, Inc. in September 2018 to identify any cultural, historical, or archaeological resources occurring within the project vicinity. The Survey is included in the Dunn Asphalt and Concrete Batch Plant DEIR as Appendix C. The survey found that no sacred sites or tribal cultural resources were known in or in the vicinity of the APE, and that a single cultural resource (Evans Ditch) had been recorded within 0.5-mile of the APE. The Dunn Asphalt and Concrete Batch Plant DEIR is available on the County website at <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/dunn-asphalt-and-concrete-batch-plant/draft-environmental-impact-report-for-the-dunn-asphalt-and-concrete-batch-plant-psp-18-049/> (Appendix C is at page 813 and the survey is at page 848 of the pdf).

In 2019, Caltrans prepared an Initial Study with Mitigated Negative Declaration/Environmental Assessment (MND/EA) for the Caldwell Interchange project located on State Route 99 at Avenue 280. The MND/EA found that the project would have no impact on cultural or tribal cultural resources. The MND/EA is available for your review upon request.

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,

A handwritten signature in blue ink that reads "Jessica R. Willis". The signature is written in a cursive, flowing style.

Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 Project Notification and Tribal Consultation Request

From: [Jessica R Willis](#)
To: [Robert L. Gomez](#)
Cc: [Danielle Folk](#); [Hector Guerra](#)
Subject: AB 52/SB 18 Project Notification - Oliver Concrete
Date: Monday, February 28, 2022 5:09:00 PM
Attachments: [TKV-Gomez_AB52_Consultation_Letter.pdf](#)
[Project Notification and Consult Request_AB52.pdf](#)

Good afternoon.

Please find attached the cover letter and AB 52/SB 18 Project Notification and Tribal Consultation Request for the Oliver Concrete and Huston-Ferguson Apiaries (GPA18-002) Project. The Project Notification was sent to you via certified mail this afternoon, Monday, February 28, 2022.

Please feel free to contact me by phone or email if you would like to begin the consultation process. Also, if your tribe would like to decline the opportunity to consult or defer to another tribe, an email stating so would be greatly appreciated.

Thank you.

Jessica Willis, Planner IV
Tulare County Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division
Phone: (559) 624-7122
E-mail: JWillis@tularecounty.ca.gov



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

February 28, 2022

Tubatulabals of Kern Valley
Robert L. Gomez, Jr., Chairperson
P.O. Box 226
Lake Isabella, CA 93240

**SENT VIA EMAIL AND
CERTIFIED MAIL**

RE: Project Notification and Consultation Request Pursuant to CEQA's Assembly Bill (AB) 52 and Senate Bill (SB) 18 the 8347 Ave 280 (GPA 18-002) Project.

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 Oliver Concrete and Huston-Ferguson Apiaries (GPA18-002) Project (Project) 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.

Project Summary

The Project includes an existing, non-conforming concrete batch facility, beekeeping operations, and three mobile trailer homes located at 8347 Avenue 280 on a 13.25 acre site. Current operations are not permitted in the AE-40 (Exclusive Agriculture – 40 Acre Minimum) Zone. Therefore, the Project will require a change to the C-2 (General Commercial) whereby the existing businesses will be allowed to continue operation in conformance with the zoning code. Proposed improvements to the Project site will include a second access point on the west edge of the property to comply with Fire Department conditions.

Sacred Lands File Search

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In 2018, the Sequoia Gateway Commerce Park Draft Environmental Impact Report (DEIR) was prepared to evaluate significant environmental effects of the 217-acre commercial development approximately 0.15 miles east of the Project site. A Cultural Resources Assessment (CRA) was prepared by Basin Research Associates in February 2018 to identify any cultural, historical, or archaeological resources occurring within the project vicinity. As such, the CRA study area encompasses the Project site. The CRA is included in the Sequoia Gateway Commerce Park DEIR as Appendix F. The CRA found that no prehistoric or combined prehistoric/historic period archaeological sites have been recorded or reported in or adjacent to the project Area of Potential Effect (APE), and that a single cultural resource (Evans Ditch) was within the project site. The Sequoia Gateway Commerce Park DEIR is available on the County website at <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/dunn-asphalt-and-concrete-batch-plant/draft-environmental-impact-report-for-the-dunn-asphalt-and-concrete-batch-plant-psp-18-049/> (Appendix F is at page 1239 of the pdf).

In 2019, the Dunn Asphalt and Concrete Batch Plant DEIR was prepared to evaluate significant environmental effects of the 20-acre development approximately 0.5 miles west of the Project site at 7763 Avenue 280. A Phase 1 Survey (Survey) was prepared by ASM Affiliates, Inc. in September 2018 to identify any cultural, historical, or archaeological resources occurring within the project vicinity. The Survey is included in the Dunn Asphalt and Concrete Batch Plant DEIR as Appendix C. The survey found that no sacred sites or tribal cultural resources were known in or in the vicinity of the APE, and that a single cultural resource (Evans Ditch) had been recorded within 0.5-mile of the APE. The Dunn Asphalt and Concrete Batch Plant DEIR is available on the County website at <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/dunn-asphalt-and-concrete-batch-plant/draft-environmental-impact-report-for-the-dunn-asphalt-and-concrete-batch-plant-psp-18-049/> (Appendix C is at page 813 and the survey is at page 848 of the pdf).

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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,

A handwritten signature in blue ink that reads "Jessica R. Willis". The signature is fluid and cursive, with the first name "Jessica" being the most prominent part.

Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 Project Notification and Tribal Consultation Request

From: [Jessica R Willis](#)
To: [Felix Christman](#); [Tule Archaeological Monitor](#)
Cc: [Danielle Folk](#); [Hector Guerra](#)
Subject: AB 52/SB 18 Project Notification - Oliver Concrete
Date: Monday, February 28, 2022 5:10:00 PM
Attachments: [TRIT-Christman_AB52_Consultation_Letter.pdf](#)
[Project Notification and Consult Request_AB52.pdf](#)

Good afternoon.

Please find attached the cover letter and AB 52/SB 18 Project Notification and Tribal Consultation Request for the Oliver Concrete and Huston-Ferguson Apiaries (GPA18-002) Project. The Project Notification was sent to you via certified mail this afternoon, Monday, February 28, 2022.

Please feel free to contact me by phone or email if you would like to begin the consultation process. Also, if your tribe would like to decline the opportunity to consult or defer to another tribe, an email stating so would be greatly appreciated.

Thank you.

Jessica Willis, Planner IV
Tulare County Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division
Phone: (559) 624-7122
E-mail: JWillis@tularecounty.ca.gov



RESOURCE MANAGEMENT AGENCY

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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

February 28, 2022

Tule River Indian Tribe
Felix Christman, Council Member
P.O. Box 589
Porterville, CA 93258

**SENT VIA EMAIL AND
CERTIFIED MAIL**

RE: Project Notification and Consultation Request Pursuant to CEQA's Assembly Bill (AB) 52 and Senate Bill (SB) 18 the 8347 Ave 280 (GPA 18-002) Project.

Dear Council Member Christman,

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 Oliver Concrete and Huston-Ferguson Apiaries (GPA18-002) Project (Project) 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.

Project Summary

The Project includes an existing, non-conforming concrete batch facility, beekeeping operations, and three mobile trailer homes located at 8347 Avenue 280 on a 13.25 acre site. Current operations are not permitted in the AE-40 (Exclusive Agriculture – 40 Acre Minimum) Zone. Therefore, the Project will require a change to the C-2 (General Commercial) whereby the existing businesses will be allowed to continue operation in conformance with the zoning code. Proposed improvements to the Project site will include a second access point on the west edge of the property to comply with Fire Department conditions.

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California Historical Resources Information System

In 2018, the Sequoia Gateway Commerce Park Draft Environmental Impact Report (DEIR) was prepared to evaluate significant environmental effects of the 217-acre commercial development approximately 0.15 miles east of the Project site. A Cultural Resources Assessment (CRA) was prepared by Basin Research Associates in February 2018 to identify any cultural, historical, or archaeological resources occurring within the project vicinity. As such, the CRA study area encompasses the Project site. The CRA is included in the Sequoia Gateway Commerce Park DEIR as Appendix F. The CRA found that no prehistoric or combined prehistoric/historic period archaeological sites have been recorded or reported in or adjacent to the project Area of Potential Effect (APE), and that a single cultural resource (Evans Ditch) was within the project site. The Sequoia Gateway Commerce Park DEIR is available on the County website at <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/dunn-asphalt-and-concrete-batch-plant/draft-environmental-impact-report-for-the-dunn-asphalt-and-concrete-batch-plant-psp-18-049/> (Appendix F is at page 1239 of the pdf).

In 2019, the Dunn Asphalt and Concrete Batch Plant DEIR was prepared to evaluate significant environmental effects of the 20-acre development approximately 0.5 miles west of the Project site at 7763 Avenue 280. A Phase 1 Survey (Survey) was prepared by ASM Affiliates, Inc. in September 2018 to identify any cultural, historical, or archaeological resources occurring within the project vicinity. The Survey is included in the Dunn Asphalt and Concrete Batch Plant DEIR as Appendix C. The survey found that no sacred sites or tribal cultural resources were known in or in the vicinity of the APE, and that a single cultural resource (Evans Ditch) had been recorded within 0.5-mile of the APE. The Dunn Asphalt and Concrete Batch Plant DEIR is available on the County website at <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/dunn-asphalt-and-concrete-batch-plant/draft-environmental-impact-report-for-the-dunn-asphalt-and-concrete-batch-plant-psp-18-049/> (Appendix C is at page 813 and the survey is at page 848 of the pdf).

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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,

A handwritten signature in blue ink that reads "Jessica R. Willis". The signature is fluid and cursive, with the first name "Jessica" being more prominent than the last name "Willis".

Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 Project Notification and Tribal Consultation Request

From: [Jessica R Willis](#)
To: [Neil Peyron](#)
Cc: [Danielle Folk](#); [Hector Guerra](#)
Subject: AB 52/SB 18 Project Notification - Oliver Concrete
Date: Monday, February 28, 2022 5:10:00 PM
Attachments: [TRIT-Peyron_AB52_Consultation_Letter.pdf](#)
[Project Notification and Consult Request_AB52.pdf](#)

Good afternoon.

Please find attached the cover letter and AB 52/SB 18 Project Notification and Tribal Consultation Request for the Oliver Concrete and Huston-Ferguson Apiaries (GPA18-002) Project. The Project Notification was sent to you via certified mail this afternoon, Monday, February 28, 2022.

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Thank you.

Jessica Willis, Planner IV
Tulare County Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division
Phone: (559) 624-7122
E-mail: JWillis@tularecounty.ca.gov



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

February 28, 2022

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589
Porterville, CA 93258

**SENT VIA EMAIL AND
CERTIFIED MAIL**

RE: Project Notification and Consultation Request Pursuant to CEQA's Assembly Bill (AB) 52 and Senate Bill (SB) 18 the 8347 Ave 280 (GPA 18-002) Project.

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 Oliver Concrete and Huston-Ferguson Apiaries (GPA18-002) Project (Project) 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,

A handwritten signature in blue ink that reads "Jessica R. Willis". The signature is written in a cursive, flowing style.

Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 Project Notification and Tribal Consultation Request

From: [Jessica R Willis](#)
To: [Kerri Vera](#)
Cc: [Danielle Folk](#); [Hector Guerra](#)
Subject: AB 52/SB 18 Project Notification - Oliver Concrete
Date: Monday, February 28, 2022 5:10:00 PM
Attachments: [TRIT-Vera_AB52_Consultation_Letter.pdf](#)
[Project Notification and Consult Request_AB52.pdf](#)

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Jessica Willis, Planner IV
Tulare County Resource Management Agency
Economic Development and Planning Branch
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Sherman Dix Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

February 28, 2022

Tule River Indian Tribe
Environmental Protection Department
Kerri Vera, Director
P.O. Box 589
Porterville, CA 93258

**SENT VIA EMAIL AND
CERTIFIED MAIL**

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Oliver Concrete and Huston-Ferguson Apiaries (GPA 18-002) Project

Dear Ms. Vera,

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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,

A handwritten signature in blue ink that reads "Jessica R. Willis". The signature is fluid and cursive, with the first name "Jessica" being the most prominent part.

Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 Project Notification and Tribal Consultation Request

From: [Jessica R Willis](#)
To: [Shana Powers](#)
Cc: [Danielle Folk](#); [Hector Guerra](#)
Subject: AB 52/SB 18 Project Notification - Oliver Concrete
Date: Monday, February 28, 2022 5:09:00 PM
Attachments: [SRR-Powers_AB52_Consultation_Letter.pdf](#)
[Project Notification and Consult Request_AB52.pdf](#)

Good afternoon.

Please find attached the cover letter and AB 52/SB 18 Project Notification and Tribal Consultation Request for the Oliver Concrete and Huston-Ferguson Apiaries (GPA18-002) Project. The Project Notification was sent to you via certified mail this afternoon, Monday, February 28, 2022.

Please feel free to contact me by phone or email if you would like to begin the consultation process. Also, if your tribe would like to decline the opportunity to consult or defer to another tribe, an email stating so would be greatly appreciated.

Thank you.

Jessica Willis, Planner IV
Tulare County Resource Management Agency
Economic Development and Planning Branch
Environmental Planning Division
Phone: (559) 624-7122
E-mail: JWillis@tularecounty.ca.gov



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

February 28, 2022

Santa Rosa Rancheria Indian Community
Cultural Department
Shana Powers, Director
16835 Alkali Drive
Lemoore, CA 93245

**SENT VIA EMAIL AND
CERTIFIED MAIL**

RE: Project Notification and Consultation Request Pursuant to CEQA's Assembly Bill (AB) 52 and Senate Bill (SB) 18 the 8347 Ave 280 (GPA 18-002) Project.

Dear Ms. Powers,

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 Oliver Concrete and Huston-Ferguson Apiaries (GPA18-002) Project (Project) 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.

Project Summary

The Project includes an existing, non-conforming concrete batch facility, beekeeping operations, and three mobile trailer homes located at 8347 Avenue 280 on a 13.25 acre site. Current operations are not permitted in the AE-40 (Exclusive Agriculture – 40 Acre Minimum) Zone. Therefore, the Project will require a change to the C-2 (General Commercial) whereby the existing businesses will be allowed to continue operation in conformance with the zoning code. Proposed improvements to the Project site will include a second access point on the west edge of the property to comply with Fire Department conditions.

Sacred Lands File Search

The County requested a Sacred Lands File (SLF) search through the Native American Heritage Commission (NAHC) on February 26, 2022, for the Project. Results of the SLF search results will be made available upon the release of MND for public review. However, the results may be made available to you 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

In 2018, the Sequoia Gateway Commerce Park Draft Environmental Impact Report (DEIR) was prepared to evaluate significant environmental effects of the 217-acre commercial development approximately 0.15 miles east of the Project site. A Cultural Resources Assessment (CRA) was prepared by Basin Research Associates in February 2018 to identify any cultural, historical, or archaeological resources occurring within the project vicinity. As such, the CRA study area encompasses the Project site. The CRA is included in the Sequoia Gateway Commerce Park DEIR as Appendix F. The CRA found that no prehistoric or combined prehistoric/historic period archaeological sites have been recorded or reported in or adjacent to the project Area of Potential Effect (APE), and that a single cultural resource (Evans Ditch) was within the project site. The Sequoia Gateway Commerce Park DEIR is available on the County website at <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/dunn-asphalt-and-concrete-batch-plant/draft-environmental-impact-report-for-the-dunn-asphalt-and-concrete-batch-plant-psp-18-049/> (Appendix F is at page 1239 of the pdf).

In 2019, the Dunn Asphalt and Concrete Batch Plant DEIR was prepared to evaluate significant environmental effects of the 20-acre development approximately 0.5 miles west of the Project site at 7763 Avenue 280. A Phase 1 Survey (Survey) was prepared by ASM Affiliates, Inc. in September 2018 to identify any cultural, historical, or archaeological resources occurring within the project vicinity. The Survey is included in the Dunn Asphalt and Concrete Batch Plant DEIR as Appendix C. The survey found that no sacred sites or tribal cultural resources were known in or in the vicinity of the APE, and that a single cultural resource (Evans Ditch) had been recorded within 0.5-mile of the APE. The Dunn Asphalt and Concrete Batch Plant DEIR is available on the County website at <https://tularecounty.ca.gov/rma/projects/planning-projects/applicant-projects/dunn-asphalt-and-concrete-batch-plant/draft-environmental-impact-report-for-the-dunn-asphalt-and-concrete-batch-plant-psp-18-049/> (Appendix C is at page 813 and the survey is at page 848 of the pdf).

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Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 Project Notification and Tribal Consultation Request

From: [Jessica R Willis](#)
To: [Leo Sisco](#)
Cc: [Danielle Folk](#); [Hector Guerra](#)
Subject: AB 52/SB 18 Project Notification - Oliver Concrete
Date: Monday, February 28, 2022 5:09:00 PM
Attachments: [SRR-Sisco_AB52_Consultation_Letter.pdf](#)
[Project Notification and Consult Request_AB52.pdf](#)

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Sherman Dix Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

February 28, 2022

Santa Rosa Rancheria Indian Community
Leo Sisco, Chairperson
16835 Alkali Drive
Lemoore, CA 93245

**SENT VIA EMAIL AND
CERTIFIED MAIL**

RE: Project Notification and Consultation Request Pursuant to CEQA's Assembly Bill (AB) 52 and Senate Bill (SB) 18 the 8347 Ave 280 (GPA 18-002) Project.

Dear Chairperson Sisco,

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Jessica Willis
Planner IV
(559) 624-7121
jwillis@tularecounty.ca.gov

Attachment(s): AB 52 Project Notification and Tribal Consultation Request

From: [Jessica R Willis](#)
To: [Ken Woodrow](#)
Cc: [Danielle Folk](#); [Hector Guerra](#)
Subject: AB 52/SB 18 Project Notification - Oliver Concrete
Date: Monday, February 28, 2022 5:10:00 PM
Attachments: [WIT-Woodrow AB52 Consultation Letter.pdf](#)
[Project Notification and Consult Request AB52.pdf](#)

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Reed Schenke Public Works
Sherman Dix Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

February 28, 2022

Wuksache Indian Tribe/Eshom Valley Bnd
Kenneth Woodrow, Chairperson
1179 Rock Haven ct.
Salinas, CA 93906

**SENT VIA EMAIL AND
CERTIFIED MAIL**

RE: Project Notification and Consultation Request Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the Oliver Concrete and Huston-Ferguson Apiaries (GPA 18-002) Project

Dear Chairperson Woodrow,

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Jessica Willis
Planner IV
(559) 624-7121
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Attachment(s): AB 52 Project Notification and Tribal Consultation Request

ATTACHMENT F

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

8347 Avenue 280 (GPA 25-005 & PZC 25-004)

Mitigation Measure		When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
						Initials	Date	Remarks
BIOLOGICAL RESOURCES								
Measures for Special Status Plant Species								
BIO-1	(Pre-construction Survey) A qualified biologist/botanist will conduct preconstruction surveys for special status plant species in accordance with the California Department of Fish and Wildlife (CDFW) Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (2009). This protocol includes identification of reference populations to facilitate the likelihood of field investigation occurring during the appropriate floristic period. Surveys should be timed to coincide with flowering periods for species that could occur (March-May). In the absence of protocol-level surveys being performed, additional surveys may be necessary. • If special status plant species are not identified during preconstruction surveys, no further action is required. • If special status plant species are detected during preconstruction surveys, plant population shall be avoided with the establishment of a minimum 50-foot no disturbance buffer from the outer edge of the plant population. If buffers cannot be maintained, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW shall be contacted immediately to identify the appropriate minimization actions to be taken as appropriate for the species identified and to determine permitting needs.	Prior to start of construction	Once within 30 days of construction, unless pre-construction survey results in new recommendations for further study and mitigation; then mitigation should occur as recommended following coordination with Tulare County RMA	County of Tulare	Field survey by a qualified Biologist			
Measures for Special Status Animal Species								
BIO-2	(Pre-construction Survey) A qualified biologist will conduct pre-construction surveys during the appropriate periods for special status animal	Prior to start of construction	Once within 30 days of construction,	County of Tulare	Field survey by a qualified Biologist			

Mitigation Monitoring and Reporting Program

8347 Avenue 280 (GPA 25-005 & PZC 25-004)

Mitigation Measure		When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
						Initials	Date	Remarks
	species in accordance with CDFW guidance and recommendations. In the absence of protocol-level surveys being performed, additional surveys may be necessary. If special status animal species are not identified during pre-construction surveys, no further action is required. If special status animal species are detected during pre-construction surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW shall be contacted immediately to identify the appropriate avoidance and minimization actions to be taken as applicable for the identified species and to determine permitting needs. Swainson's hawk and other raptors and migratory birds - If Project activities must occur during the nesting season (February 1-August 31), the project proponent and/or their contractor is responsible for ensuring that implementation does not violate the Migratory Bird Treaty Act or relevant Fish and Game Code. A qualified biologist shall conduct pre-construction surveys for active bird nests within 10 days of the onset of these activities. Nest surveys will include all accessible areas on the project site and within 250 feet of the site for tricolored blackbird, loggerhead shrike and other migratory birds, and within 500 feet for all nesting raptors and migratory birds; with the exception of Swainson's hawk. The Swainson's hawk survey will utilize the Swainson's Hawk Technical Advisory Committee Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (2000) methodology and will extend to ½-mile outside of work area boundaries. Inaccessible areas will be scanned with binoculars or		unless pre-construction survey results in new recommendations for further study and mitigation; then mitigation should occur as recommended following coordination with Tulare County RMA					

Mitigation Monitoring and Reporting Program

8347 Avenue 280 (GPA 25-005 & PZC 25-004)

Mitigation Measure		When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
						Initials	Date	Remarks
	spotting scope, as appropriate. If no nesting pairs are found within the survey area, no further mitigation is required.							
<i>Measures for Special Status Animal Species Identified in Pre-construction Surveys</i>								
BIO-3	(Employee Education Program) Prior to the start of construction, the applicant shall retain a qualified biologist/botanist to conduct a tailgate meeting to train all construction staff that will be involved with the project on the special status species that occur, or may occur, on the project site. This training will include a description of the species and its habitat needs; a report of the occurrence of the species 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 construction-related activities	As needed if special status species are detected	County of Tulare	Qualified biologist working with USFWS and/or CFW			
<i>Measures for Nesting Raptors (Including Swainson's Hawk)</i>								
BIO-4	(Avoidance) In order to avoid impacts to nesting birds, construction will occur, where possible, outside the nesting season, or between September 16 and January 31.	Implemented only if sensitive species are encountered	Throughout construction	County of Tulare	Determination by qualified biologist			
BIO-5	(Buffers) If active nests are found within the survey areas a qualified biologist will establish appropriate no-disturbance buffers based on species tolerance of human disturbance (for example, for tricolored blackbird, no less than 60 feet), baseline levels of disturbance, and barriers that may separate the nest from construction disturbance. These buffers will remain in place until the breeding season has ended or until the qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival.	Prior to start of construction	Once within 10 days of construction, unless a pre-construction survey results in new recommendations for further study and mitigation, then mitigation should occur as recommended following	County of Tulare	Field survey by a qualified Biologist			

Mitigation Monitoring and Reporting Program
8347 Avenue 280 (GPA 25-005 & PZC 25-004)

Mitigation Measure		When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
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			coordination with Tulare County RMA					
BIO-6	(Take Authorization) If active nests are found within the survey area during pre-construction surveys, a qualified biologist will contact the Sacramento Field Office of the USFWS and the Fresno Field Office of the CDFW immediately by phone or email to determine the best course of action. If the event of accidental death or injury during project-relation activities, the Sacramento Field Office of the USFWS and the Fresno Field Office of the CDFW shall be contacted immediately by phone or email to obtain the necessary authorization/take permit. 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.	Prior to start of construction	Once within 30 days of construction, unless a pre-construction survey results in new recommendations for further study and mitigation, then mitigation should occur as recommended following coordination with Tulare County RMA	County of Tulare	Field survey by a qualified Biologist			
CULTURAL RESOURCES								
CUL-1	If, in the course of Project construction, operation, or decommissioning, any archaeological or historical resources are uncovered, discovered, or otherwise detected or observed, activities within fifty (50) feet of the find shall be ceased. A qualified archaeologist shall be contacted and advise the County of the site's significance. If the findings are deemed significant by the Tulare County Resources Management Agency, appropriate mitigation measures shall be required prior to any resumption of work in the affected area of the proposed Project. Where feasible, mitigation achieving preservation in place will be implemented. Preservation in place may be accomplished by, but is not limited to: planning construction to avoid archaeological sites or	Daily or as needed throughout the construction period if historical, archaeological or paleontological resources are discovered.	Field Evaluation Report submitted to Tulare County RMA if resources are discovered. The report shall include results of field evaluation and recommend further actions to be taken to mitigate for unique resources or human remains found, consistent with all applicable	County of Tulare	County of Tulare, Qualified Archaeologist or Paleontologist			

Mitigation Monitoring and Reporting Program
8347 Avenue 280 (GPA 25-005 & PZC 25-004)

Mitigation Measure		When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
						Initials	Date	Remarks
	covering archaeological sites with a layer of chemically stable soil prior to building on the site. If significant resources are encountered, the feasibility of various methods of achieving preservation in place shall be considered, and an appropriate method of achieving preservation in place shall be selected and implemented, if feasible. If preservation in place is not feasible, other mitigation shall be implemented to minimize impacts to the site, such as data recovery efforts that will adequately recover scientifically consequential information from and about the site. Mitigation shall be consistent with CEQA Guidelines section 15126.4(b)(3). An archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology, hereafter "qualified archaeologist," should inspect the findings within 24 hours of discovery.		laws including CEQA.					
CUL-2	If cultural resources are encountered during construction or land modification activities work shall stop and the County shall be notified at once to assess the nature, extent, and potential significance of any cultural resources. If such resources are determined to be significant, appropriate actions shall be determined. Depending upon the nature of the find, mitigation could involve avoidance, documentation, or other appropriate actions to be determined by a qualified archaeologist. For example, activities within 50 feet of the find shall be ceased.	Daily or as needed throughout the construction period if paleontological resources are discovered.	Field Evaluation Report submitted to Tulare County RMA if resources are discovered.	County of Tulare	County of Tulare, Qualified Paleontologist			
CUL-3	In the unlikely event of discovery or recognition of any human remains during construction-related activities, the provisions of CEQA Guidelines § 15064.5(e) shall be followed and such activities should cease within 50 feet of the find until the Tulare County Coroner has been contacted to determine that no investigation of the cause of	Daily or as needed throughout the construction period if human remains are discovered.	Field Evaluation Report and Data Recovery Plan submitted to Tulare County RMA if human	County of Tulare	County of Tulare, Qualified Archaeologist American Tribe			

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	death is required. If it is determined that the remains are Native American in origin, the Native American Heritage Commission (NAHC) will be contacted within 24 hours. The NAHC will then identify the person or persons it believes to be the most likely descendant (MLD) from the deceased Native American. The MLD would, in turn, make recommendations to the County of Tulare for the appropriate means of treating the human remains and any grave goods.		remains are discovered.					
NOISE								
NOI-1	Internal combustion engines shall be equipped with a muffler of a type recommended by the manufacturer.	During Construction	Ongoing throughout construction	County of Tulare	On-site Project Manager			
NOI-2	Construction activities, excluding activities required to occur without interruption or activities that would pose a significant safety risk to workers or citizens, shall be limited to between the daytime hours of 7:00 a.m. and 7:00 p.m.	During Construction	Ongoing throughout construction	County of Tulare	On-site Project Manager			
NOI-3	Portable/stationary equipment (e.g., generators, compressors) shall be located at the furthest distance from the nearest residential dwelling.	During Construction	Ongoing throughout construction	County of Tulare	On-site Project Manager			
NOI-4	As directed by the County resident engineer, the contractor shall implement appropriate additional noise abatement measures including, but not limited to, siting the location of stationary construction equipment away from sensitive noise receptors to the greatest extent feasible, turning off idling equipment after no more than five minutes of inactivity, and rescheduling construction activity to avoid noise-sensitive days or times.	During Construction	Ongoing throughout construction	County of Tulare	On-site Project Manager			
TRIBAL CULTURAL RESOURCES								
TCR-1	(Tribal Monitoring) Prior to any ground disturbance, a surface inspection of the site shall be conducted by a Tribal Monitor. The Tribal Cultural Staff shall monitor the site during grading	Daily or as needed throughout the construction	Field Evaluation Report submitted to Tulare County RMA if resources	County of Tulare	County of Tulare, Qualified Paleontologist			

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	activities. The Tribal Cultural Staff shall provide pre-construction briefings to supervisory personnel and any excavation contractor, which will include information on potential cultural material finds and on the procedures to be enacted if resources are found. Prior to any ground disturbance, the applicant shall offer the Santa Rosa Rancheria Tachi Yokut Tribe the opportunity to provide a Native American Monitor during ground disturbing activities during both construction and decommissioning. Tribal participation would be dependent upon the availability and interest of the Tribe.	period if historical, archaeological or paleontological resources are discovered.	are discovered. The report shall include results of field evaluation and recommend further actions to be taken to mitigate for unique resources or human remains found, consistent with all applicable laws including CEQA.					
TCR-2	(Stop Work) In the event that cultural resources, paleontological resource, or unique geological features are discovered during construction or decommissioning. Operations shall stop within 100 feet of the find, and a qualified archeologist shall determine whether the resource requires further study. The qualified archaeologist shall determine the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with §15064.5 of the CEQA Guidelines. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing, and data recovery, among other options. Any previously undiscovered resources found during construction within the Project area shall be recorded on appropriate Department of Parks and Recreation forms and evaluated for significance. No further ground disturbance shall occur in the immediate vicinity of the discovery until approved by the qualified archaeologist. Tulare County Resource Management Agency along with other relevant or Tribal officials, shall	Daily or as needed throughout the construction period if paleontological resources are discovered.	Field Evaluation Report submitted to Tulare County RMA if resources are discovered	County of Tulare	County of Tulare, Qualified Paleontologist			

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Mitigation Measure		When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance		
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	be contacted upon the discovery of cultural resources to begin coordination on the disposition of the find(s). Treatment of any significant cultural resources shall be undertaken with the approval of the Tulare County Resource Management Agency.							
TCR-3	(Disposition of Cultural Resources) Upon coordination with Tulare County Resource Management Agency, any archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.	Daily or as needed throughout the construction period if paleontological resources are discovered.	Field Evaluation Report submitted to Tulare County RMA if resources are discovered	County of Tulare	County of Tulare, Qualified Paleontologist			
TCR-4	(Treatment of Human Remains) The applicant shall follow current legal requirements at the time of discovery for the treatment of human remains. Currently, pursuant to Section 5097.98 of the California Public Resources Code (PRC) and Section 7050.5 of the California State Health and Safety Code (HSC) Section and PRC Section 5097.98, if human remains or bone remains of unknown origin are found at any time during on- or off-site construction, all work shall stop in the vicinity of the find, and the Tulare County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD), who shall have at least 48 hours from notification of the find to comment.	Daily or as needed throughout the construction period if human remains are discovered.	Field Evaluation Report and Data Recovery Plan submitted to Tulare County RMA if human remains are discovered.	County of Tulare	County of Tulare, Qualified Paleontologist			