

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY



5961 South Mooney Boulevard
Visalia, CA 93277

Initial Study and Mitigated Negative Declaration

Traver Community Plan Update for the Urban
Development Boundary Modification
(GPA 25-003 & PZC 25-002)

May 2025

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

INITIAL STUDY CHECKLIST

- 1. Project Title:** Traver Community Plan Update for the Urban Development Boundary Modification (GPA 25-003 & PZC 25-002)
- 2. Lead Agency:** County of Tulare
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277
- 3. Contact Persons:** Sandy Roper, Chief Planner, Special Projects – 559-624-7101
Gary Mills, Chief Planner, Environmental Planning Division – 559-624-7199
- 4. Project Location:** The 238-acre site is located on three parcels directly east and south of the unincorporated community of Traver, Tulare County. The Project area consists of Assessor Parcel Number (APN) 040-020-072 (± 125 acres), the portion of APN 040-010-028 that is not within the existing UDB (± 87 acres), and the existing Traver Wastewater Treatment Facility (WWTF) located on APN 045-010-021 (± 26 acres). The western Project boundary borders the existing Traver Urban Development Boundary (UDB); the northern boundary borders the existing Traver UDB south of Merritt Drive, the eastern boundary borders Road 44, and the southern boundary borders Avenue 360. The Project is located within the Traver USGS 7.5-Minute Quadrangle, within Sections 15 & 16, Township 17 South, Range 23 East, Mount Diablo Base and Meridian. Figures 1 and 2 show the regional location and vicinity maps.
- 5. Applicant:** County of Tulare
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277
- 6. General Plan Designation:** Valley Agriculture, Rural Valley Lands Plan (RVLP)
- 7. Zoning:** AE-40 (Exclusive Agriculture – 40 acre minimum)
- 8. Description of Project:** On December 16, 2014, the Tulare County Board of Supervisors (BOS) approved the Planning Branch's proposal to update the Traver Community Plan to become consistent with the Tulare County General Plan 2030 Update (General Plan). Although a ± 750 -acre study area, which included the existing ± 368 -acre Urban Development Boundary (UDB) and an additional ± 383 acres outside of the UDB, was evaluated for the Traver Community Plan 2014 Update, the existing UDB remained unchanged. This Project proposes to modify the existing UDB (Figure 3) to include an additional ± 238 acres, of which ± 125 acres were included in the 2014 study area, directly east and south of the community. The Project area consists of Assessor Parcel Number (APN) 040-020-072 (± 125 acres), the portion of APN 040-010-028 that is not within the existing UDB (± 87 acres of a ± 107 -acre parcel), and the existing Traver Wastewater Treatment Facility (WWTF) located on APN 045-010-026 (± 26 acres). The western Project boundary borders the existing Traver UDB, the northern boundary borders the existing Traver UDB south of Merritt Drive, the eastern boundary generally borders the west side of Road 44 and includes the WWTF on the east side of Road 44, and the southern boundary borders Avenue 360. The Project is located within the Traver USGS 7.5-Minute Quadrangle, within Sections 15 & 16, Township 17 South, Range 23 East, Mount Diablo Base and Meridian.

The Project proposes new land use and zoning designations within a modified UDB for the community of Traver as shown in Figure 4. Entitlements required to modify the UDB include General Plan Amendment No. GPA 25-003, which would amend the existing “Valley Agriculture” land use designation of ±238 acres within the Rural Valley Lands Plan (RVLP) to “Mixed Use” while Zone Change No. PZC 25-002 would amend the existing AE-40 (Exclusive Agriculture – 40 acre minimum) zone to ±199 acres of R-1-MU (single family residential – mixed use overlay) and ±39 acres M-1-MU (light manufacturing – mixed use overlay) zones (see Figures 5 and 6).

The proposed changes to the land use designation and zoning would allow a mixture of non-agricultural uses, predominantly residential uses with supporting light industrial, commercial, open space and public facilities uses, to be developed within the modified UDB. The Project would *not* amend the Complete Streets Program, Road Maintenance Program, Bicycle and Pedestrian Plan, Sewer Collection Plan, or Water Distribution & Storm Water Sewer Plan as adopted in the Traver Community Plan.

The proposed Project would modify the UDB lines along logical alignments, such as property lines and roadways, and will provide developers with greater flexibility in location and project design of potential future development projects within the community.

Project Goals and Objectives

The goals and objectives of the Traver Community Plan Update for the Modification of the Urban Development Boundary are identified below.

- 1) Land Use and Environmental Planning - Promote development within planning areas next to the Regional Highway 99 Corridor in order to implement the following General Plan goals:
 - a) Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals through an amendment of the Land Use Element to incorporate use designations contained in the proposed Traver Community Plan UDB Modification;
 - b) Encourage infill development within the Modified UDB, thereby discouraging leapfrog development within Tulare County;
 - c) Reduce vehicle miles travelled (VMT) throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
 - d) Promote Economic Growth and Development through the reduction of entitlement requirements and flexibility of land uses from the mixed-use overlay zone within the Modified UDB so that the County can more readily adapt to current market conditions.
- 2) Improvements for a “disadvantaged community” - It is expected that the community planning areas will be improved for the following reasons:
 - a) With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;
 - b) Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the General Plan and Housing Element; and
 - c) Enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.

- 9. Surrounding land uses and setting:** The community of Traver, consisting of residential, commercial, and industrial uses, and State Route 99 are located directly west of the proposed Project site. Traver Elementary School, a church, a medical office, and single-family residences are located directly north of the proposed UDB Modification area, and industrial uses are located directly south. The community wastewater treatment facility and agricultural uses (orchards) will be included in the Modified UDB and will be the eastern boundary of the proposed Project.
- 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** None.
- 11. 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 includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Pursuant to AB 52 and SB 18 for proposed Project (GPA 23-001, PZC 23-005, & VTSM 23-008), a Sacred Land File request was submitted to the Native American Heritage Commission on September 19, 2023, and was returned with negative results. On September 19, 2023, tribal consultation notices were sent to nineteen (19) tribal contacts representing eight (8) Native American tribes. On November 15, 2023, tribal consultation notices were sent to additional five (5) tribal contacts representing three (3) Native American tribes. The County received two (2) responses from the tribes indicating they had no comments or were deferring to the Tule River Indian Tribe. The County followed up via phone calls on January 23, 2024. No additional correspondence was received within the 90-day response time. Mitigation measures have been included in the project to reduce potential impacts on tribal cultural resources in the event that any potential resources are unearthed during construction-related activities.

Figure 1. Regional Location and Vicinity Map

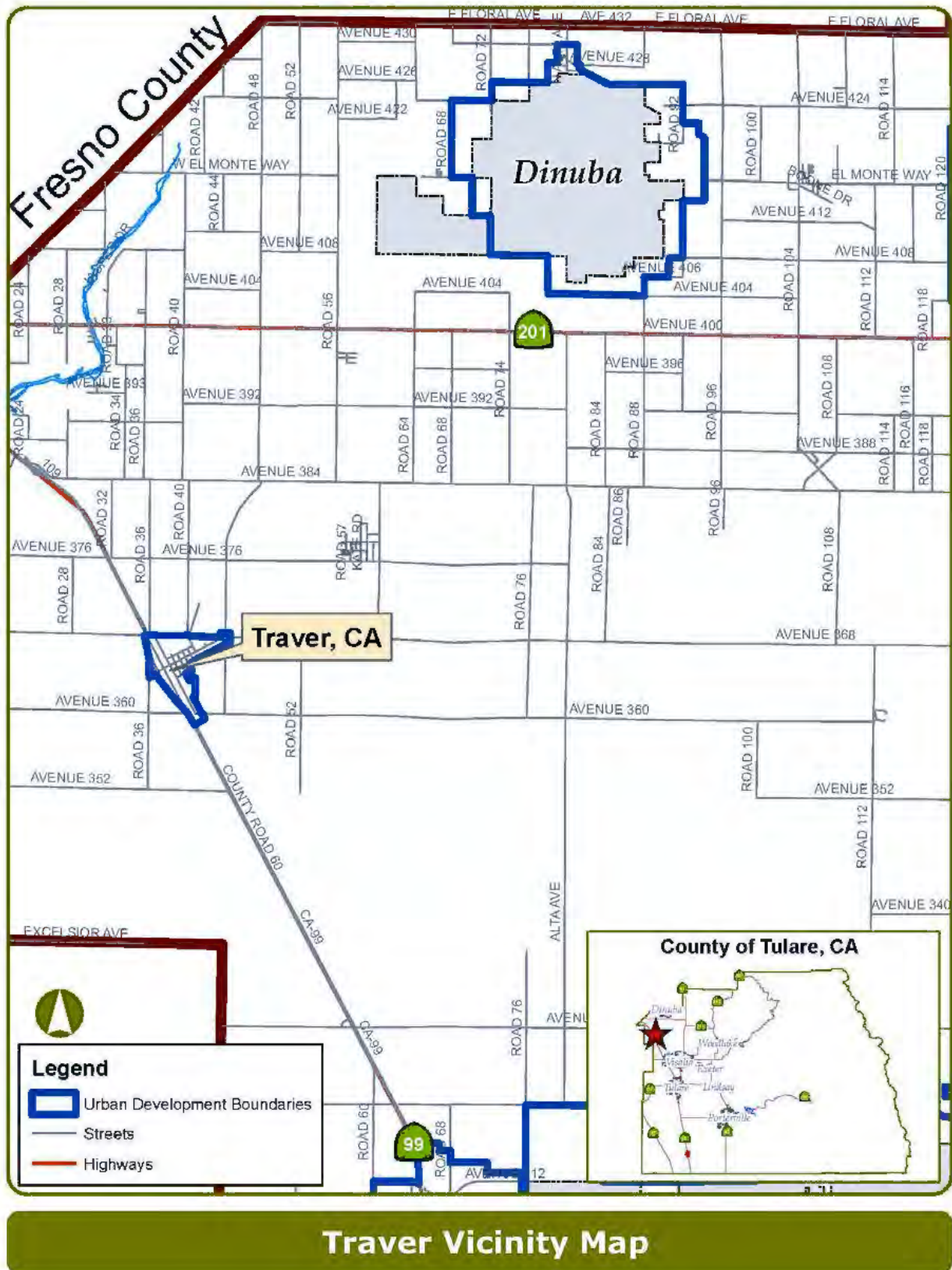


Figure 2. Traver Community Plan Update Project Vicinity Map

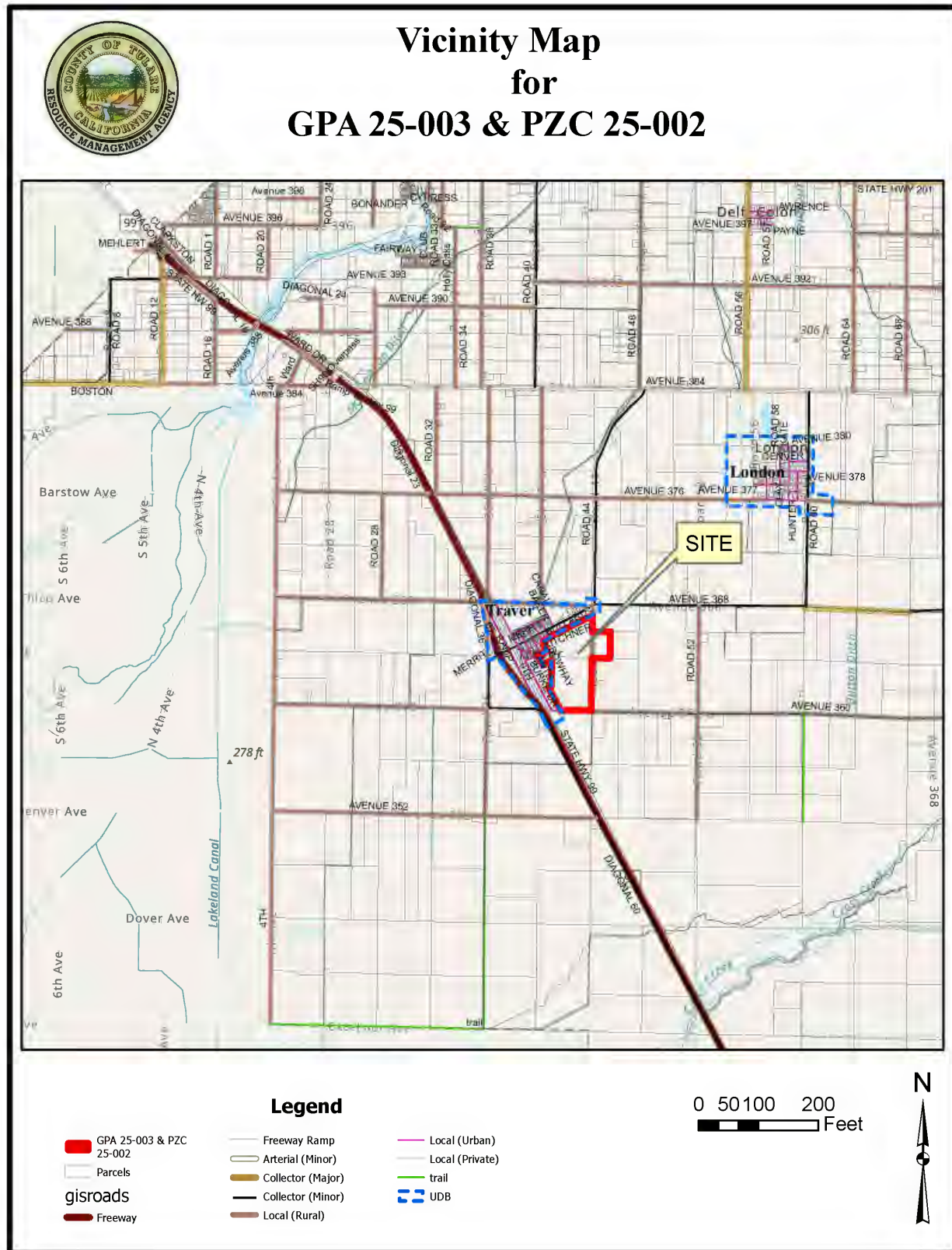


Figure 3. Existing Urban Development Boundary and Land Use Map (2014 Update)

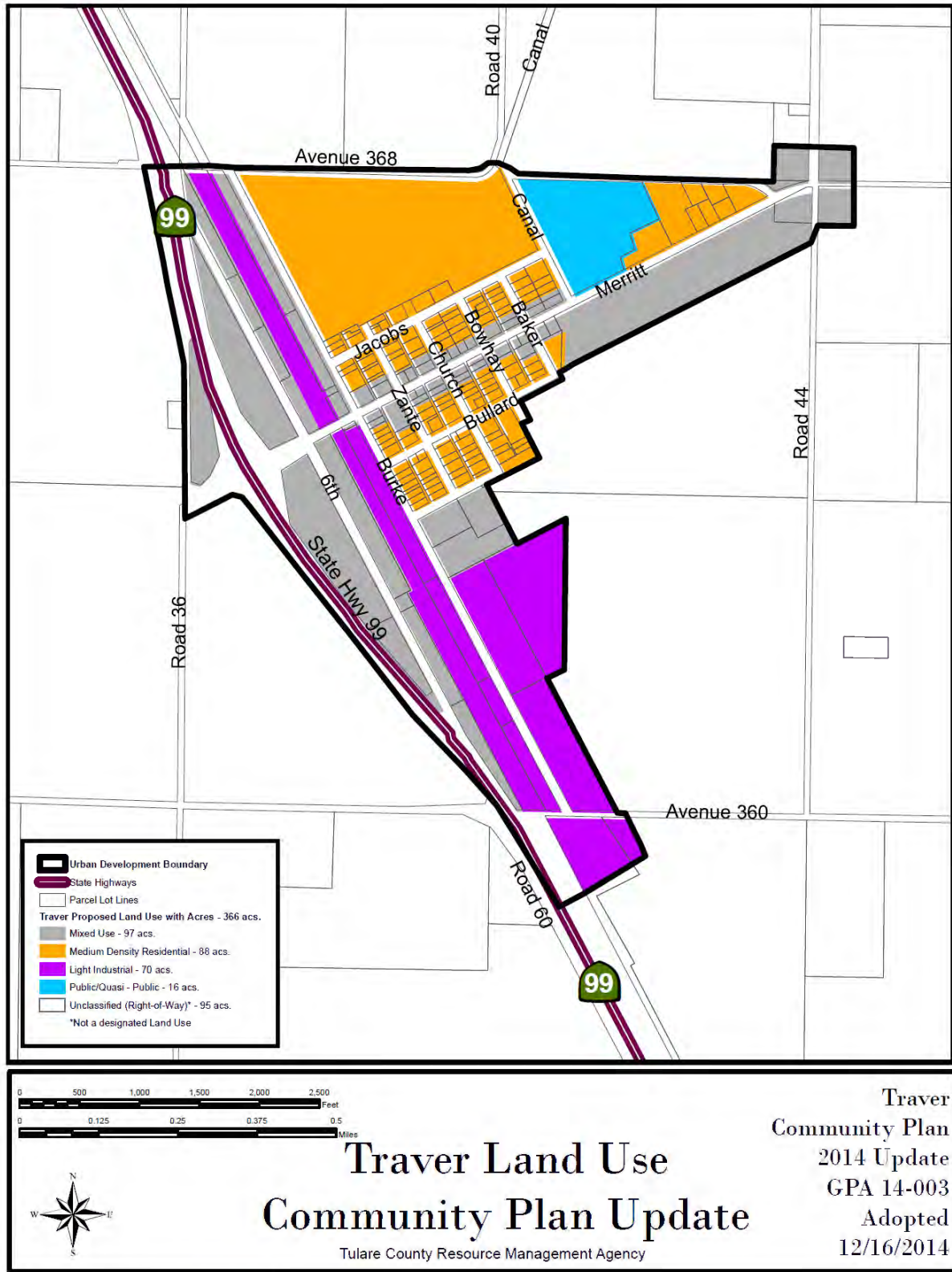


Figure 4. Proposed Urban Development Boundary and Land Use Map

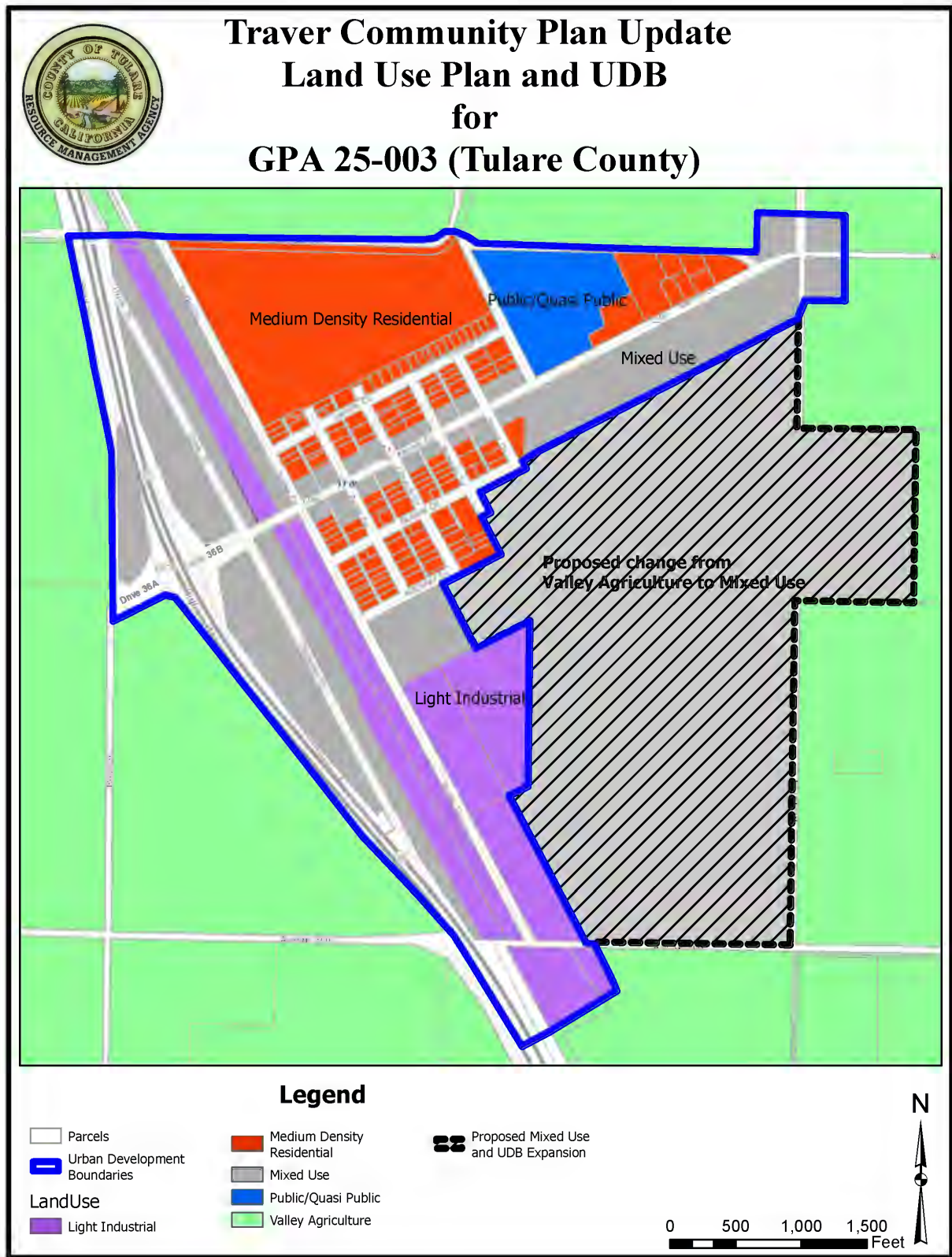
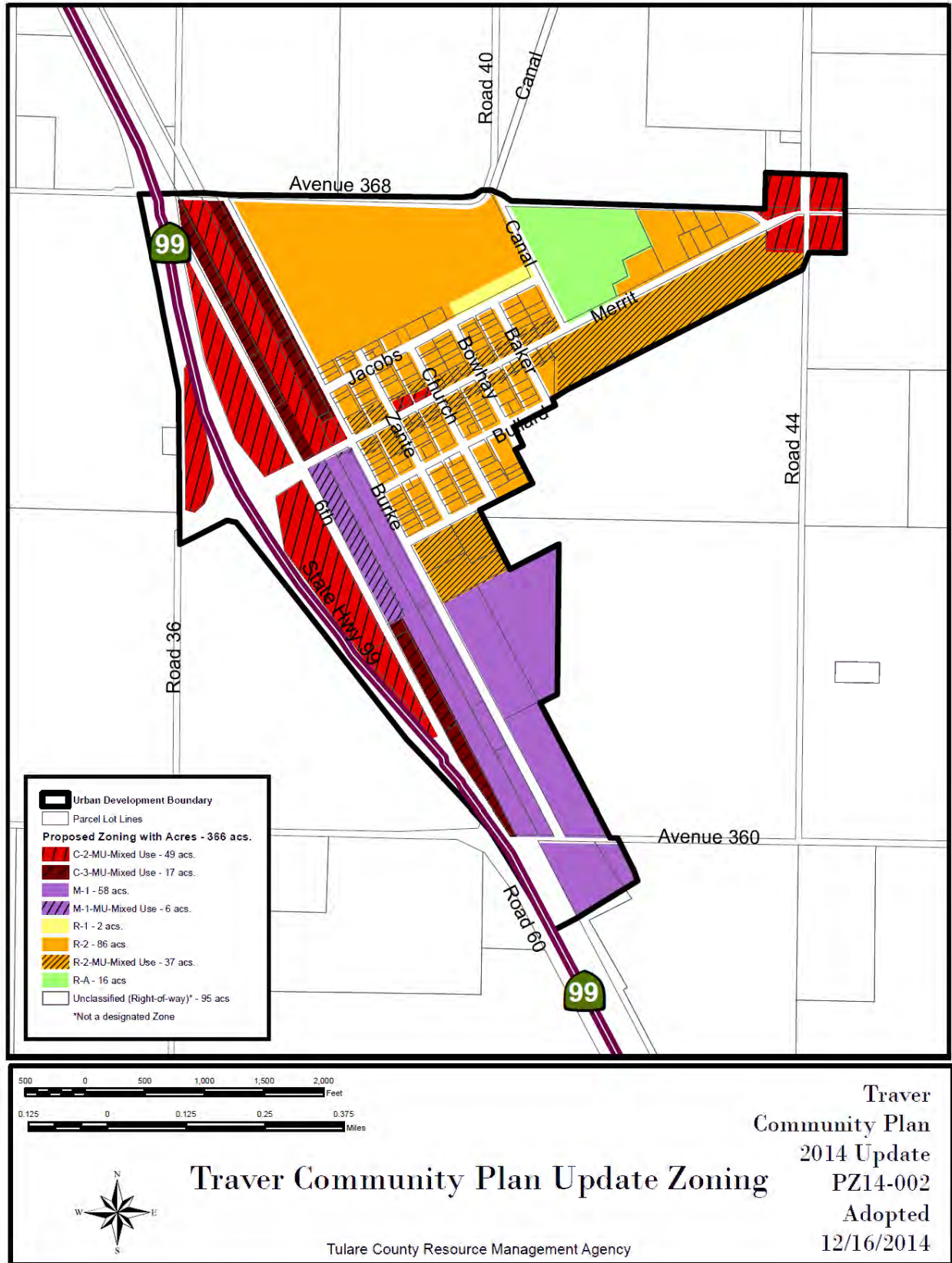
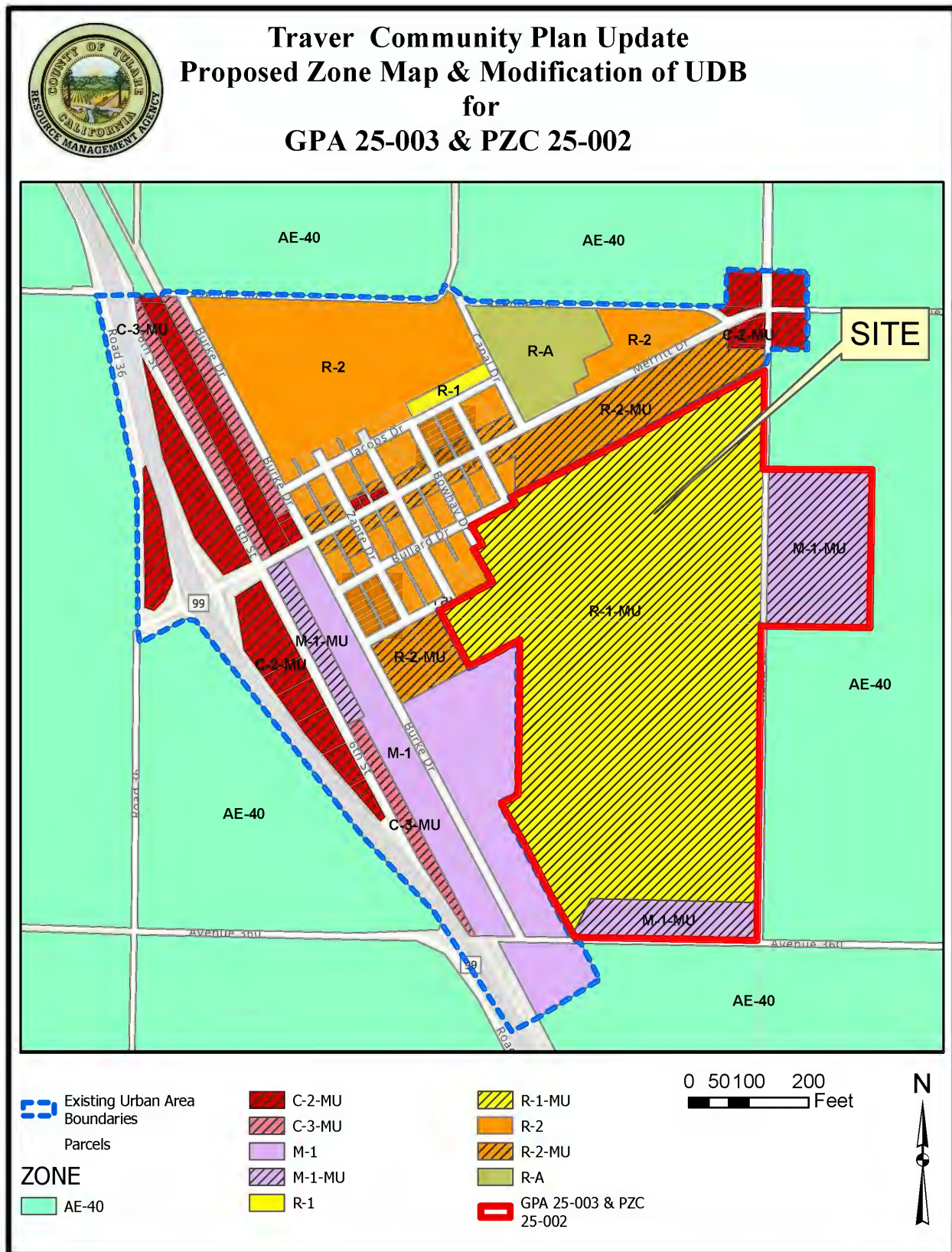


Figure 5. Existing Zoning Map (2014 Update)



K:\CommPlans\Terra Bella\Traver_CommPlanUpdate\zoning\NWFinal.mxd

Figure 6. Proposed Zoning Map



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: _____

Gary A. Mills

Date: _____

5-8-2025

Gary A. Mills

Printed Name

Chief Planner, Environmental Planning

Title

Signature: _____

Michael Washam

Date: 5/8/2025

Michael G. Washam, A.C.E.

Printed Name

Associate RMA Director, Designee

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.

I. AESTHETICS

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

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration and the resources cited in this analysis.

Regulatory Setting

Federal

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

State

Title 24 Outdoor Lighting Standards

“The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.” Title 24 Outdoor Lighting Standards were adopted by the State of California Energy Commission (Commission) (Title 24, Parts 1 and 6, Building Energy Efficiency Standards (Standards) went into effect on January 1, 2020. The changes focus on “four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements.” “The significant changes for outdoor lighting systems in the 2019 update to the Energy Standards include:

- Changes to outdoor lighting power allowances with the allowance values based on LED lighting technologies. Revisions to the general hardscape lighting values in Tables 140.7-A and the specific lighting application values in Table 140.7-B for all Lighting Zones (LZ) – Lighting Zone 1 thru Lighting Zone 4.
- Add separate lighting power allowance values for concrete-surfaced and for asphalt-surfaced hardscape lighting application in Table 140.7-A.
- Add new lighting power allowances for narrow band spectrum light sources used in applications for minimizing outdoor lighting impacts on professional astronomy and nocturnal habitat in Table 140.7-A.
- Revision and streamlining outdoor lighting control requirements per §130.2(c).
- Healthcare facilities overseen by the California Office of Statewide Health Planning and Development (OSHPD) have to comply with the Energy Standards including the outdoor lighting requirements for all outdoor areas of healthcare facilities.”

Outdoor Lighting Zones

“The basic premise of the Energy Standards is to base allowable outdoor lighting power on the brightness of the surrounding conditions. The Energy Standards contain lighting power allowances for new lighting installations and specific alterations that are dependent on the lighting zone in which the project is located.

Five categories of outdoor lighting zones are defined, and they are LZ0, LZ1, LZ2, LZ3 and LZ4. Lighting zones with lower numbers are darker from LZ0 which is in national parks and other areas intended to be very dark at night to LZ4 for high intensity nighttime use, such as entertainment or commercial districts or areas with special security considerations requiring very high light levels. The eyes adapt to darker surrounding conditions and less light is required to properly see; when the surrounding conditions get brighter, more light is needed to see.”

“The least power is allowed in Lighting Zone 1 and increasingly more power is allowed in Lighting Zones 2, 3, and 4. Lighting Zone 0 is intended for undeveloped spaces in parks and wildlife preserves and is very low ambient illumination.

The following summarizes the default locations for outdoor lighting zones as specified in §10-114:

- Lighting Zone 0 areas are undeveloped areas of government designated parks, recreation areas, and wildlife preserves;
- Lighting Zone 1 areas are developed portions of government designated parks, recreation areas and wildlife preserves;
- Rural areas are Lighting Zone 2;
- Urban areas are Lighting Zone 3;
- Lighting Zone 4 is a special use district that may be created by a local government through application to the Energy Commission.”

California Scenic Highway Program

The California Scenic Highway Program was established by the state Legislature in 1963 for the purpose of protecting and enhancing the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The State Scenic Highway System includes a list of highways that

are either eligible for designation as scenic highways or have been officially designated. State laws governing the scenic highways program are found in The Streets and Highways Code Sections 260-263. In Tulare County, portions of State Routes 180, 190, and 198 are eligible for designation as state scenic highways.

Local

Tulare County General Plan 2030 Update

The Tulare County General Plan Update 2030 Part 1: Goals and Policies Report (GPR) (August 2012) includes several goals and policies relating to scenic protection of County resources. The Goals and Policies Report Framework Concept No. 3 addresses Scenic Landscapes:

“The scenic landscapes in Tulare County will continue to be one of the County’s most visible assets. The Tulare County General Plan emphasizes the enhancement and preservation of these resources as critical to the future of the County. The County will continue to assess the recreational, tourism, quality of life, and economic benefits that scenic landscapes provide and implement programs that preserve and use this resource to the fullest extent.”

“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 63 as valuable to the County and communities.”

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 that have potential relevance to the Project’s CEQA review:

- LU-2.3 Open Space Character;
- LU-7.7 Parking Location;
- LU-7.9 Visual Access;
- LU-7.18 Lighting;
- LU-7.19 Minimize Lighting Impacts;
- SL-1.1 Natural Landscapes;
- SL-1.2 Working Landscapes;
- SL-1.3 Watercourses;
- SL-2.1 Designated Scenic Routes and Highways;
- SL-2.2 Gateway to the Sequoias;
- SL-3.2 Urban Expansion Edges;
- SL-4.1 Design of Highways;
- ERM-1.7 Planting of Native Vegetation,
- ERM-1.8 Open Space Buffers;
- ERM-1.15 Minimize Lighting Impacts; and,
- ERM-5.18 Night Sky Protection.

Impact Analysis

a) Would the project have a substantial adverse effect on a scenic vista? *Less Than Significant Impact*

The proposed UDB Modification will not adversely affect any scenic vista; as such, it will not include any structures that may substantially impact a scenic vista. The proposed UDB Modification area is located on the floor of the San Joaquin Valley in northwest Tulare County. The area is adjacent to the existing UDB. The Project does not include any development. Future development projects would be consistent with the General Plan and Zoning Ordinance and would not significantly obstruct local views or be visually intrusive or incompatible with the surrounding area. There are no designated scenic vistas within visible distance of the Project site. Therefore, the proposed Project would have a less than significant impact on a scenic vista. There will be a **Less than Significant Impact** on scenic vistas.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? *Less Than Significant Impact*

The proposed Project site is currently planted in tree crops. Future development in a mixed-use overlay zone may result in a variety of uses such as residential, highway commercial, light industrial, public use (elementary school), and agriculturally productive lands. The Community is completely surrounded by agriculturally productive lands (such as vineyards, orchards, and row crops). As such, the proposed UDB Modification will not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state or county designated scenic highway or county designated scenic road. There will be a **Less Than Significant Impact** on scenic resources.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? In urbanized areas, would the project conflict with applicable zoning and other regulations governing scenic quality? *Less Than Significant Impact*

The Project does not include any development. Future developments will be designed to consider potential visual impacts to the surrounding areas. Compliance with set-back and building height limitations contained in the Tulare County Zone Ordinance will reduce any adverse impacts to the surrounding community and agricultural practices surrounding the community. The predominant agricultural scenery outside of the Modified UDB is expected to remain unchanged. There will be a **Less Than Significant Impact** to scenic quality of the area.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? *Less Than Significant Impact*

The proposed UDB Modification does not include development and will not result in the creation of a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Future development within the Project area could include lighting; however, developments will be required to comply with development standards to minimize potential impacts from light or glare sources. Evening hour lighting for safety and security purposes cannot be determined until specific locations and development proposals are received. There are several General Plan Policies (such as ERM-1.15 Minimize Lighting Impacts, LU-4.5 Commercial Building Design, LU-7.19 Minimize Lighting Impacts, and SL-1.2 Working Landscapes) that require new development to minimize lighting impacts. There will be a **Less Than Significant Impact** to this resource.

II. AGRICULTURAL AND FOREST RESOURCES

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

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration and the resources cited in this analysis.

As the proposed Project site is in the San Joaquin Valley portion of Tulare County, it 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."¹

The 2023 Tulare County Annual Crop and Livestock Report stated "Tulare County's total gross production

¹ Tulare County General Plan 2030 Update. August 2012. Page 3-4. Accessed August 2024 at: [Tulare County General Plan Update](#)

value for 2023 as \$7,866,730,000. This represents a decrease of \$745,719,900 or 8.7% below 2022's value of \$8,612,450,000. Milk continues to be the leading agricultural commodity in Tulare County; with a gross value of \$2,039,238,000, a decrease of \$632,053,000 or 23% from 2022's value. The value of milk decreased by \$7.00 per hundredweight (cwt), nonetheless milk represents over a quarter of the total crop and livestock value for 2023. Livestock and Poultry's gross value of \$987,681,000 represents an increase of approximately 20% above 2022, mostly due to a higher per unit value for cattle.

The total value of all Field Crop production in 2023 was \$554,372,000, a decrease of 26% from the previous year. This decrease is mostly attributed to lower prices for corn silage. Fruit and Nut commodities were valued at \$4,033,325,000, a decrease of 2.3%. This decrease can be attributed to a lower yield and value of Navel Oranges. Vegetable crops were valued at \$38,730,000, representing an increase of nearly 46%. This can largely be attributed to increases in the yield and value of tomatoes.

Tulare County's agricultural strength is based on the diversity of the crops produced. The 2023 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 nearly 90 countries throughout the world.²

In line with the State of California, Tulare County has also seen a decrease in the Department of Conservation Farmland Mapping and Monitoring Program ("FMMP") 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.³ 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.⁴ 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.⁵ 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.⁶ As presented in **Table 2-1**, 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

² Tulare County Annual Crop and Livestock Report 2023. September 2024. Cover letter from Tom Tucker, Agricultural Commissioner. Accessed October 2024 at: <https://agcomm.co.tulare.ca.us/pest-exclusion-standardization/crop-reports1/crop-reports-2021-2030/crop-and-livestock-report-2023/>

³ Ibid.

⁴ 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.

⁵ 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>.

⁶ 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.

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.)

Farmlands of Statewide Importance are defined as “lands similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.”⁷

Table 2-1 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 1998⁸. In the 2010 FMMP analysis, Tulare County lost 17,502 acres of important farmland, and 17,748 acres of total farmland between 2008 and 2010; 13,815 acres of important farmland, and 14,216 acres of total farmland between 2010 and 2012; and 17,441 acres of important farmland, and 17,678 acres of total farmland between 2012 and 2014.⁹ However, as recent as 2014-2016, Tulare County gained 1,469 acres of important farmland, but also lost 2,513 acres of total farmland.¹⁰ Between 2016 and 2018, the county lost 106 acres of important farmland while overall gaining 171 acres across all agricultural land.¹¹ Table 2-2 shows soil information for the proposed UDB Modification.

Land Classifications and Soils

According to FMMP, the Project site is mapped as Farmland of Statewide Importance. The Project site is composed of two (2) soil types, as shown in Table 2-2 below. All soils within the Project site have an 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.”

⁷ Ibid.

⁸ CA DOC. Division of Land Resource Protection. “Williamson Act Status Report (2010)”. Page 14. Accessed August 2024 at: [Reports and Statistics \(ca.gov\)](https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx).

⁹ CA DOC. Tulare County Land Use Conversion Tables 2008-2010, 2010-2012, 2012-2014, and 2014-2016. Table A-44, Part III. Accessed August 2024 at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx>.

¹⁰ CA DOC. Tulare County Land Use Conversion Tables 2014-2016. Table A-44, Part I. Accessed August 2024 at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx>.

¹¹ CA DOC. Tulare County Land Use Conversion Tables 2016-2018. Accessed August 2024 at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx>.

TABLE 2-2
SOIL INFORMATION FOR UDB MODIFICATION

Map Unit Symbol	Map Unit Name	Irrigated Capability Class	Non-Irrigated Capability Class	Rating Grade	Acreage/Site Percentage
105	Calgro-Calgro, saline-Sodic, complex 0 to 2% slopes	IIIs-8 (if saline-sodic IVs-6)	VIIs (saline-sodic VIIs)	Poor (21-40)	214/90%
144	Youd loam, 0 to 1 percent slopes	IVs-8	VIIIs	Non-agricultural (10 or less)	23/10%

Source: USDA/NRCS 2025 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.”¹²

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

Regulatory Setting

Federal

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

State

California Environmental Quality Act (CEQA) Definition of Agricultural Lands

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

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

¹² Ibid. 4-20.

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 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 a 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.¹³

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.¹⁴

- *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.
- *Urban and Built-up 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.

¹³ California Department of Conservation. FMMP – Important Farmland Map Categories. Accessed August 2024 at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx>

¹⁴ California Department of Conservation. FMMP – Important Farmland Map Categories. Accessed August 2024 at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx>

Figure 2-1 shows the FMMP classifications of the proposed Project area.¹⁵

California Land Conservation Act (Williamson Act)

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter 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 that 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.¹⁶

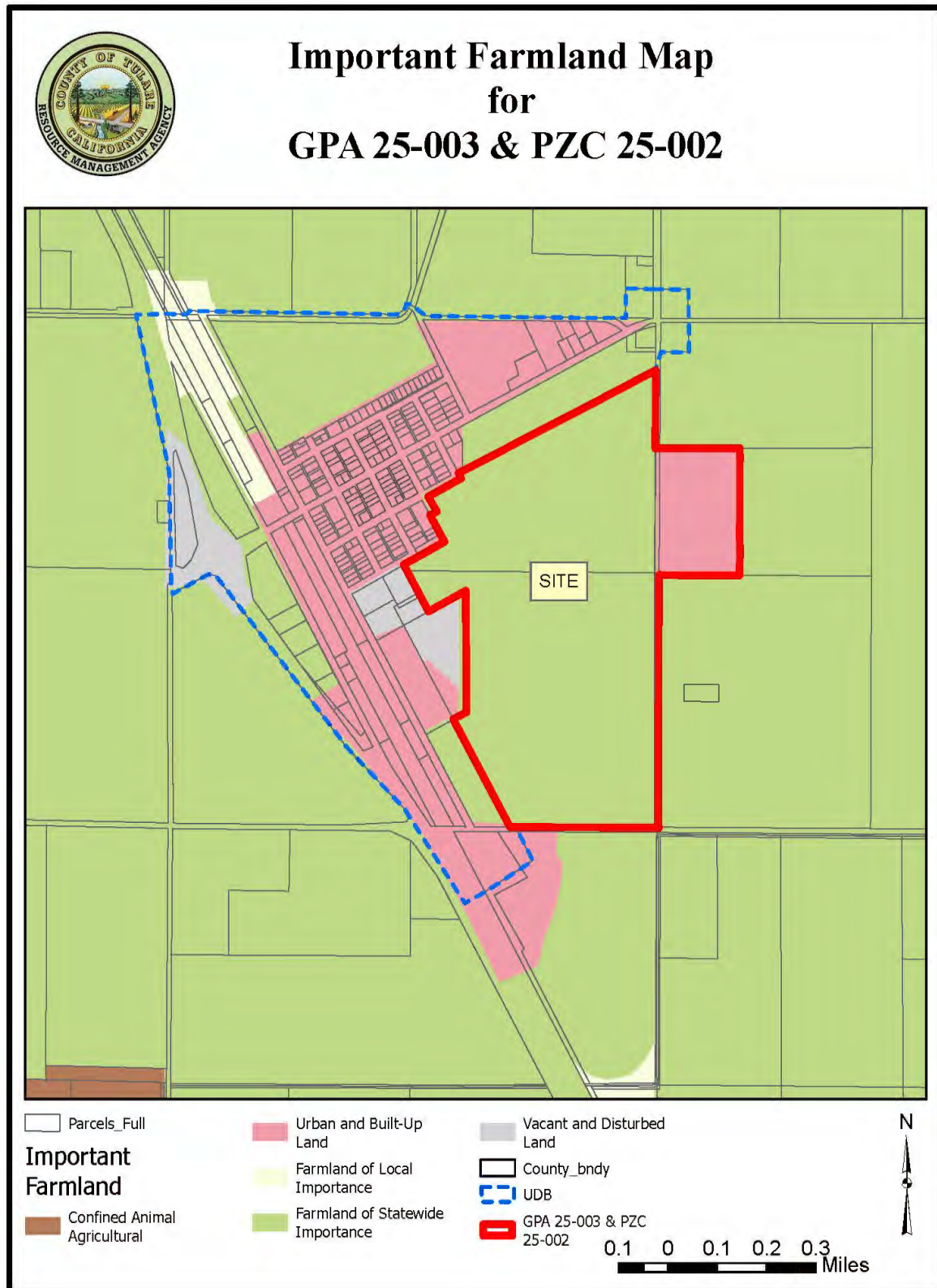
Williamson Act Contracts are formed between a county or city and a landowner for the purpose of restricting specific parcels of land to agricultural or related open space use. Private land within locally designated agricultural preserve areas are eligible for enrollment under a contract. The minimum 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.¹⁷

¹⁵ California Department of Conservation. California Important Farmland Finder. Accessed July 2024 at <https://www.conservation.ca.gov/dlrp/fmmp/>

¹⁶ California Department of Conservation. Williamson Act Program. Accessed August 2024 at: <https://www.conservation.ca.gov/dlrp/wa>.

¹⁷ California Department of Conservation. Williamson Act Contracts. Accessed August 2024 at: <https://www.conservation.ca.gov/dlrp/wa/Pages/contracts.aspx>.

Figure 2-1. Important Farmland Map



Forestry Resources

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

Local

Tulare County General Plan 2030 Update

The Tulare County General Plan has a number of policies that apply to projects within the County of Tulare.¹⁸ The following General Plan policies apply to the proposed Project: Policies designed to promote future development patterns that focus growth within established community areas and to mitigate loss of agricultural lands include the following:

- *AG-1.4 Primary Land Use* wherein the County shall support non-renewal or cancellation processes that meet State law for lands within UDBs and HDBs;
- *AG-1.6 Conservation Easements* wherein the County shall consider developing an Agricultural Conservation Easement Program (ACEP) to help protect and preserve agricultural lands (including “Important Farmlands”), as defined in this Element;
- *LU-1.8 Encourage Infill Development* wherein the County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development;
- *LU-2. Agricultural Lands* the County shall maintain agriculturally designated areas for agriculture use and by directing urban development away from valuable agricultural lands to cities, unincorporated communities, hamlets, and planned community areas where public facilities and infrastructure are available;
- *LU-2.2 Agricultural Parcel Splits* wherein the County shall deny requests to create parcels less than the minimum allowed size in agricultural designated areas, unless specifically provided by Division of Land Exceptions in the Tulare County Zoning Ordinance, as may be adopted by the Board of Supervisors, based on concerns that these parcels are less viable economic farming units and that the resultant increase in residential density increases the potential for conflict with normal agricultural practices on adjacent parcels. Evidence that the affected parcel may be an uneconomic farming unit due to its current size, soil conditions, or other factors shall not alone be considered a sufficient basis to grant an exception. The RVLP shall be the tool to determine the viability of a given agricultural parcel in the valley and its ability to be subdivided, unless specifically provided by Division of Land Exceptions in the Tulare County Zoning Ordinance;

¹⁸ Tulare County General Plan 2030 Update, Part 1 – Goals and Policies Report. Accessed August 2024 at: [Microsoft PowerPoint - 1 - GPR Cover 2012 \(tulare.ca.us\)](#)

- *LU-2.5 Agricultural Support Facilities* wherein the County shall encourage beneficial reuse of existing or vacant agricultural support facilities for new businesses (including non-agricultural uses);
- *PF-1.1 Maintain Urban Edges* wherein the County shall strive to maintain distinct urban edges for all unincorporated communities within the valley region or foothill region, while creating a transition between urban uses and agriculture and open space;
- *PF-1.2 Location of Urban Development* wherein the County shall ensure that urban development only takes place in the following areas:
 1. Within incorporated cities and CACUDBs;
 2. Within the UDBs of adjacent cities in other counties, unincorporated communities, planned community areas, and HDBs of hamlets;
 3. Within foothill development corridors as determined by procedures set forth in Foothill Growth Management Plan;
 4. Within areas set aside for urban use in the Mountain Framework Plan and the mountain sub-area plans; and,
 5. Within other areas suited for non-agricultural development, as determined by the procedures set forth in the Rural Valley Lands Plan.
- *PF-1.3 Land Uses in UDBs/HDBs* wherein the County shall encourage those types of urban land uses that benefit from urban services to develop within UDBs and HDBs. Permanent uses which do not benefit from urban services shall be discouraged within these areas. This shall not apply to agricultural or agricultural support uses, including the cultivation of land or other uses accessory to the cultivation of land provided that such accessory uses are time-limited through Special Use Permit procedures;
- *PF-1.4 Available Infrastructure* wherein the County shall encourage urban development to locate in existing UDBs and HDBs where infrastructure is available or may be established in conjunction with development. The County shall ensure that development does not occur unless adequate infrastructure is available, that sufficient water supplies are available or can be made available, and that there are adequate provisions for long term management and maintenance of infrastructure and identified water supplies;
- *PF-1.5 Planning Areas* wherein County policies reflect the unique attributes of the various locations and geographic areas in the County. As such, there are policies applicable to one area of the County that are not applicable to others based on natural setting, topography, habitat, existing development, or other attributes which are unique within the planning context of the County;
- *PF-1.6 Appropriate Land Uses by Location* wherein the County shall utilize the Land Use Element and adopted CAC General Plans, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, or Area Plans to designate land uses and intensities that reflect and maintain the appropriate level of urbanized development in each CAC General Plan, Community Plan, Hamlet Plan, Planned Community, Corridor Area, or Area Plan;

- *PF-2.3 UDB and Other Boundaries* wherein the County shall provide notice and opportunity for special districts, school districts, and other service providers when evaluating the expansion of a Community's UDB; and,
- *PF-2.4 Community Plans* wherein the County shall ensure that community plans are prepared, updated, and maintained for each of the communities. These plans shall include the entire area within the community's UDB and shall address the community's short- and long-term ability to provide necessary urban services.

Impact Analysis

- a) **Would the project 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? *Less Than Significant Impact***

Modifying the UDB boundary will not result in the loss of farmland. However, future development at this site may result in a loss of 212 of 326,476 total acres of Farmland of Statewide Importance. This represents a 0.000649% loss of Farmland of Statewide Importance within the State of California, which would be a reduction of less than one-thousandth percent (< 0.001%). Therefore, the loss of Farmland of Statewide Importance is a **Less Than Significant Impact**.

- b) **Would the project conflict with existing zoning for agriculture use, or a Williamson Act contract? *Less Than Significant Impact***

The UDB Modification would amend the existing "Valley Agriculture" land use designation of ±238 acres within the Rural Valley Lands Plan (RVLP) to "Mixed Use" while Zone Change No. PZC 25-002 would amend the existing AE-40 (Exclusive Agriculture – 40 acre minimum) zone to ±199 acres of R-1-MU (single family residential – mixed use overlay) and ±39 acres M-1-MU (light manufacturing – mixed use overlay) zones.

The proposed changes to the land use designation and zoning would allow a mixture of non-agricultural uses, predominantly residential uses with supporting light industrial, commercial, open space and public facilities uses, to be developed within the modified UDB. The UDB Modification would not amend the Complete Streets Program, Road Maintenance Program, Bicycle and Pedestrian Plan, Sewer Collection Plan, or Water Distribution & Storm Water Sewer Plan as adopted in the Traver Community Plan. The proposed Project would modify the UDB lines along logical alignments, such as property lines and roadways, and will provide developers with greater flexibility in location and project design of potential future development projects within the community.

The Project site is not restricted by a California Land Conservation Act (Williamson Act) Contract. As such, there would be **Less Than Significant Impact** to a Williamson Act Contract.

- c) **Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production? *No Impact***

The proposed UDB Modification will not occur on land zoned as forest land or timberland or result in a loss of forest land. As such, the UDB Modification 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) Would the project result in the loss of forest land or conversion of forest land to non-forest use? *No Impact*

As noted above, the proposed UDB Modification will not occur on land zoned as forest land or timberland or result in a loss of forest land. As such, the proposed UDB Modification 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) Would the project 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? *Less than Significant Impact*

As discussed above, the UDB modification would involve zoning changes that could result in the conversion of farmland to non-agricultural uses. As discussed in checklist item a) modifying the UDB boundary at this site would result in a loss of 212 of 326,476 total acres of Farmland of Statewide Importance. This represents a 0.000649% loss of Farmland of Statewide Importance within Tulare County, which would be a reduction of less than one-thousandth percent (< 0.001%). Therefore, the loss of Farmland of Statewide Importance is less than significant. As discussed in checklist item d), conversion of forest land to non-forest use is not applicable because the UDB Modification because it is not near forest land uses. These are found on the national parks and forests in eastern Tulare County and not on the valley floor, where Traver is located. There is a **Less Than Significant Impact**.

III. AIR QUALITY

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

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration, and *Air Quality, Greenhouse Gas, and Energy Analysis for Traver Urban Development Boundary Amendment (Provost & Pritchard Consulting Group – April 2025)* in Appendix A.

Regulatory Setting

Federal

At the federal level, the United States Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. The EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA). The federal CAA was first signed into law in 1963. Congress substantially amended the federal CAA in 1970, 1977, and 1990.

The EPA deals with global, international, national, and interstate air pollution issues. Their primary role at the state level is one of oversight of state air quality programs. The EPA sets federal standards for vehicle and stationary sources and provides research and guidance in air pollution programs.

The federal CAA required the EPA to set National Ambient Air Quality Standards (NAAQS) for several problem air pollutants on the basis of human health and welfare criteria. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare (e.g., crops, forests, materials, visibility, etc.). Primary NAAQS have been established for the following criteria air pollutants:

- Carbon monoxide (CO)
- Ozone (O₃)
- Respirable particulate matter (PM₁₀)
- Fine particulate matter (PM_{2.5})
- Nitrogen dioxide (NO₂)
- Sulfur dioxide (SO₂)
- Lead (Pb)

All of the above, except CO, also have some form of secondary standard. The primary NAAQS standards are intended to protect, within an adequate margin of safety, those persons most susceptible to respiratory distress, such as people suffering from asthma or other illness, the elderly, very young children, or others engaged in strenuous work or exercise.

The EPA designates areas with air quality not meeting federal standards as “nonattainment.” 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 such as California will use to attain 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 a living document that 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 for the nonattainment area and impose additional control measures.

In addition to setting health-based standards for air pollutants, the EPA also oversees state and local actions to improve air quality. The following list provides a brief explanation of important regulations set forth by EPA:

Federal Clean Air Act (CAA)

- Requires air quality plans to include measures necessary to achieve NAAQS.
- Requires all plans, programs, and projects that require federal approval, including transportation plans, to conform to air quality plans.
- Requires sanctions if all feasible measures are not expeditiously adopted.

State

States are required to develop and implement air pollution control plans designed to achieve and maintain the NAAQS established by the EPA. States may also establish their own standards, provided the state standards are at least as stringent as the NAAQS. California has established California Ambient Air Quality Standards (CAAQS) pursuant to Health and Safety Code Section 39606(b) and its predecessor statutes.

The California Legislature established the Air Resources Board (CARB) in 1967. The CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA) of 1988. The CCAA provides a planning framework for attainment of the CAAQS for O₃, CO, SO₂, and NO₂. The CCAA classifies ozone nonattainment areas as moderate, serious, severe, and extreme based on severity of violation of state ambient air quality standards. For each class, the CCAA specifies air quality management strategies that must be adopted. For all nonattainment categories, attainment plans are required to demonstrate a five-percent-per-year reduction in nonattainment air pollutants or their precursors, averaged every consecutive three-year period, unless an approved alternative measure of progress is developed. Air districts

responsible for air basins with air quality that is in violation of CAAQS for O₃, CO, SO₂, and NO₂ are required to prepare an air quality attainment plan that lays out a program to attain the CCAA mandates.

Other CARB duties include monitoring air quality in conjunction with air monitoring networks maintained by air pollution control districts (APCDs) and air quality management districts (AQMDs), establishing CAAQS (which are more stringent than the NAAQS in many cases), setting emissions standards for new motor vehicles, and reviewing district input for the SIP required by the federal CAA amendments. The SIP consists of the emissions standards for vehicular sources set by the CARB as well as attainment plans adopted by the APCD or AQMD and approved by the CARB.

The State of California, through the CARB and Bureau of Automotive Repair, develops programs to reduce pollution from vehicles and consumer products. The following list provides a brief explanation of important regulations set forth by the State of California:

California Clean Air Act (CCAA)

- Requires all feasible control measures, including transportation control measures, to reduce emissions.
- Provides for indirect source programs in attainment plans.
- Contains targets for emission reductions, vehicle miles traveled, and average vehicle ridership.

AB (Assembly Bill) 170

- Requires cities and counties in the Valley to incorporate strategies to improve air quality in their general planning efforts.

SB (Senate Bill) 709

- Gave the Air District more responsibility in terms of permitting, fee implementation, and agricultural assistance, but also gives the Air District the authority to require the use of best available control technology (BACT) for existing sources, promote cleaner-burning alternative fuels, and encourage and facilitate ridesharing.
- Allows the Air District to adopt a surcharge on motor vehicle registration fees in counties within the Air District.

California Government Code Section 65089

- Requires trip reduction and travel demand management in Congestion Management Programs.

Regional

Air pollution does not respect political boundaries. Therefore, many air quality problems are best managed on a regional basis. In 1991 the State Legislature determined that management of an air basin by a single agency would be more effective than management through each county within that basin. Air basins are geographic areas sharing a common "air-shed." Most major metropolitan areas in California now fall under the authority of multi-county APCDs or AQMDs.

Air districts have the primary responsibility for control of air pollution from all sources other than direct motor vehicle emissions, which are the responsibility of the CARB and EPA. Air districts adopt and enforce rules and regulations to achieve state and federal ambient air quality standards and enforce applicable state and federal law.

The San Joaquin Valley Air Pollution Control District (SJVAPCD), formed in 1991, has jurisdiction over air quality matters in the San Joaquin Valley Air Basin (SJVAB), spanning the counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, Tulare, and the western portion of Kern.

Until the passage of the CCAA, the primary role of county APCDs was controlling stationary sources of pollution, such as industrial processes and equipment. With the passage of the CCAA and federal CAA amendments, air districts were required to implement transportation control measures and were encouraged to adopt indirect source control programs to reduce mobile source emissions. These mandates created the necessity for air districts to work closely with cities, counties, and regional transportation planning agencies to develop new programs.

The Air District entered into a memorandum of understanding with the eight San Joaquin Valley County transportation planning agencies in 1992. This memorandum of understanding ensures a coordinated approach in the development and implementation of transportation plans throughout the Valley. This action has helped the Regional Transportation Planning Agencies comply with pertinent provisions of the federal and state Clean Air Acts as well as related transportation legislation (such as the Intermodal Surface Transportation Efficiency Act).

The Air District develops plans and implements control measures in an effort to advance Valley attainment of CAAQS and NAAQS. The Air District has developed plans to attain state and federal standards for ozone and particulate matter. The Air District's air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control methods have worked, and to show how air pollution will be reduced. The plans also use computer modeling to estimate future levels of pollution and make sure that the Valley will meet air quality goals on time.

Control measures applicable to this Project are as follows:

Regulation VIII—Fugitive PM₁₀ Prohibitions

Regulation VIII is a control measure that is one main strategies from the 2006 PM₁₀ Plan for reducing the PM₁₀ emissions that are part of fugitive dust. Projects over 10 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. The Project is required to prepare a DCP to comply with Regulation VIII.

Rule 2201 – New and Modified Stationary Source

The purpose of this rule is to regulate new and modifications to existing stationary sources of emissions. These emission sources require both an Authority to Construct and a Permit to Operate. Criteria air pollutant emissions that exceed thresholds must be offset to avoid interfering with attainment or maintenance of ambient air quality standards. This project would be required to comply with Rule 2201 for its Gasoline Dispensing Facility use.

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 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 hazardous air pollutants, such as asbestos.

Rule 4102—Nuisance

The purpose of this rule is to protect the health and safety of the public and applies to any source operation that emits or may emit air contaminants or other materials. Agricultural activities are exempt from the nuisance rule.

Rule 9510 – Indirect Source Review

The purpose of this rule is to ensure that land use development projects reduce their construction/operational NO_x and PM₁₀ emissions by 20%/40% and 33.3%/50%, respectively. Operational emissions are required to be reduced over a period of 10 years. Emission reductions can be obtained either by implementing on-site improvements, such as using

more efficient construction equipment, improved land use design, electrical vehicle chargers, photovoltaic panels, or by simply paying an in-lieu fee that goes towards emission-reducing projects elsewhere in the Air District's region.

Other Measures

Other control measures that apply to the Project are Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operation that requires reductions in volatile organic compound (VOC) emissions during paving and Rule 4601—Architectural Coatings that limits the VOC content of all types of paints and coatings sold in the San Joaquin Valley. These measures apply at the point of sale of the asphalt and coatings, so Project compliance is ensured.

Local

AQ-3.1 Indirect Source Review

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

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

AQ-3.2 Location of Support Services

The County shall encourage the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) near major employment centers for the purpose of reducing midday vehicle trips.

AQ-3.3 Infill Near Employment

The County shall identify opportunities for infill development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.

AQ-3.4 Street Design

The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

AQ-3.5 Mixed Land Uses

The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

Impact Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan? *Less Than Significant Impact With Mitigation*

Air quality plans (also known as AQPs or attainment plans) and subsequent rules are used to bring the applicable air basin into attainment with federal Ambient Air Quality Standards (AAQS) designed to protect the health and safety of

residents within that air basin. In order to show attainment of the standards, the Air District analyzes the growth projections in the San Joaquin Valley Air Basin (SJVAB), contributing factors in the formation and emission of air pollutants, and existing and future emissions controls. The Air District then formulates an AQP which details the Air District's control strategy to reach attainment.

According to the Provost & Pritchard (P&P) Analysis CEQA Guidelines indicate that a significant impact would occur if the Project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable air quality plan (AQP).

As mentioned in the report provided by P&P, emissions of ROG, NOX, PM10, and PM2.5 associated with the construction and operation of the Project would not exceed the District's significance thresholds. Therefore, the Project would not contribute to air quality violations. 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 District's air quality plan."¹⁹ The proposed Project will comply with all applicable federal, state, and Air District rules and regulations.

As demonstrated in tables 2-6 and 2-7 of the P&P Analysis, the estimated Project-related emissions during construction and operations will not exceed the Air District's CEQA significance thresholds for any criteria pollutant. Furthermore, as a condition of approval, the applicant shall consult with the Air District prior to the start of construction for each phase to further evaluate potential impacts based on Project-specific details and to determine whether a localized pollutant analysis (such as an Ambient Air Quality Analysis or Health Risk Assessment) would be required. Therefore, the Project would not conflict with or obstruct implementation of the applicable AQPs. The Project will have a **Less Than Significant Impact With Mitigation**.

Mitigation Measures:

AQ-3.3.1 Indirect Source Review:

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

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

AQ-3.3.2 Location of Support Services.

¹⁹ Air District. GAMAQI. Section 7.12, Page 65.

The County shall encourage the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) near major employment centers for the purpose of reducing midday vehicle trips.

AQ-3.3.3 Infill Near Employment:

The County shall identify opportunities for infill development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.

AQ-3.3.4 Street Design:

The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

AQ-3.3.5 Mixed Land Uses:

The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

b) Would the project 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? *Less Than Significant Impact With Mitigation*

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 Air Basin 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.

In agreement with the P&P Analysis, to result in a less than significant impact, the following three criteria must be true:

- a) Regional analysis: emissions of nonattainment pollutants must be below the District's regional significance thresholds. This is an approach recommended by the District in its GAMAQI.
- b) Summary of projections: the project must be consistent with current air quality attainment plans including control measures and regulations. This is an approach consistent with Section 15130(b) of the CEQA Guidelines.
- c) Cumulative health impacts: the project must result in less than significant cumulative health effects from the nonattainment pollutants.

The SJVAB is currently designated as non-attainment for ozone, PM10, and PM2.5. Therefore, if the Project exceeds the regional thresholds for PM10 or PM2.5, then it contributes to a cumulatively considerable impact for those pollutants. If the project exceeds the regional thresholds for NOx or ROG, then it follows that the project would contribute to a cumulatively considerable impact for ozone.

As shown in Table 2-6 of the P&P Analysis, the proposed Project's construction-related emissions would remain below the Air District's significance thresholds for all criteria pollutants. However, Table 2-7 indicates that operational emissions for ROG, NOX, CO, and PM10 would exceed the SJVAPCD's thresholds, necessitating mitigation measures. Future development projects would be subject to Rule 9510, which would help reduce NOX and PM10

emissions; however, those reductions are not quantified here, as individual projects may not meet the rule's applicability thresholds. Mitigation Measure AIR-1, outlined below, would reduce these impacts to a less-than-significant level by requiring payment of a mitigation fee to the SJVAPCD, which would then establish a Voluntary Emission Reduction Agreement (VERA) on a fair-share basis. Therefore, with implementation of the required mitigation, the Project would result in a **Less Than Significant Impact With Mitigation**.

Mitigation Measures:

- **AQ-3.3.7:** Subsequent development shall pay the County the following amounts to establish a Voluntary Emission Reduction Agreement for the Project:
 - o \$1,275.74 per single family dwelling unit
 - o \$790.12 per multi family dwelling unit
 - o \$837.86 per 1,000 square feet of government facility
 - o \$788.65 per 1,000 square feet of light industrial space
 - o \$3,916.32 per 1,000 square feet of commercial space
 - o An additional amount shall be calculated for subsequent development's fair share of carbon monoxide exceedances.

c) Would the project expose sensitive receptors to substantial pollutant concentrations? *Less Than Significant Impact*

Those who are sensitive to air pollution include children, the elderly, and persons with pre-existing respiratory or cardiovascular illnesses. The District considers a sensitive receptor as a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollution. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools. The closest off-site sensitive receptors are several rural residences within the Modified UDB. For criteria pollutants, impacts on receptors are based on emissions during the highest daily emissions during construction and operations. As shown in **Error! Reference source not found.** of the P&P Analysis, emissions generated from construction and operation of the Project are less than SJVAPCD screening criteria. Therefore, this would be a **Less Than Significant Impact**.

d) Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people? *Less Than Significant Impact*

Construction of the Project would require the use of diesel-powered off-road construction equipment; however, these emissions would not occur continuously and would cease after construction concludes. The Modified UDB would not engage in any of the activities listed in **Error! Reference source not found.** of the P&P Analysis. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feed lots, coffee roaster, asphalt batch plants, and rendering plants, among other uses. The Modified UDB does not include any modifications to the existing wastewater plant. The Project would therefore have a **Less Than Significant Impact** with respect to generation of emissions leading to odors or other adverse or objectionable emissions.

IV. BIOLOGICAL RESOURCES

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

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration, Biological Evaluation (Appendix B) of the 2014 report Traver Community Plan and the Biological Evaluation Technical Memorandum (BE Memo).

Environmental Setting

The Rural Valley Lands Plan (RVLP) applies “to the Central Valley generally below the 600-foot elevation contour line along the foothills of the Sierra Nevada (including Valley Agricultural Extensions as described in Part II-Chapter 3) outside the County’s Urban Development Boundaries (UDBs), Hamlet Development Boundaries (HDBs), Urban Area Boundaries (UABs) for cities, and other adopted land use plans which may include urban corridors, planned communities, and the Kings River Plan. Scenic and regional corridor plans may retain the RVLP subject to the policies developed in those plans (Part II-Figure 1-1: Rural Valley Lands Plan). The RVLP was initiated to establish minimum parcel sizes for areas zoned for

agriculture and to develop a policy that is fair, logical, legally supportable, and which consistently utilizes resource information to determine the suitability of rural lands for non-agricultural uses.”

The UDB Modification proposes to change the Land Use Designation from “Valley Agriculture” to “Mixed Use”. The proposed changes to the land use designation and zoning would allow a mixture of non-agricultural uses, predominantly residential uses with supporting light industrial, commercial, open space and public facilities uses, that could be developed within the modified UDB.

Regulatory Setting

Federal

Federal Endangered Species Act

“The U.S. Fish and Wildlife Service (USFWS) administers the Federal Endangered Species Act (16 USC Section 153 et seq.) and thereby has jurisdiction over federally listed threatened, endangered, and proposed species. Projects that may result in a “take” of a listed species or critical habitat must consult with the USFWS. “Take” is broadly defined as harassment, harm, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collection; any attempt to engage in such conduct; or destruction of habitat that prevents an endangered species from recovering (16 USC 1532, 50 CFR 17.3). Federal agencies that propose, fund, or must issue a permit for a project that may affect a listed species or critical habitat are required to consult with the USFWS under Section 7 of the Federal Endangered Species Act. If it is determined that a federally listed species or critical habitat may be adversely affected by the federal action, the USFWS will issue a “Biological Opinion” to the federal agency that describes minimization and avoidance measures that must be implemented as part of the federal action. Projects that do not have a federal nexus must apply for a take permit under Section 10 of the Act. Section 10 of the Act requires that the project applicant prepare a habitat conservation plan as part of the permit application (16 USC 1539).”²⁰

“Under Section 4 of the Federal Endangered Species Act, a species can be removed, or delisted, from the list of threatened and endangered species. Delisting is a formal action made by USFWS and is the result of a determined successful recovery of a species. This action requires posts in the federal registry and a public comment period before a final determination is made by the USFWS.”²¹

Habitat Conservation Plans

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

²⁰ Tulare County 2030 General Plan RDEIR. Page 3.11-1. Accessed January 2024 at: <https://generalplan.co.tulare.ca.us/documents.html>

²¹ Ibid.

typically protect a few species and have a short duration and multi-species HCPs which typically cover the development of a larger area and have a longer duration.”²²

As noted earlier, there are two HCPs that apply in Tulare County: The Kern Water Habitat Conservation Plan, which applies to an area in Allensworth; and the U.S. Fish and Wildlife’s *The Recovery Plan for Upland Species in the San Joaquin Valley*, which includes sensitive species in the San Joaquin Valley, several of which may be found in Tulare County. Also as noted earlier, the proposed Project is approximately 40 miles north of Allensworth, thus the Kern Water Habitat Conservation Plan would not apply to this Project.

Migratory Bird Treaty Act

“The Migratory Bird Treaty Act (MBTA, 16 USC Section 703-711) and the Bald and Golden Eagle Protection Act (16 USC Section 668) protect certain species of birds from direct “take”. The MBTA protects migrant bird species from take by setting hunting limits and seasons and protecting occupied nests and eggs. The Bald and Golden Eagle Protection Act (16 USC Sections 668-668d) prohibits the take or commerce of any part of Bald and Golden Eagles. The USFWS administers both acts, and reviews federal agency actions that may affect species protected by the acts.”²³ The MBTA implements international treaties devised to protect migratory birds and any of their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. As authorized by the MBTA, the USFWS issues permits to qualified applicants for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (rehabilitation, education, migratory game bird propagation, and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal. The regulations governing migratory bird permits are in 50 CFR part 13 General Permit Procedures and 50 CFR part 21 Migratory Bird Permits. The State of California has incorporated the protection of birds of prey in Sections 3800, 3513, and 3503.5 of the CDFG Code.

Federal Clean Water Act (CWA)

“Wetlands and other waters of the U.S. are subject to the jurisdiction of the U.S. Army Corp of Engineers (USACE) and U.S. Environmental Protection Agency (U.S. EPA) under Section 404 of the Clean Water Act (33 U.S.C. 1251 et seq., 1972). Together, the EPA and the USACE determine whether they have jurisdiction over the non-navigable tributaries that are not relatively permanent based on a fact-specific analysis to determine if there is a significant nexus. These non-navigable tributaries include wetlands adjacent to non-navigable tributaries that are not relatively permanent and wetlands adjacent to but that does not directly abut a relatively permanent non-navigable tributary.”²⁴ The definition of waters of the United States includes rivers, streams, estuaries, the territorial seas, ponds, lakes, and wetlands. Wetlands are defined as those areas “that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR 328.3 7b).” The U.S. EPA also has authority over wetlands and may override an USACE permit. Substantial impacts to wetlands may require an individual permit. Projects that only minimally affect wetlands may meet the conditions of one of the existing Nationwide Permits. A Water Quality Certification or Waiver pursuant to Section 401 of the CWA is required for Section 404 permit actions; this certification or waiver is issued by the Regional Water Quality Control Board.

State of California

²² Op. Cit. 3.11-2.

²³ Tulare County 2030 General Plan RDEIR. Page 3.11-2. Accessed January 2024 at: <https://generalplan.co.tulare.ca.us/documents.html>

²⁴ Ibid. 3.11-1 and -2.

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

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

California Endangered Species Act

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

The DFW maintains lists for Candidate-Endangered Species (SCE) and Candidate-Threatened Species (SCT). California candidate species are afforded the same level of protection as State-listed species. California also designates Species of Special Concern (CSC) that are species of limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. These species do not have the same legal protection as listed species, but may be added to official lists in the future. The CSC list is intended by DFW as a management tool for consideration in future land use decisions (Fish and Game Code Section 2080).²⁵

All State lead agencies must consult with DFW under the California Endangered Species Act when a proposed project may affect State-listed species. DFW would determine if a project under review would jeopardize or result in taking of a State-listed species, or destroy or adversely modify its essential habitat, also known as a “jeopardy finding” (Fish and Game Code Sec. 2090). For projects where DFW has made a jeopardy finding, DFW must specify reasonable and prudent alternatives to the proposed project to the State lead agency (Fish and Game Code Sec. 2090 et seq.).²⁶

Fully Protected Species

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

Native Plant Protection Act

²⁵ General Plan Background Report. Pages 9-7 and 9-8. Accessed January 2024 at: [Tulare County General Plan Recirculated Draft EIR](#)

²⁶ Ibid. 9-8.

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

Natural Communities Conservation Planning Act

The Natural Communities Conservation Planning Act allows a process for developing natural community conservation plans (NCCPs) under DFW direction. NCCPs allow for regional protection of wildlife diversity, while allowing compatible development. DFW may permit takings of State-listed species whose conservation and management are provided in a NCCP, once a NCCP is prepared (Fish and Game Code Secs. 2800 et seq.).²⁷

Federally and State-Protected Lands

Ownership of California's wildlands is divided primarily between federal, state, and private entities. State-owned land is managed under the leadership of the Departments of Fish and Game (DFW), Parks and Recreation, and Forestry and Fire Protection (CDF). Tulare County has protected lands in the form of wildlife refuges, national parks, and other lands that have large limitations on appropriate land uses. Some areas are created to protect special status species and their ecosystems.²⁸

California Wetlands Conservation Policy

The California Wetlands Conservation Policy's goal is to establish a policy framework and strategy that will ensure no overall net loss and achieve a long-term net gain in the quantity, quality, and permanence of wetlands acreage and values in California. Additionally, the policy aims to reduce procedural complexity in the administration of State and federal wetlands conservation programs and to encourage partnerships with a primary focus on landowner incentive programs and cooperative planning efforts. These objectives are achieved through three policy means: statewide policy initiatives, three geographically based regional strategies in which wetland programs can be implemented, and creation of interagency wetlands task force to direct and coordinate administration and implementation of the policy. Leading agencies include the Resources Agency and the California Environmental Protection Agency (Cal/EPA) in cooperation with Business, Transportation and Housing Agency, Department of Food and Agriculture, Trade and Commerce Agency, Governor's Office of Planning and Research, Department of Fish and Game, Department of Water Resources, and the State Water Resources Control Board.²⁹

Birds of Prey

²⁷ Op. Cit.

²⁸ Op. Cit. 9-9.

²⁹ Op. Cit.

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

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

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

CEQA and Oak Woodland Protection

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

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

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

- (1) Conserve oak woodlands, through the use of conservation easements.
- (2) (A) Plant an appropriate number of trees, including maintaining plantings and replacing dead or diseased trees.
(B) The requirement to maintain trees pursuant to this paragraph terminates seven years after the trees are planted.
(C) Mitigation pursuant to this paragraph shall not fulfill more than one-half of the mitigation requirement for the project.
(D) The requirements imposed pursuant to this paragraph also may be used to restore former oak woodlands.

Local

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

- ERM-1.1 *Protection of Rare and Endangered Species;*
- ERM-1.2 *(Development in Environmentally Sensitive Areas;*
- ERM-1.4 *Protect Riparian Areas;*
- ERM-1.6 *Management of Wetlands;*
- ERM-1.7 *Planting of Native Vegetation;*
- ERM-1.8 *Open Space Buffers;*
- ERM-1.9: *Coordination of Management on Adjacent Lands;*
- ERM-1.15 *Minimize Lighting Impacts;*
- ERM-1.16 *Cooperation with Wildlife Agencies;*
- ERM-5.8 *Watercourse Development;*
- ERM-1.16 *Cooperation with Wildlife Agencies; and*

- ERM-5.8 *Watercourse Development*.

Impact Analysis

- a) **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? *Less Than Significant Impact With Mitigation***

The biological assessment previously carried out by Live Oak Associates, Inc. (LOA) for the Traver Community Plan 2014 Update and associated Mitigated Negative Declaration, Biological Evaluation (Appendix B) of the 2014 report Traver Community Plan and the Biological Evaluation Technical Memorandum (BE Memo) indicates that various species of mammals, plants, insects, and birds could potentially be affected by future development within the Project area, as outlined below.

3.4 Potentially significant project impacts/mitigation:

Project-Related Mortality of San Joaquin Kit Fox

- 3.4-1 (Pre-construction Survey)**
- 3.4-2 (Avoidance)**
- 3.4-3 (Minimization)**
- 3.4-4 (Employee Education Program)**
- 3.4-5 (Mortality Reporting)**

Project-Related Mortality of Burrowing Owl

- 3.4-6 (Pre-construction Survey)**
- 3.4-7 (Avoidance of Active Nests)**
- 3.4-8 (Passive Relocation of Resident Owls)**

Project-Related Mortality/Disturbance of Nesting Raptors and Migratory Birds

- 3.4-9 (Avoidance)**
- 3.4-10 (Pre-construction Survey)**
- 3.4-11 (Established Buffers)**

Project-Related Mortality of Roosting Bats

- 3.4-12 (Temporal Avoidance)**
- 3.4-13 (Preconstruction Surveys)**
- 3.4-14 (Minimization)**
- 3.4-15 (Avoidance of Maternity Roosts)**

The most recent data obtained from the California Natural Diversity Database (CNDDDB) by County staff identified a total of 17 sensitive elements within the Traver quadrangle. Of these, the proposed Project area overlaps with just one, the western mastiff bat (*Eumops perotis californicus*). According to the database, the most recent recorded sighting of this species in the area dates back to 1899. Despite the age of this record, the species is considered presumed extant meaning it is assumed to still exist in the area unless evidence suggests otherwise³⁰. It should be

³⁰ https://map.dfg.ca.gov/rarefind/view/RF_FieldDescriptions.htm

noted that the western mastiff bat does not have any special status under state or federal law. Since the proposed UDB Modification does not involve development activities, it will not have an adverse effect on special-status species as defined by local, regional, or state/federal resource agencies (CDFG/USFWS). Therefore, there is a **Less Than Significant Impact With Mitigation**.

- b) Would the project 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? *Less Than Significant Impact With Mitigation***

As noted above, the proposed Project area buffer is within the historic sites of various species of concern and contain a known area hosting three elderberry shrubs that are located on ruderal land associated with the Foster Farms industrial complex. LOA also included the following analysis for Project-Related Impacts to Waters of the United States:

Project-Related Impacts to Waters of the United States

3.4-16 (Avoidance)

3.4-17 (Compliance with Terms of the Permits)

3.4-18 (Compensatory Mitigation).

However, only one species of concern is present within the Project area, and it is not associated with riparian habitats or other sensitive natural communities. The previously established mitigation measures will remain in effect and will continue to reduce these to a **Less Than Significant Impact With Mitigation**.

- c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? *Less Than Significant Impact With Mitigation***

As mentioned in the Traver Community Plan 2014 Update 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 the Banks Ditch is located on the south side of Avenue 360, which is outside the southeast corner of the Project area. The Traver Canal is located approximately 1,180 feet north of the proposed Project site. The Banks Ditch and the Traver Canal convey water for seasonal agricultural-related purposes but will not be impacted by the proposed Project because Traver Joint Elementary School provides separation between the Project site and the Traver Canal and Avenue 360 provides separation between the Project site and the Banks Ditch. As such, there would be a **Less Than Significant Impact With Mitigation**.

- d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? *No Impact***

The Project area continues not to be identified in Chapter 8 (Environmental Resources Management) of Component C (Environment) of Part I (Goals and Policies Report) of the Tulare County General Plan 2030 Update as being a migration corridor or wildlife nursery for any wildlife species. Therefore, there will be no interference resulting in **No Impact** as a result of the proposed Project.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? *No Impact*

As noted in the Biological Evaluation referenced in the Traver Community Plan 2014 Update, “The PPSA consists of and is surrounded by developed and/or highly disturbed lands that do not contain important movement corridors for native wildlife. Birds using the Pacific flyway will continue to do so following project development. Future development of the PPSA will result in a less than significant effect on regional wildlife movements.”³¹ Therefore, as there will be **No Impact**, no mitigation is warranted.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? *No Impact*

The proposed Project 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 proposed Traver Community Plan Update would result in **No Impact** to these resources within the vicinity of the proposed Project site.

³¹ Traver Community Plan Update

V. CULTURAL RESOURCES

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

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration.

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 proposed Project applicant is not requesting federal funding and does not require any permits from any federal agencies.

State

California State Office of Historic Preservation (OHP)

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

OHP's responsibilities include:

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

Architectural Review and Incentives

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

- Interpretation and application of the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties;
- General assistance with and interpretation of the California Historical Building Code and provisions for qualified historic properties under the Americans with Disabilities Act;
- Developing and implementing design guidelines;
- Preservation incentives available for historic properties;
- Sustainability and adaptive reuse of historic properties.”³²

Information Management

The California Historical Resources Information System (CHRIS) consists of the California Office of Historic Preservation (OHP), nine Information Centers (ICs), and the State Historical Resources Commission (SHRC). The OHP administers and coordinates the CHRIS and presents proposed CHRIS policies to the SHRC, which approves these policies in public meetings. The CHRIS Inventory includes the State Historic Resources Inventory maintained by the OHP as defined in California Public Resources Code § 5020.1(p), and the larger number of resource records and research reports managed under contract by the nine ICs.”³³ “The CHRIS Information Centers (ICs) are located on California State University and University of California campuses in regions throughout the state. The nine ICs provide historical resources information, generally on a fee-for-service basis, to local governments, state and federal agencies, Native American tribes, and individuals with responsibilities under the National Environmental Policy Act, the National Historic Preservation Act, and the California Environmental Quality Act (CEQA), as well as to the general public.”³⁴ Tulare, Fresno, Kern, Kings and Madera counties are served by the Southern San Joaquin Valley Historical Resources Information Center (Center), located at California State University, Bakersfield in Bakersfield, CA. The Center provides information on known historic and cultural resources to governments, institutions, and individuals.

Local Government Assistance

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

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

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

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

³² California State Parks. Office of Historic Preservation. Mission and Responsibilities. Accessed August 2024 at: [Mission and Responsibilities \(ca.gov\)](https://ohp.parks.ca.gov/?page_id=1068)

³³ California State Parks. Office of Historic Preservation August 2024 at: http://ohp.parks.ca.gov/?page_id=1068.

³⁴ California State Parks. Office of Historic Preservation. About the CHRIS Information Centers. Accessed August 2024 at: http://ohp.parks.ca.gov/?page_id=28730.

Environmental Compliance: Section 106, PRC 5024, and CEQA

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

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

State and Federal Registration Programs

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

Eligible and listed resources may be eligible for tax benefits and are recognized as part of the environment under the California Environmental Quality Act (CEQA).³⁵

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

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- Associated with the lives of persons important to local, California or national history (Criterion 2).
- Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).³⁶

Native American Heritage Commission (NAHC)

"In 1976, the California State Government passed AB 4239, establishing the Native American Heritage Commission (NAHC) as the primary government agency responsible for identifying and cataloging Native American cultural resources. Up until this point, there had been little government participation in the protection of California's cultural resources. As such, one of the NAHC's primary duties, as stated in AB 4239, was to prevent irreparable damage to designated sacred sites, as well as to prevent interference with the expression of Native American religion in California. Furthermore, the bill authorized the Commission to act in order to prevent damage to and insure Native American access to sacred sites. Moreover, the Commission could request that the court issue an injunction for the site, unless it found evidence that public interest and necessity required otherwise. In addition, the bill authorized the commission to prepare an inventory of Native American sacred sites located on public lands and required the commission to review

³⁵ Ibid.

³⁶ California Register: Criteria for Designation. August 2024 at: https://ohp.parks.ca.gov/?page_id=21238

current administrative and statutory protections accorded to such sites. In 1982, legislation was passed authorizing the Commission to identify a Most Likely Descendant (MLD) when Native American human remains were discovered any place other than a dedicated cemetery. MLDs were granted the legal authority to make recommendations regarding the treatment and disposition of the discovered remains. These recommendations, although they cannot halt work on the project site, give MLDs a means by which to ensure that the Native American human remains are treated in the appropriate manner. Today, the NAHC provides protection to Native American human burials and skeletal remains from vandalism and inadvertent destruction. It also provides a legal means by which Native American descendants can make known their concerns regarding the need for sensitive treatment and disposition of Native American burials, skeletal remains, and items associated with Native American burials.”³⁷

As noted in their website, “The California Native American Heritage Commission (NAHC or Commission), created in statute in 1976 (Chapter 1332, Statutes of 1976), is a nine-member body whose members are appointed by the Governor. The NAHC identifies, catalogs, and protects Native American cultural resources -- ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California. The NAHC is also charged with ensuring California Native American tribes’ accessibility to ancient Native American cultural resources on public lands, overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the California Native American Graves Protection and Repatriation Act (CalNAGPRA), among many other powers and duties.”³⁸

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

CEQA Guidelines: Historical Resources Definition

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

“(1) A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4852) including the following:

- (A) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- (B) Is associated with the lives of persons important in our past;
- (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

³⁷ California Native American Heritage Commission. About The Native American Heritage Commission. Accessed August 2024 at: <http://nahc.ca.gov/about/>.

³⁸ Ibid. Welcome. Accessed August 2024 at: <http://nahc.ca.gov/>.

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.”³⁹ CEQA Guidelines: Archaeological Resources

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

(1) When a Project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subdivision (a).

(2) If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.

(3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c–f) do not apply to surveys and site evaluation activities intended to determine whether the Project location contains unique archaeological resources.

(4) If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the Project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.”⁴⁰

CEQA Guidelines: Human Remains

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

(d) When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the Project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any Items associated with Native American burials with the 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.⁴¹

(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:

³⁹ California Natural Resources Agency. California Environmental Quality Act (CEQA) Guidelines. Section 15064.5(a). Statute and Guidelines - California Association of Environmental Professionals. Accessed August 2024 at: https://www.califaep.org/statute_and_guidelines.php

⁴⁰ Ibid. Section 15064.5(c).

⁴¹ Op. Cit. Section 15064.5(d).

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

(C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.⁴²

(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.⁴³

CEQA Guidelines: Paleontological Resources

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

CEQA Guidelines Section 15126.4(b)

“(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.

⁴² Op. Cit. Section 15064.5 (e).

⁴³ Op. Cit. Section 15064.5(f).

(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 a 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.”⁴⁴

Public Resources Code §5097.5

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

Human Remains

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

⁴⁴ Op. Cit. Section 15126.4(b).

Local

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

- ERM-6.1 Evaluation of Cultural and Archaeological Resources which states that the County shall participate in and support efforts to identify its significant cultural and archaeological resources using appropriate State and Federal standards;
- ERM-6.2 Protection of Resources with Potential State or Federal Designations wherein the County shall protect cultural and archaeological sites with demonstrated potential for placement on the National Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources. Such sites may be of Statewide or local significance and have anthropological, cultural, military, political, architectural, economic, scientific, religious, or other values as determined by a qualified archaeological professional;
- ERM-6.3 Alteration of Sites with Identified Cultural Resources which states that when planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development can be permitted in these areas only after a site-specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and mitigation measures proposed for any impacts the development may have on the resource;
- ERM-6.4 Mitigation – which states that if preservation of cultural resources is not feasible, every effort shall be made to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records;
- ERM-6.7 Cooperation of Property Owners where the County should encourage the cooperation of property owners to treat cultural resources as assets rather than liabilities, and encourage public support for the preservation of these resources;
- ERM-6.8 Solicit Input from Local Native Americans (which is consistent with AB 52 in regard to Tribal Consultation) wherein the County shall continue to solicit input from the local Native American communities in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance;
- ERM-6.9 Confidentiality of Archaeological Sites which is also consistent with AB 52) where the County shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts; and
- ERM-6.10 Grading Cultural Resources Sites wherein the County shall ensure all grading activities conform to the County's Grading Ordinance and California Code of Regulations, Title 20, § 2501 et. seq.

Impact Analysis

- a) **Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? *Less Than Significant Impact***

A records search was conducted by the author at the California Historical Resources Information Center (CHRIS), Southern San Joaquin Valley Information Center (SSJVIC) located at California State University, Bakersfield. Two previously recorded historic-period sites have been recorded within the study area; two additional historic-period sites have been identified within one-half mile of the study area. There are no other resources within or in the immediate vicinity of the study area that are listed on the National Register of Historic Places, the California Register of Historic Resources, California Points of Historical Interest, State Historic Landmarks, or the California Inventory of Historic Resources. Six cultural resources surveys have been completed within the study area.

Should any development occur in the future, cultural resources should be evaluated according to state and local policies and regulations. As a result, the Modified UDB will have a **Less Than Significant Impact**.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? *Less Than Significant Impact With Mitigation*

As previously stated, there are two previously recorded historic-period sites have been recorded within the study area; two additional historic-period sites have been identified within one-half mile of the study area within the proposed UDB Modification project area.

As such, prior to all future ground disturbance activities, we recommend a qualified, professional consultant conduct a field survey to determine if cultural resources are present. A list of qualified consultants can be found at www.chrisinfo.org. The letter also recommends that you contact the Native American Heritage Commission in Sacramento. They will provide project proponent with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. The Project proponent shall consult with the lead agency (Tulare County RMA) on this project to determine if any other cultural resource investigation is required.

Although no cultural or archaeological were identified within the proposed UDB Modification Project area in the records search, there is a possibility that subsurface resources could be uncovered during proposed UDB Modification Project construction-related activities. In the unlikely event that resources are discovered, potentially significant impacts to previously unknown subsurface resources may occur. However, implementation of Mitigation Measures 3.5-1 through 3.5-3 will reduce potential impacts in the unlikely event of encountering historical or archeological resources to a **Less Than Significant Impact with Mitigation**.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries? *Less Than Significant Impact With Mitigation*

As noted in Items a) and b), CHRIS, NAHC, SLF searches, and consultation with Native American tribes did not identify any known remains or formal cemeteries. However unlikely, there is a possibility that subsurface resources could be uncovered during construction-related activities. In such an unlikely event, potentially significant impacts to previously unknown subsurface resources may occur. With the implementation of Mitigation Measure 3.5-3, inadvertent disturbance of any human remains (including those interred outside of formal cemeteries) resulting in the discovery of human remains would require 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(s) See **Mitigation Measures 3.5-1 through 3.5-3** in Attachment "E" (in their entirety)

3.5-1 Discovery.

3.5-2 Cessation of Work/Preservation/Treatment Plan/PRC 21074

3.5-3 Implementation of Health and Safety Code section 7050.5, CEQA Guidelines Section 15064.5, PRC 5097.98

Therefore, implementation of **Mitigation Measure 3.5-1** through **3.5-3**, as applicable, would result in a **Less Than Significant Impact With Mitigation**

VI. ENERGY

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

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration, and *Air Quality, Greenhouse Gas, and Energy Analysis for Traver Urban Development Boundary Amendment (Provost & Pritchard Consulting Group – April 2025)* in Appendix A.

Regulatory Setting

Federal

Energy Policy Act of 2005

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

State

California Energy Commission

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

State of California Integrated Energy Policy (SB 1389)

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

traveled (VMT) and accommodate pedestrian and bicycle access. The CEC adopted the *2022 Integrated Energy Policy Report* in February 2023.

The *2022 Integrated Energy Policy Report Update (Update)* provides the results of the CEC's assessment of a variety of issues. The *Update* provides updates on a variety of energy issues facing California. These issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs.

California continues to face the impacts and repercussions of challenging events, including the continued effects of the COVID-19 pandemic, extreme summer weather, and drought conditions. In addition to these events, the *Update* discusses the California Energy Commission's equity and environmental justice efforts, its development of a more easily navigable online data platform via the California Energy Planning Library, and an update to the California Energy Demand Forecast. The report also provides information on emerging topics related to energy reliability, western electricity integration, hydrogen, gasoline prices, gas transition, and distributed energy resources.

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

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

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

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

The California Building Standards Commission adopted the California Green Buildings Standards Code (CALGreen in Part 11 of the Title 24 Building Standards Code) for all new construction statewide on July 17, 2008. Originally, a volunteer measure, the code became mandatory in 2010 and the most recent update (2013) went into effect on January 1, 2014. CALGreen sets targets for energy efficiency, water consumption, dual plumbing systems for potable and recyclable water,

diversion of construction waste from landfills, and use of environmentally sensitive materials in construction and design, including eco-friendly flooring, carpeting, paint, coatings, thermal insulation, and acoustic wall and ceiling panels. The 2013 CALGreen Code includes mandatory measures for non-residential development related to site development; water use; weather resistance and moisture management; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; and outdoor air quality. Mandatory measures for residential development pertain to green building; planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; environmental quality; and installer and special inspector qualifications.

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

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

“In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in California. AB 32 required the California Air Resources Board (ARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated every five years. The First Update to the Climate Change Scoping Plan was approved by the Board on May 22, 2014. In 2016, the Legislature passed SB 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation AB 197, which provides additional direction for developing the Scoping Plan.”⁴⁵ California’s 2017 Climate Change Scoping Plan was adopted in December 2018. The plan identifies the State’s strategy for achieving the 2030 emission reduction targets.

Clean Energy and Pollution Reduction Act (SB 350)

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

California Environmental Quality Act (CEQA) Requirements

“In 1974, the Legislature adopted the Warren-Alquist State Energy Resources Conservation and Development Act. (Pub. Resources Code, § 25000 et seq.) That act created what is now known as the California Energy Commission and enabled it to adopt building energy standards. (See, e.g., id. at § 25402.) At that time, the Legislature found the “rapid rate of growth in demand for electric energy is in part due to wasteful, uneconomic, inefficient, and unnecessary uses of power and a continuation of this trend will result in serious depletion or irreversible commitment of energy, land and water resources, and potential threats to the state’s environmental quality.” [Id. at § 25002; see also § 25007 (“It is further the policy of the state and the intent of the Legislature to employ a range of measures to reduce wasteful, uneconomical, and unnecessary uses of energy, thereby reducing the rate of growth of energy consumption, prudently conserve energy resources, and assure statewide environmental, public safety, and land use goals”)]].

⁴⁵ Air Resources Board. AB 32 Scoping Plan. Accessed August 2024 at: <https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm>.

The same year that the Legislature adopted Warren-Alquist, it also added section 21100(b)(3) to CEQA, requiring environmental impact reports to include “measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.” As explained by a court shortly after it was enacted, the “energy mitigation amendment is substantive and not procedural in nature and was enacted for the purpose of requiring the lead agencies to focus upon the energy problem in the preparation of the final EIR.” [People v. County of Kern (1976) 62 Cal.App.3d 761, 774 (emphasis added)]. It compels an affirmative investigation of the project’s potential energy use and feasible ways to reduce that use.

Though Appendix F of the CEQA Guidelines has contained guidance on energy analysis for decades, implementation among lead agencies has not been consistent. (See, e.g., California Clean Energy Committee v. City of Woodland, supra, 225 Cal.App.4th 173, 209.) While California is a leader in energy conservation, the importance of addressing energy impacts has not diminished since 1974. On the contrary, given the need to avoid the effects of climate change, energy use is an issue that we cannot afford to ignore. As the California Energy Commission’s *Integrated Energy Policy Report* (2016) explains:

Energy fuels the economy, but it is also the biggest source of greenhouse gas emissions that lead to climate change. Despite California’s leadership, Californians are experiencing the impacts of climate change including higher temperatures, prolonged drought, and more wildfires. There is an urgent need to reduce greenhouse gas emissions and increase the state’s resiliency to climate change. With transportation accounting for about 37 percent of California’s greenhouse gas emissions in 2014, transforming California’s transportation system away from gasoline to zero emission and near-zero-emission vehicles is a fundamental part of the state’s efforts to meet its climate goals. Energy efficiency and demand response are also key components of the state’s strategy to reduce greenhouse gas emissions. (Id. at pp. 5, 8, 10.) Appendix F was revised in 2009 to clarify that analysis of energy impacts is mandatory. OPR today proposes to add a subdivision in section 15126.2 on energy impacts to further elevate the issue and remove any question about whether such an analysis is required.”⁴⁶

Further, an “Explanation of Proposed Amendments” contained in the Proposed Update (and now adopted amendments) to the CEQA Guidelines documents stated that OPR proposed to add a new subdivision (b) to section 15126.2 which discusses the required contents of an environmental impact report. The new subdivision would specifically address the analysis of a project’s potential energy impacts. This addition is necessary for several reasons explained as follows.⁴⁷

“The first sentence clarifies that an EIR must analyze whether a project will result in significant environmental effects due to “wasteful, inefficient, or unnecessary consumption of energy.” This clarification is necessary to implement Public Resources Code section 21100(b)(3). Since the duty to impose mitigation measures arises when a lead agency determines that the project may have a significant effect, section 21100(b)(3) necessarily requires both analysis and a determination of significance in addition to energy efficiency measures. (Pub. Resources Code, § 21002).

The second sentence further clarifies that all aspects of the project must be considered in the analysis. This clarification is consistent with the rule that lead agencies must consider the “whole of the project” in considering impacts. It is also necessary to ensure that lead agencies consider issues beyond just building design. (See, e.g., California Clean Energy Com. v. City of Woodland, supra, 225 Cal.App.4th at pp. 210-212.) The analysis of vehicle

⁴⁶ State of California. Office of Planning and Research. Proposed Update to the CEQA Guidelines. November 2017. Pages 65-66. Accessed August 2024 at: http://opr.ca.gov/docs/20171127_Comprehensive_CEQA_Guidelines_Package_Nov_2017.pdf

⁴⁷ Ibid. 66.

miles traveled provided in proposed section 15064.3 [implementing Public Resources Code section 21099 (SB 743)] on transportation impacts may be relevant to this analysis.

The third sentence signals that the analysis of energy impacts may need to extend beyond building code compliance. (Ibid.) The requirement to determine whether a project's use of energy is "wasteful, inefficient, and unnecessary" compels consideration of the project in its context. (Pub. Resources Code, § 21100(b)(3)). While building code compliance is a relevant factor, the generalized rules in the building code will not necessarily indicate whether a particular project's energy use could be improved. (Tracy First v. City of Tracy (2009) 177 Cal.App.4th 912, 933 [after analysis, lead agency concludes that project proposed to be at least 25% more energy efficient than the building code requires would have a less than significant impact]; see also CEQA Guidelines, Appendix F, § II.C.4 (describing building code compliance as one of several different considerations in determining the significance of a project's energy impacts)). That the Legislature added the energy analysis requirement in CEQA at the same time that it created an Energy Commission authorized to impose building energy standards indicates that compliance with the building code is a necessary but not exclusive means of satisfying CEQA's independent requirement to analyze energy impacts broadly.

The new proposed [now adopted] subdivision (b) also provides a cross-reference to Appendix F. This cross-reference is necessary to direct lead agencies to the more detailed provisions contained in that appendix. Finally, new proposed subdivision (b) cautions that the analysis of energy impacts is subject to the rule of reason, and must focus on energy demand actually caused by the project. This sentence is necessary to place reasonable limits on the analysis. Specifically, it signals that a full "lifecycle" analysis that would account for energy used in building materials and consumer products will generally not be required. (See also Cal. Natural Resources Agency, Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97 (Dec. 2009) at pp. 71-72)."⁴⁸

Specifically, Section 15121.6 added new sub-section (b), to wit: "(b) Energy Impacts. If the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption of energy, the EIR shall analyze and mitigate that energy use. This analysis should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation. In addition to building code compliance, other relevant considerations may include, among others, the project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project. This analysis is subject to the rule of reason and shall focus on energy demand that is caused by the project. This analysis may be included in related analyses of air quality, greenhouse gas emissions or utilities in the discretion of the lead agency."⁴⁹

CEQA Thresholds of Significance

- Results in significant environmental effects due to wasteful, inefficient, or unnecessary consumption of energy.
- The project's energy use for all project phases and components, including transportation-related energy, during construction and operation.
- The project's size, location, orientation, equipment uses and any renewable energy features that could be incorporated into the project.

⁴⁸ Op. Cit. 66-67.

⁴⁹ Op. Cit. 67-68.

- Analysis is subject to the rule of reason and shall focus on energy demand that is caused by the project.

Local

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

- *ERM-4.1 Energy Conservation and Efficiency Measures* wherein the County encourages the use of solar energy, solar hot water panels, and other energy conservation and efficiency features.
- *ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation* – wherein the County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating.
- *ERM-4.3 Local and State Programs* 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.

Impact Analysis

a) **Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? *Less Than Significant Impact***

During future construction that could result from the proposed UDB Modification based on CalEEMod estimations within the modeling output files, construction-related vehicle trips would consume an estimated 2,170,030 gallons of gasoline, natural gas, and diesel combined, and an estimated 624,990 kWh of electricity during future development projects construction phases. Limitations on idling vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations, Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Additionally, given the cost of fuel in California, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, the construction phase of the proposed Project would not result in wasteful, inefficient, and unnecessary consumption of energy.

Operation of future projects that could result from the Project would consume energy as part of building operations and transportation activities. Building operations would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, and electronics. Based on the CalEEMod outputs, operations for the Project would result in approximately 89,727,803 kBtu/year of natural gas and 25,329,966 kWh/year of electricity.

Future development projects would be designed and constructed in accordance with the County's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Operational energy would also be consumed during vehicle trips associated with future development projects envisioned under the proposed Project. Fuel consumption would be primarily related to vehicle use by residents,

visitors, and employees associated with future development projects. Based on CalEEMod energy use estimations, project-related vehicle trips would result in approximately 86,687,505 VMT and consume an estimated 4,074,407 gallons of gasoline, natural gas, and diesel combined and 1,173,470 kWh of electricity, annually.

The Project is located on a site that is adjacent to existing urban uses, the existing transportation facilities and infrastructure would provide future residents, visitors, and employees associated with the Project access to a mix of land uses within the Modified UDB, thus further reducing fuel consumption demand. Additionally, implementation of the Project will also provide parking and EV infrastructure that would further promote fuel-efficient vehicles. As a result, impacts would be **Less Than Significant Impact**.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? *Less Than Significant Impact*

As previously noted, buildout of the Modified UDB would consume energy through fossil fuel use in construction vehicles, equipment, and worker commutes, as well as electricity for temporary facilities and lighting. The Project would comply with California Code of Regulations Title 13, Sections 2449 and 2485, which limit diesel equipment idling and are enforced by the ARB. No local policies specifically address energy conservation during construction. Therefore, the Project is not expected to conflict with any state or local plans aimed at reducing energy use or promoting renewable energy. Development resulting from UDB Modification would involve energy use but is not expected to hinder state or local energy goals. The Tulare County General Plan and 2018 CAP Update include policies to reduce GHG emissions across sectors such as transportation, building energy efficiency, water conservation, waste reduction, and agriculture. Relevant Building Energy Efficiency policies from the CAP are listed below.

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

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

The policies are aimed at County action and do not specifically mandate action at the project level. Therefore, compliance with established and applicable regulations would ensure consistency with GHG reduction measures contained in the Tulare County 2030 General Plan. Moreover, compliance with Title 24 standards would ensure that the proposed Project would not conflict with any of the General Plan energy conservation policies related to the proposed Project's building envelope, mechanical systems, and indoor and outdoor lighting. As noted earlier, the property is located along a major highway (State Route 99) and will consist of a mixed-use development comprised of predominantly residential uses with supporting industrial, commercial, open space and public facilities including a school in the unincorporated community of Traver. The proposed Project would be well positioned to accommodate an existing community. As such, the proposed Project would not be opening a new geographical area for development such that it would not result in unusually long trip lengths for future employees or vendors.

For the above reasons, the UDB Modification would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be a **Less Than Significant Impact**.

VII. GEOLOGY/SOILS

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication No. 42.	☐	☐	☒	☐
	ii) Strong seismic ground shaking?	☐	☐	☒	☐
	iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
	iv) Landslides?	☐	☐	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration.

Environmental Setting

The Rural Valley Lands Plan (RVLP) applies “to the Central Valley generally below the 600-foot elevation contour line along the foothills of the Sierra Nevada (including Valley Agricultural Extensions as described in Part II-Chapter 3) outside the County’s Urban Development Boundaries (UDBs), Hamlet Development Boundaries (HDBs), Urban Area Boundaries (UABs) for cities, and other adopted land use plans which may include urban corridors, planned communities, and the

Kings River Plan. Scenic and regional corridor plans may retain the RVLP subject to the policies developed in those plans (Part II-Figure 1-1: Rural Valley Lands Plan). The RVLP was initiated to establish minimum parcel sizes for areas zoned for agriculture and to develop a policy that is fair, logical, legally supportable, and which consistently utilizes resource information to determine the suitability of rural lands for non-agricultural uses.”⁵⁰

The UDB Modification proposes to change land use from agricultural to mixed-use development comprised of predominantly residential uses with supporting light industrial, commercial, open space and public facilities including a school in the unincorporated community of Traver in Tulare County. Specifically, the Project proposes to divide a ±232.51-acre site into 566 parcels and 25 out lots as follows.

“The Central Valley is an asymmetrical structural trough filled with marine and continental sediments up to 15-kilometers (km) thick covering an area of more than 50,000 square kilometers (km²), bounded by the Cascade Range to the north, the Sierra Nevada ranges to the east, the Klamath Mountains and Coast Ranges to the west, and the Tehachapi Mountains to the south. The aquifer system in the Central Valley comprises unconfined, semi-confined, and confined aquifers, which are primarily contained within the upper 300 meters (m; though some wells exceed that depth) of alluvial sediments deposited by streams draining the surrounding Sierra Nevada and Coast Ranges (Page, 1986; California Department of Water Resources, 2003; Faunt, 2009). The [Sacramento] SAC occupies the northern third of the Central Valley and the [San Joaquin Valley] SJV occupies the southern two-thirds of the Central Valley (Fig. 1 [in the Scientific Investigations Report 2019-506]).

The SJV is often further divided into the San Joaquin River Basin, which occupies the northern half of the SJV, and the Tulare Basin, which occupies the southern half of SJV. The Tulare Basin is, hydrologically, a closed basin, but it receives imported water from the San Joaquin and Sacramento Rivers. These will collectively be referred to as the SJV. In much of the western side of the SJV, the aquifer system is divided into an upper and lower zone by the Corcoran Clay Member of the Tulare Formation, a regionally extensive clay layer that limits vertical movement of groundwater (Page, 1986; Williamson and others, 1989; Belitz and Heimes, 1990; Burow and others, 2004). Both zones of the aquifer in the area of the Corcoran Clay generally are tapped for groundwater withdrawals (Shelton and others, 2013; Fram, 2017).”⁵¹

Geology & Seismic Hazards

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

Seismicity

“Seismicity varies greatly between the two major geologic provinces represented in Tulare County. The Central Valley is an area of relatively low tectonic activity bordered by mountain ranges on either side. The Sierra Nevada Mountains, partially located within Tulare County, are the result of movement of tectonic plates that 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

⁵⁰ [11-Rural Valley Lands Plan.indd](#) Accessed April 2025.

⁵¹ United States Department of the Interior United States Geologic Survey. “Delineation of Spatial Extent, Depth, Thickness, and Potential Volume of Aquifers Used for Domestic and Public Water-Supply in the Central Valley, California. Scientific Investigations Report 2019-5076 (SIR). Page 2. Accessed August 2024 at: <https://pubs.usgs.gov/sir/2019/5076/sir20195076.pdf>.

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.”⁵²

Faults

“Faults are the indications of past seismic activity. It is assumed that those that have been active most recently are the most likely to be active in the future. Recent seismic activity is measured in a geologic timescale. Geologically recent is defined as having occurred within the last two million years (the Quaternary Period). All faults believed to have been active during Quaternary time are considered “potentially active.”⁵³. “In 1973, five counties within the Southern San Joaquin Valley undertook the preparation of the Five County Seismic Safety Element to assess seismic hazards... In general, zones C1, S1, and V1 are safer than zones C2, S2, and V2. Hazards due to groundshaking are considered to be “minimal” in the S1 Zone and “minimal” to “moderate” in the S2 and S2S Zones. Development occurring within the S1 Seismic Zone must conform to the Uniform Building Code-Zone II; while development within the S2 Zone must conform to Uniform Building Code-Zone III. There are three faults within the region that have been, and will be, principal sources of potential seismic activity within Tulare County. These faults are described below:

- **San Andreas Fault** is located approximately 40 miles west of the Tulare County boundary and [approximately] 80 miles west of the project area. This fault has a long history of activity and is thus the primary focus in determining seismic activity within the County. Seismic activity along the fault varies along its span from the Gulf of California to Cape Mendocino. Just west of Tulare County lays the “Central California Active Area,” section of the San Andreas Fault where many earthquakes have originated.
- **Owens Valley Fault Group** is a complex system containing both active and potentially active faults, located on the eastern base of the Sierra Nevada Mountains approximately [approximately] 80 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] 30 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,

⁵² Tulare County General Plan 2030 Update. General Plan Background Report. Page 8-5. Accessed August 2024 at:

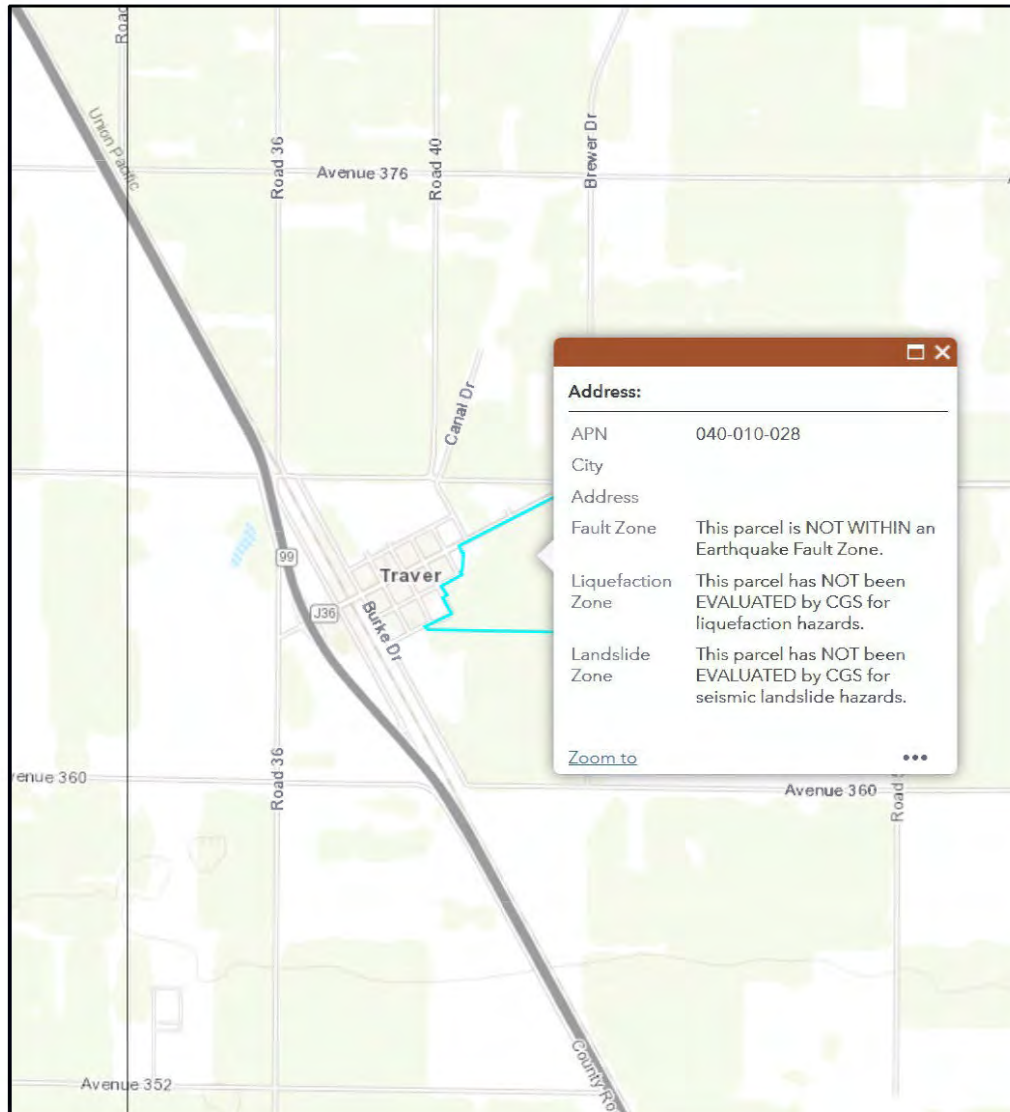
<http://generalplan.co.tulare.ca.us/documents.html>, locate “Recirculated Draft Environmental Impact Report (March 2010 Draft)” then click on “Appendix B-Background Report.”

⁵³ Ibid.

because of the lack of historic activity along the Clovis Fault, inadequate evidence exists for assessing maximum earthquake impacts.”⁵⁴

There are other unnamed faults north of Bakersfield and near Tulare Buttes (about 30 miles north of Porterville). These faults are small and have exhibited activity in the last 1.6 million years, but not in the last 200 years. It is also possible, but unlikely, that previously unknown faults could become active in the area.⁵⁵ As shown in **Figure 7-1**, the proposed Project parcel sites are not within an earthquake fault zone.⁵⁶

Figure 7-1 Earthquake Hazard Zone



⁵⁴ Op. Cit. 8-5 through 8-7

⁵⁵ California Geological Survey. Fault Activity Map. Accessed August 2024 at: <https://maps.conservation.ca.gov/cgs/fam/>

⁵⁶ California Department of Conservation. EQ Zapp: California Earthquake Hazards Zone Application. Earthquake Zones of Required Investigation. Accessed August 2024. See: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>

Groundshaking

“Ground-shaking is the primary seismic hazard in Tulare County because of the county’s seismic setting and its record of historical activity. Thus, emphasis focuses on the analysis of expected levels of ground-shaking, which is directly related to the magnitude of a quake and the distance from a quake’s epicenter. Magnitude is a measure of the amount of energy released in an earthquake, with higher magnitudes causing increased ground-shaking over longer periods of time, thereby affecting a larger area. Ground-shaking intensity, which is often a more useful measure of earthquake effects than magnitude, is a qualitative measure of the effects felt by population.”⁵⁷ “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.”⁵⁸ “Older buildings constructed before current building codes were in effect, and even newer buildings constructed before earthquake resistance provisions were included in the current building codes, are most likely to suffer damage in an earthquake. Most of Tulare County’s buildings are no more than one or two stories in height and are of wood frame construction, which is considered the most structurally resistant to earthquake damage. Older masonry buildings (without earthquake resistance reinforcement) are the most susceptible to structural failure, which causes the greatest loss of life. The State of California has identified unreinforced masonry buildings (URMs) as a safety issue during earthquakes. In high-risk areas (Bay Area), inventories and programs to mitigate this issue are required. Because Tulare County is not a high-risk area, state law only recommends that programs to retrofit URMs are adopted by jurisdictions.”⁵⁹

Liquefaction

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

“Liquefaction during major earthquakes has caused severe damage to structures on level ground as a result of settling, tilting, or floating. Such damage occurred in San Francisco on bay-filled areas during the 1989 Loma Prieta earthquake, even though the epicenter was several miles away. If liquefaction occurs in or under a sloping soil mass, the entire mass may flow toward a lower elevation, such as that which occurred along the coastline near Seward, Alaska during the 1964 earthquake. Also of particular concern in terms of developed and newly developing areas are fill areas that have been poorly compacted. No specific countywide assessments to identify liquefaction hazards have been performed in Tulare County. Areas where groundwater is less than 30 feet below the surface occur primarily in the

⁵⁷ Tulare County General Plan 2030 Update. General Plan Background Report. Page 8-7. Accessed August 2024 at: [Tulare County General Plan Recirculated](#) [Draft EIR](#)

⁵⁸ Ibid.

⁵⁹ Op. Cit.8-8.

valley. However, soil types in the area are not conducive to liquefaction because they are either too coarse or too high in clay content. Areas subject to 0.3g acceleration or greater are located in a small section of the Sierra Nevada Mountains along the Tulare-Inyo County boundary. However, the depth to groundwater in such areas is greater than in the valley, which would minimize liquefaction potential as well. Detailed geotechnical engineering investigations would be necessary to more accurately evaluate liquefaction potential in specific areas and to identify and map the areal extent of locations subject to liquefaction.”

Settlement

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

Other Geologic Hazards

Landslides

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

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

“As of June 2009, the California Geological Survey had not developed landslide hazard identification maps for Tulare County. However, it is reasonable to assume that certain areas in Tulare County are more prone to landslides than other areas... [As such,] There is no risk of large landslides in the valley area of the county due to its relatively flat topography.”⁶⁰

Subsidence

“Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. Subsidence caused by groundwater withdrawal generally presents a more serious problem, since it can affect large areas. Oil and gas withdrawal, on the other hand, tends to affect smaller, localized areas. Some areas of the Central Valley have subsided more than 20 feet during the past 50 years.”⁶¹

Seiche

“A seiche is a standing wave produced in a body of water such as a reservoir, lake, or harbor, by wind, atmospheric changes, or earthquakes. Seiches have the potential to damage shoreline structures, dams, and levees...Since this is

⁶⁰ Op. Cit. 8-10

⁶¹ Op. Cit. 8-10 through 8-11

less than wave heights that could be expected from wind induced waves, earthquake-induced seiches are not considered a risk in Tulare County. In addition, the effects from a seiche would be similar to the flood hazard for a particular area, and the risk of occurrence is perceived as considerably less than the risk of flooding.”⁶²

Volcanic Hazard

“The nearest volcanoes lie to the northeast of Tulare County in Mono County, in the Mammoth Lakes/Long Valley area. The most serious effect on Tulare County of an eruption in the Mammoth Lakes, area according to the California Geological Survey, would be ash deposition.”⁶³ “A volcanic eruption during the winter could result in snowmelt and lead to flooding. The state has formulated a contingency plan, the “Long Valley Caldera Response Plan,” designed to notify the public in the event of an earthquake in the Long Valley area (outside of Tulare County).”⁶⁴

Paleontology

“Paleontological resources are any fossilized remains, traces, or imprints of organisms, preserved in or on the earth’s crust, that are of paleontological interest and that provide information about the history of life on earth, with the exception of materials associated with an archaeological resource (as defined in Section 3(1) of the Archaeological Resources Protection Act of 1979 (16 U.S.C. 470bb[1]), or any cultural item as defined in Section 2 of the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001).”⁶⁵ “ According to the University of California Museum of Paleontology (UCMP), 12 paleontological resources have been recorded in Tulare County, generally within the valley portion of the County. These resources primarily consist of invertebrates, vertebrate, and plant fossils (UCMP, 2009).”⁶⁶ CEQA requires that a determination be made as to whether a project would directly or indirectly destroy a unique paleontological resource or site or unique geological feature (CEQA Appendix G(v)(c)). If an impact is significant, CEQA requires feasible measures to minimize the impact (CCR Title 14(3) §15126.4 (a)(1)). California Public Resources Code §5097.5 also applies to paleontological resources.

Soil Characteristics

“The San Joaquin Valley portion of Tulare County is located on alluvial deposits, which tend to experience greater groundshaking intensities than areas located on hard rock. Therefore, structures located in the valley will tend to suffer greater damage from groundshaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake.”⁶⁷

Figure 7-2 shows the soil types found on the site as provided by the USDA Natural Resources Conservation Service.⁶⁸ The Calgro-Calgro, saline-Sodic, complex consists of deep, moderately drained soils that formed from alluvial fans and flood plains. Calgro-Calgro, saline-Sodic, complex soils are on alluvial fans and flood plains. They have slope gradients from 0 to 2 percent. Elevations are 250 to 480 feet. Calgro-Calgro, saline-Sodic, complex soils are moderately well drained with low or medium runoff and moderate permeability above the duripan, very slow in the duripan and rapid below the duripan.⁶⁹ The Youd loam series consists of very deep; somewhat poorly drained; low

⁶² Op. Cit. 8-11

⁶³ Op. Cit.

⁶⁴ Op. Cit.

⁶⁵ Op. Cit.

⁶⁶ Op. Cit. 9-53.

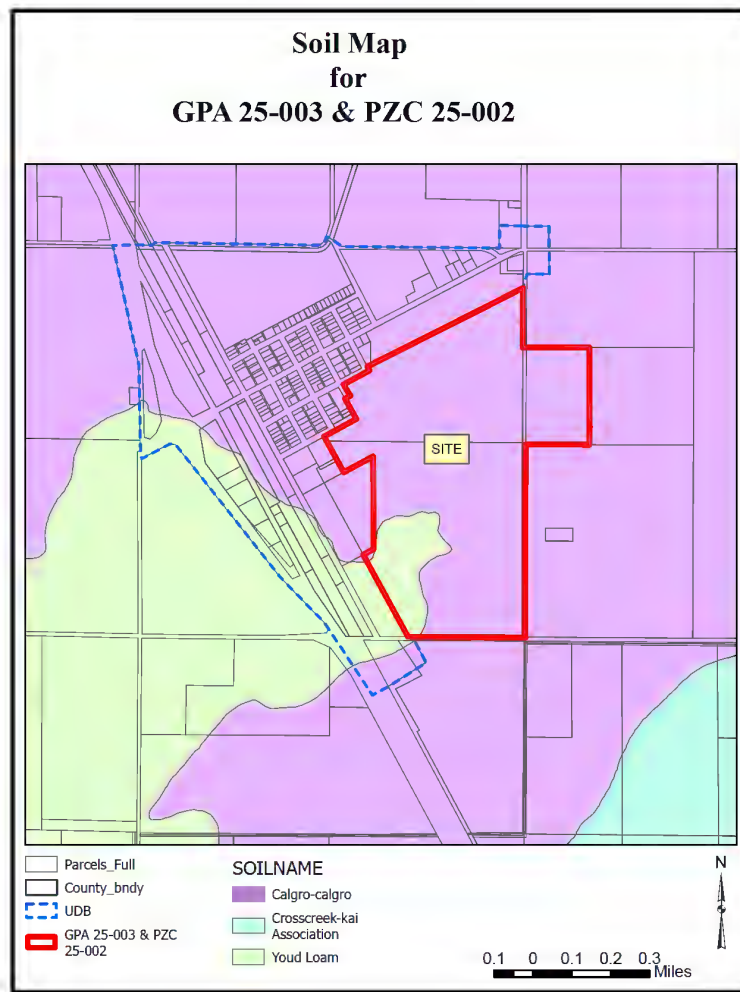
⁶⁷ Tulare County General Plan 2030 Update. Background Report. Page 8-7. Accessed on August 2024 at: [Tulare County General Plan Recirculated Draft EIR](#)

⁶⁸ United States Department of Agriculture (USDA). Natural Resources Conservation Service (NRCS). Accessed August 2024 at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

⁶⁹ Ibid. USDA. Accessed August 2024 at: [Official Series Description - CALGRO Series \(usda.gov\)](#)

or medium runoff; moderate slow permeability above the duripan and slow or very slow in the duripan; formed in fan remnants derived from granitic rock sources. Youd loam soils are on terraces and have slopes of 0 to 1 percent. Elevations are 220 to 300 feet.⁷⁰

Figure 7-2 Soil Types



Regulatory Setting

Federal

None that apply to the Project.

State

Seismic Hazards Mapping Act

“Under the Seismic Hazards Mapping Act, the State Geologist is responsible for identifying and mapping seismic hazards zones as part of the California Geologic Survey (CGS). The CGS provides zoning maps of non-surface rupture

⁷⁰ Ibid. USDA. Accessed August 2024 at: [Official Series Description - YOUD Series \(usda.gov\)](https://www.usda.gov/soils/soilseries/youd-series).

earthquake hazards (including liquefaction and seismically induced landslides) to local governments for planning purposes. These maps are intended to protect the public from the risks associated with strong ground shaking, liquefaction, landslides or other ground failure, and other hazards caused by earthquakes. For projects within seismic hazard zones, the Seismic Hazards Mapping Act requires developers to conduct geological investigations and incorporate appropriate mitigation measures into project designs before building permits are issued.”⁷¹

California Building Code

“The California Building Code is another name for the body of regulations known as the California Code of Regulations (C.C.R.), Title 24, Part 2, which is a portion of the California Building Standards Code. Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.”⁷²

State Water Resources Control Board and Regional Water Quality Control Board

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

Typically, General Construction Storm Water NPDES permits are issued by the RWQCB for grading and earth-moving activities. The General Permit is required for construction activities that disturb one or more acres. The General Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which specifies practices that include prevention of all construction pollutants from contacting stormwater with the intent of keeping all products of erosion 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:

Local

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

- HS-1.2 *Development Constraints*;
- HS-1.4 *Building and Codes*;
- HS-1.11 *Site Investigations*;
- HS-5.1 *Development Compliance with Federal, State, and Local Regulations*;
- HS-5.2 *Development in Floodplain Zones*; and
- HS-5.9: *Floodplain Development Restrictions*.

Impact Analysis

a) **Would the project Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?**

- i) ***Fault Rupture:*** There is no known earthquake fault in Traver. As such, the risk of injury to people caused by seismic activity in Traver is very minimal. There will be a **Less Than Significant Impact**.

⁷¹ Op. Cit. 3.6

- ii) **Ground Shaking:** Any potential impacts regarding strong seismic ground shaking in Traver is unlikely. Although the ground does shake during earthquakes in other parts of the state, Traver is far enough from known earthquake faults and strong seismic ground shaking is rare. There will be a **Less Than Significant Impact**.
- iii) **Ground Failure and Liquefaction:** According to the Five County Seismic Safety Element the V-1 zone the Project site has a low risk of liquefaction. No subsidence-prone soils or oil or gas production is involved with the UDB Modification Project. There will be **No Impact**.
- iv) **Landslides:** According to the Five County Seismic Safety Element, the V-1 zone the Project site would have a minimal risk of landslides. No geologic landforms exist on or near the site that would result in a landslide event. As noted in the 2014 Traver Community Plan MND, the area is essentially flat and topographically featureless. Traver is located at an elevation of approximately 285 feet above sea level and has a very gentle gradient of 0.2 percent. Thus, the probability of landslides is non-existent. There will be **No Impact**.

b) Would the project result in substantial soil erosion or the loss of topsoil? *Less Than Significant Impact*

As development occurs within the Modified UDB area, site construction activities would involve earthmoving activities to shape land, trenching for sewer and potable water distribution systems, pouring concrete for sidewalks, curbs, and gutters, and other typical construction-related activities. These activities could expose soils to erosion processes. The extent of erosion would vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. To prevent water and wind erosion during the construction-related activities, a Storm Water Pollution Prevention Plan (SWPPP) must be prepared for developments within the Project areas as required for all projects that disturb more than one acre in size. As part of the SWPPP, applicants would be required to provide erosion control measures to protect the topsoil. Any stockpiled soil shall be watered and/or covered to prevent loss due to wind erosion as part of the SWPPP during construction, in accordance with local and Air District rules. As a result of these efforts, loss of topsoil and substantial soil erosion during the construction period are not anticipated. The impact would be a **Less Than Significant Impact**.

c) Would the project 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? *Less Than Significant Impact*

Substantial grade change would not occur in the topography to the point where the developments within the proposed Project area would expose people or structures to potential substantial adverse effects on, or offsite, such as landslides, lateral spreading, liquefaction or collapse. According to the Five County Seismic Safety Element the V-1 zone proposed Project site inhabits has a low to moderate risk of subsidence. The proposed Project would have a **Less Than Significant Impact**.

d) Would the project 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? *Less Than Significant Impact*

According to the USDA, NRCS, and the Soil Survey of Tulare County (shown in Table 7-2), the proposed Project area consists of Calgro-calgro and Youd Loam. Calgro-calgro, saline-Sodic, complex and Youd Loam soils are not considered expansive soils. As such, the proposed Project would result in a **Less Than Significant Impact**.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? *Less Than Significant Impact* The

soils of the Project site are capable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. However, the Project will not utilize septic tanks or alternative wastewater disposal systems since the County of Tulare operates a wastewater treatment facility in Traver and provides sewer service in Traver. The Modified UDB will include a wastewater treatment facility on the east side of the study area. This is a non-issue due to existing uses and is a **Less Than Significant Impact**.

- f) **Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?** There are no known paleontological resources within the Modified UDB, nor are there any known geologic features in this area. The CHRIS and NAHC/SLF searches did not identify any paleontological (or cultural) resources. Additionally, no paleontological resources or sites, or unique geologic features have previously been encountered within the Modified UDB. As the UDB develops, construction will not be anticipated to disturb any paleontological resources not previously disturbed; however unlikely, there is a possibility that subsurface resources could be uncovered during construction-related activities. In such an event, potentially significant impacts to previously unknown subsurface resources may occur. The implementation of Mitigation Measures 3.5-1 through 3.5-3, as specified in Item 5 Cultural Resources (as applicable), will ensure that any impact from the proposed development within the modified UDB will be **Less Than Significant Impact With Mitigation**.

VIII. GREENHOUSE GAS EMISSIONS

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

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration, and *Air Quality, Greenhouse Gas, and Energy Analysis for Traver Urban Development Boundary Amendment (Provost & Pritchard Consulting Group – April 2025)* in Appendix A.

Regulatory Setting

Federal

Federal Regulations for Greenhouse Gas Emissions from Passenger Cars and Trucks and Corporate Average Fuel Economy Standards

In October 2012, the USEPA and National Highway Traffic Safety Administration (NHTSA), on behalf of the United States Department of Transportation (USDOT), issued final rules to further reduce greenhouse gas (GHG) emissions and improve corporate average fuel economy (CAFE) standards for light-duty vehicles for model years 2017 and beyond. NHTSA's CAFE standards have been enacted under the Energy Policy and Conservation Act since 1978. This national program requires automobile manufacturers to build a single light-duty national fleet that meets all requirements under both federal programs and the standards of California and other states. This program would increase fuel economy to the equivalent of 54.5 miles per gallon (mpg) limiting vehicle emissions to 163 grams of carbon dioxide (CO₂) per mile for the fleet of cars and light-duty trucks by the model year 2025. In January 2017, USEPA Administrator Gina McCarthy signed a Final Determination to maintain the current GHG emissions standards for the model year 2022-2025 vehicles. However, on March 15, 2017, USEPA Administrator Scott Pruitt and USDOT Secretary Elaine Chao announced that USEPA intends to reconsider the Final Determination. On April 2, 2018, USEPA Administrator Scott Pruitt officially withdrew the January 2017 Final Determination, citing information that suggests that these current standards may be too Energy Policy and Conservation Act of 1975 and Corporate Average Fuel Standards stringent due to changes in key assumptions since the January 2017 Determination. According to the USEPA, these key assumptions include gasoline prices and overly optimistic consumer acceptance of advanced technology vehicles. The April 2, 2018, notice is not USEPA's final agency action. The USEPA intends to initiate rulemaking to adopt new standards. Until that rulemaking has been completed, the current standards remain in effect.

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the United States would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor

vehicles in the U.S. Pursuant to the Act, the NHSTA, which is part of the U.S. DOT, is responsible for establishing additional vehicle standards and for revising existing standards. Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 miles per gallon (mpg). Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is determined based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. The CAFE program, administered by USEPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. USEPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the U.S. DOT is authorized to assess penalties for noncompliance.

Energy Policy Act of 1992

The Energy Policy Act of 1992 (EPAAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

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State

The Warren-Alquist Act of 1975

The Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The Act established a State policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), the CEC and CARB prepared and adopted a joint agency report in 2003, Reducing California's Petroleum Dependence. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT.⁶¹ Further, a performance-based goal of AB 2076 was to reduce petroleum demand to 15 percent below 2003 demand by 2020.

Energy Action Plan

The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The State's three major energy policy agencies (CEC, CPUC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment.

In October 2005 EAP II, CEC, and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to EAP II in February 2008 that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a state plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels (SAF) Plan in partnership with CARB and consultation with other State, federal, and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing significant degradation of public health and environmental quality.

Executive Order S-06-06

EO S-06-06, signed on April 25, 2006, establishes targets for the use and production of biofuels and biopower and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The EO also calls for the State to meet a target for use of biomass electricity. The Bioenergy Action Plans developed by the CEC to identify those barriers and recommend actions to address them so that the State can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan provides a detailed action plan to achieve the following goals:

- increase environmentally and economically sustainable energy production from organic waste;
- encourage the development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications;
- create jobs and stimulate economic development, especially in rural regions of the state; and
- reduce fire danger, improve air and water quality, and reduce waste.

In 2019, 2.87 percent of the total electrical system power in California was derived from biomass (CEC 2020).

Assembly Bill 32: Climate Change Scoping Plan and Update

In October 2008, CARB published its Climate Change Proposed Scoping Plan, which is the State's plan to achieve GHG reductions in California as required by AB 32. This initial Scoping Plan contained the main strategies to be implemented to achieve the target emission levels identified in AB 32. The Scoping Plan included CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations were associated with improving emissions standards for light-duty vehicles, implementing the Low Carbon Fuel Standard program, implementation of energy efficiency measures in buildings and appliances, the widespread development of combined heat and power systems, and developing a renewable portfolio standard for electricity production.

CARB approved the initial Scoping Plan on December 11, 2008; the Plan is updated every five years. CARB approved the first update of the Scoping Plan on May 22, 2014; the updated Plan looked past 2020 to set mid-term goals (2030-2035) on the road to reaching the 2050 goals (ARB 2014). The most recent update is the 2017 Climate Change Scoping Plan, which CARB released in November 2017. The measures identified in the 2017 Climate Change Scoping Plan have the co-benefit of increasing energy efficiency and reducing California's dependency on fossil fuels.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's zero emission vehicle regulation requires a battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions than the statewide fleet in 2016.

Senate Bill 350: Clean Energy and Pollution Prevention Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. This act also requires a doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

Senate Bill 32 and Assembly Bill 197 of 2016

SB 32 was signed by Governor Brown on September 8, 2016. SB 32 effectively extends California's GHG emission-reduction goals from the year 2020 to the year 2030. This new emission-reduction target of 40 percent below 1990 levels by 2030 is intended to promote further GHG reductions in support of the State's ultimate goal of reducing GHG emissions by 80 percent below 1990 levels by 2050. SB 32 also directs CARB to update the Climate Change Scoping Plan to address this interim 2030 emission-reduction target. Achievement of these goals will have the co-benefit of increasing energy efficiency and reducing California's dependency on fossil fuels.

Senate Bill SB 100

SB 100 The 100 Percent Clean Energy Act of 2018, which sets a State policy that eligible renewable energy and zero-carbon resources supply 100 percent (%) of all retail sales of electricity in California by 2045.

Executive Order B-48-18: Zero-Emission Vehicles

In January 2018, Governor Brown signed EO B-48-18 which required all State entities to work with the private sector to put at least 5 million zero-emission vehicles on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 zero-emissions chargers by 2025. In addition, State entities are also required to continue to partner with local and regional governments to streamline the installation of zeroemission vehicle infrastructure. Additionally, all State entities are to support and recommend policies and actions to expand infrastructure in homes, through the Low-Carbon Fuel Standard.

Executive Order B-55-18

Establishes a new statewide goal “to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.

Senate Bill 375

SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will address land use allocation in that MPOs regional transportation plan (RTP). ARB, in consultation with MPOs, establishes regional reduction targets for GHGs emitted by passenger cars and light trucks for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO’s SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, funding for transportation projects may be withheld.

Senate Bill 1078: California Renewables Portfolio Standard Program

Senate Bill (SB) 1078 (Public Utilities Code Sections 387, 390.1, 399.25, and Article 16) addresses electricity supply and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide a minimum of 20 percent of their supply from renewable sources by 2017. This SB will affect statewide GHG emissions associated with electricity generation. In 2008, Governor Schwarzenegger signed Executive Order (EO) S-14-08, which set the Renewables Portfolio Standard (RPS) target to 33 percent by 2020. It directed state government agencies and retail sellers of electricity to take all appropriate actions to implement this target. EO S-14-08 was later superseded by EO S-21-09 on September 15, 2009. EO S-21-09 directed CARB to adopt regulations requiring 33 percent of electricity sold in the State to come from renewable energy by 2020. Statute SB X1-2 superseded this EO in 2011, which obligated all California electricity providers, including investor-owned utilities and publicly owned utilities, to obtain at least 33 percent of their energy from renewable electrical generation facilities by 2020.

California Building Code

The CBC contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvements to real property. The CBC is adopted every three years by the Building Standards Commission (BSC). In the interim, the BSC also adopts annual updates to make necessary mid-term corrections. The CBC standards apply statewide; however, a local jurisdiction may amend a CBC standard if it makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

Green Building Standards

In essence, green building standards are indistinguishable from any other building standards, are contained in the CBC, and regulate the construction of new buildings and improvements. Whereas the focus of traditional building standards has been protecting public health and safety, the focus of green building standards is to improve environmental performance. The recently updated 2022 Building Energy Efficiency Standards, which were approved in December 2021, encourage efficient electric heat pumps, establish electric-ready requirements when natural gas is installed, support the future installation of battery storage, further expand solar photovoltaic and battery storage standards. These standards extend solar PV system requirements, as well as battery storage capabilities for select land uses, including high-rise multi-family and non-residential land uses, such as office buildings, schools, restaurants, warehouses, theaters, grocery stores, and more. Depending on the land use and other factors, solar systems should be sized to meet targets of up to 60 percent of the structure's loads. These new solar requirements will become effective on January 1, 2023, and contribute to California's goal of reaching a net-zero carbon footprint by 2045.

Local

The following policies and goals from Tulare's General Plan will apply to the Project:

AQ-3.5 Alternative Energy Design: The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to the maximum extent feasible. Such practices include but are not limited to building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

LU-7.15 Energy Conservation: The County shall encourage the use of solar power and energy conservation building techniques in all new developments.

ERM-4.1 Energy Conservation and Efficiency Measures: The County shall encourage the use of solar energy, solar hot water panels, and other energy conservation and efficiency features in new construction and renovation of existing structures in accordance with State law.

ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation: The County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating.

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

ERM-4.4 Promote Energy Conservation Awareness: The County should coordinate with local utility providers to provide public education on energy conservation programs.

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

ERM-4.8 Energy Efficiency Standards: The County shall encourage renovations and new development to incorporate energy efficiency and conservation measures that exceed State Title 24 standards. When feasible, the County shall offer incentives for use of energy reduction measures such as expedited permit processing, reduced fees, and technical assistance.

Impact Analysis

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? *Less Than Significant Impact*

Total GHG emissions generated during all phases of construction were combined and are presented in Table 4-1 of the P&P Analysis. The SJVAPCD does not recommend assessing the significance of construction-related emissions. However, other jurisdictions, such as the SCAQMD, have concluded that construction emissions should be included since they may remain in the atmosphere for years after construction is complete. To account for the construction emissions, amortization of the total emissions generated during construction were based on the life of the development (30 years) and added to the operational emissions. Total GHG emissions generated during operations are presented in Table 4-2. The amortized construction emissions have been added to the operational emissions generated by the Project. The Project would result in approximately 25,242 MTCO₂e resulting from operational activities. This falls below the County's CAP 2030 GHG Target Goal of 4.18 MTCO₂e per capita, resulting in a **Less Than Significant Impact**.

The proposed Project will not result in GHG emissions until development occurs. Each development proposal will be subject to a GHG estimation using CalEEMOD as required by the Valley Air District to estimate potential GHG emissions. Thus, the proposed Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance. Consequently, the impact will be a **Less Than Significant Impact**.

b) Would the project conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? *Less Than Significant Impact*

The Scoping Plan contains a variety of strategies to reduce the State's emissions⁷². The project is consistent with most of the strategies, while others are not applicable to the project. The 2017 Scoping Plan Update strategies primarily rely on increasing the stringency of existing regulations with which the project would continue to comply, support through the project's design, and implementation of the General Plan goals and policies.

Future development will be consistent with the County's Climate Action Plan (CAP) policies aimed at Emission reduction targets to demonstrate consistency with AB 32 and the CARB Scoping Plan⁷³. In accordance with SJVAPCD's CEQA Greenhouse Gas Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects⁷⁴, projects complying with Best Performance Standards (BPS) would be determined to have a less-than-significant impact. The SJVAPCD does not have an adopted threshold for GHGs; however, the South Coast Air Quality Management District (SCAQMD) has set a threshold of 10,000 MTCO₂e. This threshold has been applied to this Project. Compliance with BPS and projects generating less than 10,000 MTCO₂e per year would result in less than significant impacts. In addition, project-generated emissions complying with an approved plan or mitigation program would also be determined to have a less-than-significant impact. Modification of the UDB will not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. As a result, there will be a **Less Than Significant Impact**.

⁷² Final 2022 Scoping Plan Update and Appendices

⁷³ Climate Action Plan Tulare County, 2018

⁷⁴ San Joaquin Valley Air Pollution Control District 2009

IX. HAZARDS AND HAZARDOUS MATERIALS

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

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration.

Environmental Setting

“A hazardous material is defined by the California Code of Regulations (CCR) as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating, illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of (CCR, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10).”⁷⁵

⁷⁵ Tulare County General Plan 2030 Update Background Report. Page 8-26. Accessed August 2024 at: [Tulare County General Plan Recirculated Draft EIR](#)

“Hazardous wastes are hazardous materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. According to Title 22 of the CCR, hazardous materials and hazardous wastes are classified according to four properties: toxic, ignitable, corrosive, and reactive (CCR, Title 22, Chapter 11, Article 3).”⁷⁶

The nearest airport (Visalia Municipal Airport) is approximately 10 miles southeast of the proposed Project site. The closest operational landfill is Visalia Landfill, approximately six (6) miles southeast of the proposed Project site. The nearest elementary school (Traver Elementary) is located adjacent to and north of the Project site, across the street (Merritt Drive).

Regulatory Setting

Federal

The NFPA 70®: National Electrical Code® is adopted in all 50 states. It includes requirements for electrical wiring and equipment. Article 705 covers interconnecting generators, windmills, and solar and fuel cells with other power supplies.⁷⁷ The federal Resource Conservation and Recovery Act (RCRA) and California Hazardous Waste Control Law regulates the disposal of solar PV cells. The local hazardous waste regulatory authority is the County of Tulare.

State

The California Department of Industrial Relations, Division of Occupational Safety and Health, is an administering agency designed to protect worker health and general facility safety. The California Department of Forestry and Fire Protection (CalFire) has designated the area that includes the project site as a Local Responsibility Area which is defined as an area where the local fire jurisdiction is responsible for emergency fire response.

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 proposed 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 waste and explosives within the County;
- *HS-4.3 Incompatible Land Uses* wherein the County shall prevent incompatible land uses near

⁷⁶ Ibid. 8-26.

⁷⁷ National Fire Protection Association. 2010. NFPA 70: National Fire Code. Accessed August 2024 at: [NFPA 70®: National Electrical Code®](#)

properties that produce or store hazardous waste; and

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

Impact Analysis

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? *Less Than Significant Impact*

The proposed UDB Modification Project will not involve any hazards or hazardous materials. In the event a specific proposal may include the use of potential hazardous materials, such proposal will be evaluated on a case-by-case basis and will be required to comply with all rules/regulations of the Tulare County Environmental Health Department, San Joaquin Valley Air Pollution Control District, and any other regulatory agency's rules and regulations. Therefore, this would result in a **Less Than Significant Impact**.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? *Less Than Significant Impact*

The proposed UDB Modification Project will not involve any hazards or hazardous materials. In the event a specific proposal may include the use of potential hazardous materials, such proposal will be evaluated on a case-by-case basis and will be required to comply with all rules/regulations of the Tulare County Environmental Health Department, San Joaquin Valley Air Pollution Control District, and any other regulatory agency's rules and regulations. Therefore, this would result in a **Less Than Significant Impact**.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? *Less Than Significant Impact*

As noted earlier, the nearest school, Traver Elementary, is located north of and adjacent to the proposed UDB Modification Project site across the street (Merritt Drive). During construction, future development will be required to follow all County, SJVAPCD and State conditions pertaining to transport and use of hazardous materials. Permits will be required through the Tulare County Building and Environmental Health Departments and inspections will be conducted. Construction-related activities for future development projects will be intermittent, temporary, and short-term as they occur. As such, it is not anticipated that future development projects would result in the release of hazardous emissions, involve hazardous materials, or create a hazard to the school. Therefore, this would result in a **Less Than Significant Impact**.

d) Would the project 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? *Less Than Significant Impact*

According to the State of California Department of Toxic Substances Control (DTSC) – EnviroStor Search, there is one hazardous materials site near the Modified UDB site, located within the existing Traver UDB. This is not an impact of the Project on the environment. Instead, it is an existing condition of the environment located in the vicinity of the Project. The facility [Simplot – Traver] is in the community of Traver in western Tulare County. The facility includes five parcels of land on the east and west side of Burke Drive in Traver. Site assessments have been conducted in several phases through 2019. A 2015 Site Assessment indicated the presence of Dieldrin, dichloro-diphenyl-trichloroethane (DDT),

toxaphene, and diesel range organics in surface soil samples. A soil characterization was completed in 2016, shallow soils with elevated concentrations of DDT isomers and toxaphene (up to 60,000 micrograms per kilogram [µg/kg]) were present at additional locations on the northeastern portion of the site. The results of the 2016 soil assessment indicated soil characterization for the eastern portion of the facility was incomplete. Soil mitigation is ongoing.

The 2017 Assessment Report also indicated the presence of toxaphene in shallow soil at elevated concentrations northeast of the site in the vicinity of two residences. Additionally, during a Soil Remediation Assessment in 2019, toxaphene detections in the surface soil samples ranged from 6,600 micrograms µg/kg to 230,000 µg/kg. Toxaphene detections exceeded the Residential Soil ESL (510 µg/kg) at one or more depths. Elevated concentrations of DDT and DDE are also tracked with the toxaphene. Based on these results, the RWQCB contacted DTSC regarding assuming the direction of soil remediation activities. The remaining Modified UDB site is not listed as hazardous materials sites pursuant to Government Code Section 65962.5 and does not include any hazardous material listed by the Department of Toxic Substances Control per a review of “Identified Hazardous Waste Sites” (conducted on April 1, 2025, by RMA staff). The Simplot property remains on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Under the California Environmental Quality Act (CEQA), the primary requirement is for a project to analyze and mitigate the impacts of the project on the environment — not the other way around. Section 21004 of CEQA states “In mitigating or avoiding a significant effect of a project on the environment, a public agency may exercise only those express or implied powers provided by law other than this division. However, a public agency may use discretionary powers provided by such other law for the purpose of mitigating or avoiding a significant effect on the environment subject to the express or implied constraints or limitations that may be provided by law.” This was clarified in the California Supreme Court decision *California Building Industry Association v. Bay Area Air Quality Management District* (2015). The Court held that: “CEQA does not generally require an agency to consider the impact of existing environmental conditions on a project's future users or residents.” However, if a proposed project would exacerbate existing environmental hazards or conditions (e.g., by disturbing contaminated soil, worsening flood risk, etc.), CEQA does require analysis and mitigation of those effects — because in that case, the project is indirectly causing environmental impacts. Therefore, this would result in a **Less Than Significant Impact**.

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? *No Impact*

The nearest airport (Visalia Municipal Airport) is approximately 10 miles southeast of the proposed UDB Modification Project site; Sequoia Field Airport, a private airport owned and operated by Tulare County, is approximately 8 miles east of the proposed Project vicinity. The proposed UDB Modification Project has no plans for any placement of any structures sufficiently tall enough to interfere with the flight path of either airport. The proposed UDB Modification Project will not conflict with Tulare County Comprehensive Airport Land Use Plan (CALUP) policy and it is not within any airport’s safety zone. The proposed UDB Modification Project area will not result in a safety hazard for people working in the area. As such, the proposed UDB Modification project area would result in **No Impact** to this resource.

f) Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? *No Impact*

The proposed UDB Modification 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 UDB Modification Project area contains sufficient access for emergency access. There would be **No Impact** because of the proposed UDB Modification Project.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? *No Impact*

The surrounding areas include agricultural production, light industrial, and SR 99 is west of the site. As such, it is not subject or vulnerable to wildland fires. As the proposed UDB Modification Project area is not within a wildland area, it is not susceptible to wildland fire. As such, the proposed UDB Modification project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires and would result in **No Impact** to this resource. See also Item 20 Wildfire.

X. HYDROLOGY AND WATER QUALITY

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

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration.

Environmental Setting

“Flooding is a natural occurrence in the Central Valley because it is a natural drainage basin for thousands of watershed acres of Sierra Nevada and Coast Range foothills and mountains. Two kinds of flooding can occur in the Central Valley: general rainfall floods occurring in late fall and winter in the foothills and on the valley floor; and snowmelt floods occurring in the late spring and early summer. Most floods are caused by extended periods of precipitation during the winter months. Floods can also occur when large amounts of water (due to snowmelt)

enter storage reservoirs, causing an increase in the amount of water that is released.”⁷⁸

“Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (FIRM). A 100-year flood is considered for purposes of land use planning and protection of property and human safety. The boundaries of the 100-year floodplain are delineated by FEMA based on hydrology, topography, and modeling of flow during predicted rainstorms.”⁷⁹

“The flood carrying capacity in rivers and streams has decreased as trees, vegetation, and structures (e.g., bridges, trestles, buildings) have increased along the Kaweah, Kings, and Tule Rivers. Unsecured and uprooted material can be carried down a river, clogging channels and piling up against trestles and bridge abutments that can, in turn, give way or collapse, increasing blockage and flood potential. Flooding can force waters out of the river channel and above its ordinary floodplain. Confined floodplains can result in significantly higher water elevations and higher flow rates during high runoff and flood events.”⁸⁰

Regulatory Setting

Federal

Clean Water Act

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

Safe Drinking Water Act

“The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of Americans' drinking water. Under SDWA, EPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards... SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells. (SDWA does not regulate private wells which serve fewer than 25 individuals).”⁸¹

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

Environmental Protection Agency

⁷⁸ Tulare County General Plan 2030 Update. Recirculated Draft Environmental Impact Report. Page 3.6-28. Accessed August 2024 at: <http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf>

⁷⁹ California Department of Water Resources. California’s Groundwater Bulletin 118. Tulare Lake Hydrologic Region. San Joaquin Valley Groundwater Basin. Site. Pages 3.9-18. Accessed August 2024 at: [California's Groundwater \(Bulletin 118\)](http://www.water.ca.gov/bulletin118/)

⁸⁰ Ibid.

⁸¹ United States Environmental Protection Agency (US EPA or EPA). EPA Drinking Water Requirements for States and Public Water System Drinking Water Regulations. Accessed August 2024 at: <http://water.epa.gov/lawsregs/rulesregs/sdwa/index.cfm>.

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

- all Americans are protected from significant risks to human health and the environment where they live, learn and work;
- national efforts to reduce environmental risk are based on the best available scientific information;
- federal laws protecting human health and the environment are enforced fairly and effectively;
- environmental protection is an integral consideration in U.S. policies concerning natural resources, human health, economic growth, energy, transportation, agriculture, industry, and international trade, and these factors are similarly considered in establishing environmental policy;
- all parts of society -- communities, individuals, businesses, and state, local and tribal governments -- have access to accurate information sufficient to effectively participate in managing human health and environmental risks;
- environmental protection contributes to making our communities and ecosystems diverse, sustainable and economically productive; and
- the United States plays a leadership role in working with other nations to protect the global environment.”⁸²

United States Army Corps of Engineers

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

The Regulatory Program is committed to protecting the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands.”⁸³

State

The Porter-Cologne Water Quality Control Act

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

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

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for

⁸² US EPA Website. Our Mission and What We Do. Accessed August 2024 at: <https://www.epa.gov/aboutepa/our-mission-and-what-we-do>

⁸³ U.S. Army Corps of Engineers. Accessed August 2024 at: <http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits.aspx>.

protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions.”⁸⁴

State Water Resources Control Board

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

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

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

Each Regional Board has seven part-time Members also appointed by the Governor and confirmed by the Senate. Regional Boards develop “basin plans” for their hydrologic areas, govern requirements/issue waste discharge permits, take enforcement action against violators, and monitor water quality. The task of protecting and enforcing the many uses of water, including the needs of industry, agriculture, municipal districts, and the environment is an ongoing challenge for the Water Board and Regional Boards.⁸⁵

California Department of Water Resources

The State Vision for California’s Water Resources Update 2023: “All Californians benefit from water resources that are sustainable, resilient to climate change, and managed to achieve shared values and connections to our communities and the environment.” Other goals contained in the Update 2023 California Water Plan Update include:

- Support watershed resilience planning and implementation
- Improve resilience of State, federal, and regional built “backbone” water infrastructure
- Improve resilience of natural “backbone” infrastructure
- Advance equitable outcomes in water management
- Support and learn from Tribal water and resource management practices
- Increase flexibility of regulatory systems
- Provide guidance and support continued resources for implementing actions toward water resilience⁸⁶

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

“On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package, composed of AB 1739

⁸⁴ California Water Boards. State Laws Porter-Cologne Act. Accessed August 2024 at: https://www.waterboards.ca.gov/water_issues/programs/nps/encyclopedia/0a_laws_policy.html.

⁸⁵ State of California Water Boards. Water Boards’ Structure. Accessed August 2024 at: https://www.waterboards.ca.gov/about_us/water_boards_structure/mission.html

⁸⁶ California Department of Water Resources: California Water Plan Update 2023. State Vision for California’s Water Resources. September 2023. Pages 1-2 through 1.3. Accessed August 2024 at: [California Water Plan Update 2023 Public Review Draft](#).

(Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley), collectively known as the Sustainable Groundwater Management Act (SGMA). For the first time in its history, California has a framework for sustainable, groundwater management - “management and use of groundwater in a manner that can be maintained during the planning and implementation horizon without causing undesirable results.”

SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline.”⁸⁷

Regional Water Quality Board

“There are nine Regional Water Quality Control Boards (Regional Boards). The mission of the Regional Boards is to develop and enforce water quality objectives and implementation plans that will best protect the State's waters, recognizing local differences in climate, topography, geology and hydrology. Each Regional Board has seven part-time members appointed by the Governor and confirmed by the Senate. Regional Boards develop “basin plans” for their hydrologic areas, issue waste discharge requirements, take enforcement action against violators, and monitor water quality.”⁸⁸

“The primary duty of the Regional Board is to protect the quality of the waters within the Region for all beneficial uses. This duty is implemented by formulating and adopting water quality plans for specific ground or surface water basins and by prescribing and enforcing requirements on all agricultural, domestic and industrial waste discharges. Specific responsibilities and procedures of the Regional Boards and the State Water Resources Control Board are contained in the Porter-Cologne Water Quality Control Act.”⁸⁹

California Water Boards Central Valley - R5

The California Water Boards Central Valley – R5 (Region 5) defines their missions as, “To preserve, enhance, and restore the quality of California's water resources and drinking water for the protection of the environment, public health, and all beneficial uses, and to ensure proper water resource allocation and efficient use, for the benefit of present and future generations.”⁹⁰ In addition, the CA Water Boards Central Valley – R5 indicates their Duty as, “The primary duty of the Regional Board is to protect the quality of the waters within the Region for all beneficial uses. This duty is implemented by formulating and adopting water quality plans for specific ground or surface water basins and by prescribing and enforcing requirements on all agricultural, domestic and industrial waste discharges. Specific responsibilities and procedures of the Regional Boards and the State Water Resources Control Board are contained in the [Porter-Cologne Water Quality Control Act](#).”⁹¹

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

⁸⁷ State of California Department of Water Resources. SGMA Groundwater Management. Accessed August 2024 at: <https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management>

⁸⁸ Ibid.

⁸⁹ Central Valley Water Quality Control Board. Accessed August 2024 at: <https://www.waterboards.ca.gov/>

⁹⁰ The California Water Boards. Central Valley – R5. Accessed August 2024 at: https://www.waterboards.ca.gov/centralvalley/about_us/

⁹¹ Ibid.

(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 describes measures to prevent or control runoff degradation after construction is complete and identifies a plan to inspect and maintain these facilities or project elements.

SB 610 (Costa) & SB 221 (Kuehl) 2001

“Senate Bills 610 (Chapter 643, Statutes of 2001) and Senate Bill 221 (Chapter 642, Statutes of 2001) amended state law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures which seek to promote more collaborative planning between local water suppliers, cities, and counties. Both statutes require detailed information regarding water availability to be provided to the city and county decision-makers prior to approval of specified large development projects. Both statutes also require this detailed information to be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects.

Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912 [a]) subject to the California Environmental Quality Act. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply.”⁹²

Local

Tulare County Environmental Health Division

“The mission of the Division of Environmental Health is to enhance the quality of life in Tulare County through implementation of environmental health programs that protect public health and safety as well as the environment. We accomplish this goal by overseeing and enforcing numerous different programs, from food facility inspections to hazardous waste. All of our inspectors are licensed and/or certified in the field that they practice in and participate in continuing education to maintain licensure.”⁹³ “Tulare County Environmental Health permits and regulates State Small Water Systems, which serve drinking water to between 5 and 14 service connections, and no more than an average of 25 persons no more than 60 days out of the year. There are currently 42 of these systems, throughout Tulare County, which serve about 314 connections and approximately 640 people. These systems are inspected by Tulare County Environmental Health and are required to routinely monitor their water quality.”⁹⁴ This division requires water quality testing of public water systems. Any project that involves septic tanks and water wells within Tulare County is subject to approval by this agency. All recommendations provided by this division will be added as mitigation measures to ensure reduction of environmental impacts.

Tulare County Land Development Regulations

⁹² California Department of Water Resources. Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001 to assist water suppliers, cities, and counties in integrating water and land use planning. Page iii. Accessed August 2024 at: <https://cawaterlibrary.net/wp-content/uploads/2017/06/guidebook.pdf>

⁹³ Tulare County Environmental Health Division. Who Are We. Accessed August 2024 at: <https://tularecountyeh.org/eh/about-us/who-are-we/>

⁹⁴ Ibid. Water Systems Program. Accessed August 2024 at: <https://tularecountyeh.org/eh/our-services/water-systems-program/>

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.

The Tulare County Flood Control District

The Tulare County Flood Control District, a countywide district governed by the County Board of Supervisors, is the local flood management agency. Tulare County participates in the National Flood Insurance Program Community Rating System, uses FEMA insurance rate maps, and enforces Ordinance Code of Tulare County, Part VII, Chapter 27, Flood Damage Prevention. The County Zoning Ordinance also provides regulations to reduce flood hazards through land use regulations.⁹⁵

Tulare County General Plan 2030 Update

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

- *PF-4.14 Compatible Project Design* wherein the County may ensure proposed development within CACUABs is compatible with future sewer and water systems, and circulation networks as shown in city plans;
- *AG-1.17 Agricultural Water Resources* wherein the County shall seek to protect and enhance surface water and groundwater resources critical to agriculture;
- *HS-4.4 Contamination Prevention* wherein the County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination;
- *HS-5.1 Development Compliance with Federal, State, and Local Regulations* wherein the County shall ensure that all development within the designated floodway or floodplain zones conforms to FEMA regulations and the Tulare County Flood Damage Prevention Ordinance. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions;

⁹⁵ Tulare County General Plan 2030 Update. Recirculated Draft Environmental Impact Report. Page 3.6-29. Accessed August 2024 at: <http://generalplan.co.tulare.ca.us/documents/generalplan2010/RecirculatedDraftEIR.pdf>

- *HS-5.4 Multi-Purpose Flood Control Measures* wherein the County shall encourage multipurpose flood control projects that incorporate recreation, resource conservation, preservation of natural riparian habitat, and scenic values of the County's streams, creeks, and lakes. Where appropriate, the County shall also encourage the use of flood and/or stormwater retention facilities for use as groundwater recharge facilities;
- *HS-5.6 Impacts to Downstream Properties* wherein the County shall ensure that new County flood control projects will not adversely impact downstream properties or contribute to flooding hazards; *HS-5.10 Flood Control Design* wherein the County shall evaluate flood control project involving further channeling, straightening, or lining of waterways until alternative multipurpose modes of treatment, such as wider berm and landscaped levees, in combination with recreation amenities, are studied;
- *WR-1.1 Groundwater Withdrawal* wherein the County shall cooperate with water agencies and management agencies during land development processes to help promote an adequate, safe, and economically viable groundwater supply for existing and future development within the County. These actions shall be intended to help the County mitigate the potential impact on ground water resources identified during planning and approval processes;
- *WR-1.5 Expand Use of Reclaimed Wastewater* to augment groundwater supplies and to conserve potable water for domestic purposes, the County shall seek opportunities to expand groundwater recharge efforts;
- *WR-1.6 Expand Use of Reclaimed Water* wherein the County shall encourage the use of tertiary treated wastewater and household gray water for irrigation of agricultural lands, recreation and open space areas, and large landscaped areas as a means of reducing demand for groundwater resources;
- *WR-2.1 Protect Water Quality* wherein all major land use and development plans shall be evaluated as to their potential to create surface and groundwater contamination hazards from point and non-point sources. The County shall confer with other appropriate agencies, as necessary, to assure adequate water quality review to prevent soil erosion; direct discharge of potentially harmful substances; ground leaching from storage of raw materials, petroleum products, or wastes; floating debris; and runoff from the site;
- *WR-2.2 National Pollutant Discharge Elimination System (NPDES) Enforcement* wherein the County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board;
- *WR-2.3 Best Management Practices (BMPs)*; wherein the County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit and urban runoff in coordination with the Water Quality Control Board;
- *WR-2.4 Construction Site Sediment Control*; wherein the County shall continue to enforce provisions to control erosion and sediment from construction sites;
- *WR-2.5 Major Drainage Management* wherein the County shall continue to promote protection of each individual drainage basin within the County based on the basins unique hydrologic and use characteristics;
- *WR-2.6 Degraded Water Resources* wherein the County shall encourage and support the identification of degraded surface water and groundwater resources and promote restoration where appropriate;

- *WR-2.8 Point Source Control* wherein the County shall work with the Regional Water Quality Control Board to ensure that all point source pollutants are adequately mitigated (as part of the California Environmental Quality Act review and project approval process) and monitored to ensure long-term compliance;
- *WR-3.3 Adequate Water Availability* wherein the County shall review new development proposals to ensure the intensity and timing of growth will be consistent with the availability of adequate water supplies. Projects must submit a Will-Serve letter as part of the application process, and provide evidence of adequate and sustainable water availability prior to approval of the tentative map or other urban development entitlement;
- *WR-3.5 Use of Native and Drought Tolerant Landscaping* wherein the County shall encourage the use of low water consuming, drought-tolerant and native landscaping and emphasize the importance of utilizing water conserving techniques, such as night watering, mulching, and drip irrigation;
- *WR-3.6 Water Use Efficiency* wherein the County shall support educational programs targeted at reducing water consumption and enhancing groundwater recharge; and,
- *WR-3.10 Diversion of Surface Water* wherein the diversions of surface water or runoff from precipitation should be prevented where such diversions may cause a reduction in water available for groundwater recharge.

Impact Analysis

a) **Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? *Less Than Significant Impact***

No proposed development projects are part of the UDB Modification. The proposed UDB Modification Project is anticipated to comply with storm water improvements specified in Traver Storm Drainage Master Plan. As such, impacts to water quality and waste discharge will be **Less Than Significant Impact**

b) **Would the project Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? *Less Than Significant Impact***

As noted in the 2014 Community Plan Update, a technical memorandum was prepared that documented Traver's recorded water usage, assumed current water usage, projected water usage, and current water quality. [Because documented water quality is from 2014, the most recent 2023 Water Quality Report was downloaded from the Del Oro Water Company website.⁹⁶ Based upon the Report, the water quality on Traver complies with the standards governed by the State Water Board]. The proposed UDB Modification Project will not deplete groundwater supplies or interfere substantially with groundwater recharge or the direction or rate of flow of groundwater such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Individual development proposals will be evaluated on a case-by-case basis to determine the ability of Del Oro Water Company to provide adequate water to meet development needs as noted in General Plan policy *WR-3.3 Adequate Water Availability* wherein the County shall review new development proposals to ensure the intensity and timing of growth will be consistent with the availability of adequate water supplies. Therefore, impacts to groundwater supplies would be a **Less Than Significant Impact**.

⁹⁶ <https://delorowater.com/wp-content/uploads/2024/06/Traver-YE-2023-CCR-Updated.pdf>

c) **Would the project 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: result in substantial erosion or siltation on-or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows? *Less Than Significant Impact***

i) ***Erosion and Siltation:*** As described in Item c), the majority of activity that could affect the proposed Project area will be in the form of earthmoving (such as leveling or elevating) during construction-related activities to accommodate development projects. As there are no streams or rivers located on the within the Project area, the Project will not result in direct on- or off-site erosion. The nearest bodies of water are the Kings River (which is approximately two-and-a-half miles north of the proposed Project area), Traver Ditch on the northern boundary of the Project Area, and Banks Ditch located in the southeast area of the proposed Project area. As noted in the analysis of Item VII b) of the Geology/Soils discussion, to prevent water and wind erosion during construction-related activities, a Storm Water Pollution Prevention Plan (SWPPP) will be developed for individual development projects as required for all projects which disturb more than one acre in size. As part of the SWPPP, erosion control measures will be required to protect the topsoil. Any stockpiled soils will be watered and/or covered to prevent loss due to wind erosion as part of the SWPPP during construction. As a result of these efforts, loss of topsoil and substantial soil erosion during the construction-related activities are not anticipated. Thus, future construction-related activities within the proposed Modified UDB area will 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. As a result, here will be **Less Than Significant Impact** to this resource.

ii) ***Runoff and Flooding:*** The proposed UDB Modification Project site is not located along a natural water feature such as a lake, river or stream. There is an irrigation ditch owned by Alta Irrigation District (AID) adjacent to the site; however, the drainage pattern will not result in any impact to the irrigation ditch. The geographic area of this cumulative analysis is Tulare County. Alteration of a stream or river would be subject to the regulations of the U.S. Army Corps of Engineers and the California Department of Fish and Wildlife. The site will not result in waters capable of flooding either on- or off-site. The UDB Modification area is not subject to flooding and does not lie within a flood zone per the Federal Emergency Management Agency FIRM map. Also, the UDB Modification will not generate substantial amounts of runoff that would result in on- or off-site flooding. Any development would be required to comply with RWQCB and County of Tulare flood control requirements, as applicable. As such, the proposed UDB Modification would result in a **Less Than Significant Impact** to this resource Item.

iii) ***Drainage Systems and Polluted Runoff:*** Reference Items c) i) and ii). Also, the proposed UDB Modification area will not connect to any existing or planned stormwater drainage system, as such it will not provide any additional sources of polluted runoff. Modification of the UDB does not lend itself to a contributor of polluted runoff. Therefore, the proposed Project would result in no impact to this resource. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and as such, would result in **No Impact**.

iv) ***Impede or Redirect Flood Flows:*** See items c ii) and iii). In addition, no streams or water features (Kings River is approximately two-and-a-half miles north of the proposed Project area, Traver Ditch on the northern boundary of the Project Area, and Banks Ditch located in the southeast area of the proposed Project area) are not within the proposed Modified UDB are that would be altered by the improvements associated with

the proposed Project. The proposed UDB Modification would not substantially alter the surface area of the site and any proposed development within the Modified UDB would be designed to avoid impeding or redirecting flood flows. As such, there would be a **Less Than Significant Impact**.

d) If in a flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? *No Impact*

No structures are proposed for construction as part of the proposed UDB Modification Project, thus the proposed Project will not expose people or structures to a significant risk of loss, injury or death involving flooding, or inundation by seiche or tsunami. The Modified UDB site is not exposed to any river, reservoirs, pond, or lake subject to seiches from earthquake activity; and it is approximately 100 miles east of the nearest coastline that would be subject to tsunami. As such there will be **No Impact**.

e) Would the project conflict with or obstruct implementation of water quality control plan or sustainable groundwater management plan? *Less Than Significant Impact*

As indicated earlier in Impact a), the proposed UDB Modification would not violate any water quality standards or waste discharge requirements; or otherwise substantially degrade surface or groundwater quality; and would not conflict with or obstruct a water quality control plan. As indicated in Impact b) the proposed UDB Modification would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that project may impede sustainable groundwater management of the basin. Therefore, based on the analysis above, the UDB Modification would result in a **Less Than Significant Impact** related to this Checklist Item.

XI. LAND USE AND PLANNING

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration.

Environmental Setting

Existing land uses in Tulare County have been organized into generalized categories that are summarized on Table 11-1. These lands total 3,930 square miles or approximately 81 percent of Tulare County. Open space, which includes wilderness, national forests, monuments and parks, and County parks, encompasses 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 (3) percent of the entire County.

Table 11-1 County of Tulare Summary of Assessed Land by Generalized Use Categories ⁹⁷		
Generalized Land Use Category	Square Miles ¹	Percentage ⁹⁸
Residential	110	2
Commercial	10	< 1
Industrial	10	< 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 parks and forests, 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

⁹⁷ Tulare County General Plan 2030 Update. Background Report. Page 3-53. Accessed on August 2024 at: [Tulare County General Plan Recirculated Draft EIR](#).

⁹⁸ Tulare County Association of Governments. About Us. Accessed August 2024 at: <https://tularecog.org/tcag/about-us/history-of-tcag/>

¹ One square mile = 640 acres.

² Percent reflect those estimated for the total land area of the County and may not equal 100 due to rounding.

Regulatory Setting

Federal

Federal regulations for land use are not relevant to the Project because it is not a federal undertaking (the Project site is not located on lands administered by a federal agency. Should the Project request federal funding, the appropriate NEPA process of evaluating potential environmental impacts will be undertaken prior to the approval of said federal funding. Regardless of the funding source, the project and its related potential environmental impacts have been evaluated in this document.

State

The Project is being evaluated pursuant to CEQA. The project will meet all applicable state regulations, plans, programs, or guidelines associated with land use and planning. Specifically, the project will comply with Caltrans, Regional Water Quality Control Board, State Water Boards and other responsible agencies relative to the improvements to on and off ramps and proximate circulation of the Merritt Dr. interchange at St. Rt. 99. Improvements to the existing community water system and the removal and replacement of the existing wastewater treatment facilities will also be in conformance with applicable State of California regulatory guidelines and regulations that have proven to be effective in reducing potential environmental impacts to a level of insignificance.

Local

Tulare County Association of Governments

“The Tulare County Association of Governments (TCAG) is responsible for the coordination of funding for regional improvements and utilizes a ranking system based on need to fund such improvements. TCAG creates regional plans for building regional transportation projects and coordinating local transit programs. The project will participate and comply with the TCAG design review and funding process.

Tulare County General Plan 2030 Update

The General Plan contains the following policies aimed at reducing potential land use conflicts, promoting an efficient urban form, and ensuring consistency with local land use and environmental plans. General Plan policies that relate to the proposed Project are listed as follows:

- *ED-2.2 Land Requirements* – wherein the County shall ensure there is capacity for new and expanding businesses by: Reserving sufficient locations for industry, recognizing industry’s need for greater land requirements; Recognizing the need for a variety of locations to avoid creation of a monopoly of the industrial land market and to reflect varying requirements for transportation facilities and utility services; and Reserving land for exclusive industrial use to encourage development of like industries that complement each other and to prevent encroachment on industrial areas by incompatible uses;

- *ED-3.1 Diverse Economic Base* – wherein the County shall actively promote the development of a diversified economic base by continuing to promote agriculture, recreation services, and commerce, and by expanding its efforts to encourage industrial development including the development of energy resources;
- *PF-1.1 Maintain Urban Edges* – wherein the County shall strive to maintain distinct urban edges for all unincorporated communities within the valley region or foothill region, while creating a transition between urban uses and agriculture and open space;
- *PF-1.2 Location of Urban Development* – wherein the County shall ensure that urban development only takes place in the following areas:
 1. Within incorporated cities and county adopted city urban development boundary (CACUDB);
 2. Within the UDBs of adjacent cities in other counties, unincorporated communities, planned community areas, and HDBs of hamlets;
 3. Within foothill development corridors as determined by procedures set forth in Foothill Growth Management Plan;
 4. Within areas set aside for urban use in the Mountain Framework Plan and the mountain sub-area plans; and
 5. Within other areas suited for non-agricultural development, as determined by the procedures set forth in the Rural Valley Lands Plan;
- *PF-1.3 Land Uses in UDBs/HDBs* – wherein the County shall encourage those types of urban land uses that benefit from urban services to develop within UDBs and HDBs. Permanent uses that do not benefit from urban services shall be discouraged within these areas. This shall not apply to agricultural or agricultural support uses, including the cultivation of land or other uses accessory to the cultivation of land provided that such accessory uses are time-limited through Special Use Permit procedures;
- *PF-1.4 Available Infrastructure* – wherein the County shall encourage urban development to locate in existing UDBs and HDBs where infrastructure is available or may be established in conjunction with development. The County shall ensure that development does not occur unless adequate infrastructure is available, that sufficient water supplies are available or can be made available and that there are adequate provisions for long term management and maintenance of infrastructure and identified water supplies;
- *PF-2.6 Land Use Consistency* – The County shall require all community plans, when updated, to use the same land use designations as used in this Countywide General Plan (See Chapter 4-Land Use). All community plans shall also utilize a similar format and content. The content may change due to the new requirements such as Global Climate Change and Livable Community Concepts, as described on the table provided (Table 2.1: Community Plan Content). Changes to this format may be considered for unique and special circumstances as determined appropriate by the County. Until such time as a Community Plan is adopted for those communities without existing Community Plans, the land use designation shall be Mixed Use, which promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities, and services and employment opportunities.

- *PF-2.7 Improvement Standards in Communities* – wherein the County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters, sidewalks, and community sewer and water systems;
- *LU-1.2 Innovative Development* – wherein the County shall promote flexibility and innovation through the use of planned unit developments, development agreements, specific plans, Mixed Use projects, and other innovative development and planning techniques;
- *LU-1.8 Encourage Infill Development* - wherein the County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development;
- *LU-1.10 Roadway Access* - wherein County shall require access to public roadways for all new development;
- *LU-4.6 Commercial Storage Facilities* – wherein the County shall require that commercial storage facilities, including “mini” storage, indoor and outdoor storage facilities, and contractor’s materials storage be screened from view through landscape buffers or other natural landscapes;
- *LU-5.1 Industrial Developments* – 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;
- *LU-5.4 Compatibility with Surrounding Land Use* – wherein the County shall encourage the infill of existing industrial areas and ensure that proposed industrial uses will not result in significant harmful impacts to adjacent land uses;
- *LU-6.1 Public Activity Centers* – wherein the County shall encourage the development of centrally located public activity centers that include parks, schools, libraries, and community centers in communities via accessible, multiple modes of travel;
- *LU-6.3* – wherein the County shall encourage school districts to locate new schools in areas that allow students to safely walk or bike from their homes; and,
- *LU-6.4* – wherein the County shall work with school districts to coordinate the location of new schools and responsibility for developing and maintaining associated infrastructure.

Rural Valley Lands Plan (RVLP)

The General Plan Amendment (GPA) eliminates the need to conduct the Rural Valley Lands Plan (RVLP) analysis.

Impact Analysis

a) Would the project physically divide an established community? *No Impact*

The Modified UDB provides for economic development opportunities with a mixed-use overlay zone. There are no recommendations for any development (for example, a new railroad line or a major roadway) or any plans, programs or projects that would divide the community (per policy LU-1.10). Any future development would be encouraged by Tulare County to incorporate existing roadways into the design of the development. There will be **No Impact** to this resource.

b) Would the project 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? *No Impact*

Policy PF-2.4 is implemented by this Community Plan update. This Community Plan implements Policy PF-2.6 by retaining the same land use designations as used in the General Plan. The Community Plan also implements policy PF-2.7 to address infrastructure improvements (including curbs, gutters, sidewalks, sewer, and water). The Modified UDB includes changes to the Zoning Code of by right uses (changes to Section 16 of the Zoning Code) and a mixed-use overlay zone (changes to Section 18 of the Zoning Code) specifically within the Modified UDB. As this Community Plan update implements the General Plan, there will be **No Impact** to land use.

XII. MINERAL RESOURCES

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration.

Environmental Setting

Economically, the most important minerals that are extracted in Tulare County are sand, gravel, crushed rock, and natural gas. Other minerals mined commercially include tungsten, which has been mined to some extent, and relatively small amounts of chromite, copper, gold, lead, manganese, silver, zinc, barite, feldspar, limestone, and silica. Minerals that are present but do not exist in the quantities desired for commercial mining include antimony, asbestos, graphite, iron, molybdenum, nickel, radioactive minerals, phosphate, construction rock, and sulfur.

Aggregate resources are the most valuable mineral resource in Tulare County because it is a major component of the Portland cement concrete (PCC) and asphaltic concrete (AC). PCC and AC are essential to constructing roads, buildings, and providing for other infrastructure needs. There are four streams that have provided the main source of high-quality sand and gravel in Tulare County: Kaweah River, Lewis Creek, Deer Creek and the Tule River. The highest quality deposits are located at the Kaweah and Tule Rivers. Lewis Creek deposits are considerably inferior to those of the other two rivers.

Regulatory Setting

Federal

There are no federal or local regulations pertaining to mineral resources relevant to the proposed project.

State

California Surface Mining and Reclamation Act of 1975

Enacted by the State Legislature in 1975, the Surface Mining and Reclamation Act (SMARA), Public Resources Code Section 2710 et seq., ensures 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 land is reclaimed to a usable 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.

Local

Tulare County General Plan 2030 Update

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:

- *ERM-2.1 Conserve Mineral Deposits* wherein the County will encourage the conservation of identified and/or potential mineral deposits, recognizing the need for identifying, permitting, and maintaining a 50-year supply of locally available PCC grade aggregate; and,
- *ERM-4.6 Renewable Energy* wherein the County shall support efforts, when appropriately sited, for the development and use of alternative energy resources, including renewable energy such as wind, solar, biofuels and co-generation.

Impact Analysis

- a) **Would the project 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? *No Impact***

Mineral resources located within Tulare County are predominately sand and gravel resources primarily provided by four watercourses: Kaweah River, Lewis Creek, Deer Creek, and the Tule River. The Kaweah River is the nearest

of these four streams to the proposed Project site and is located approximately 22 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. Therefore, there would be **No Impact** to this resource.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? *No Impact.*

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 located in or within 10 miles of a Mineral Resource Zone. The California Department of Conservation indicates that the nearest, active mining operation (Christmas Pit) is located approximately nine (9) miles east of the Project site.⁹⁹ The site is owned and operated by Tulare County and mines sand and gravel for use in building/maintaining local roads. 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. The Modified UDB site is not delineated on a local land use plan as a locally important mineral resource recovery site. Therefore, the proposed 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. Therefore, there would be **No Impact** to this resource.

⁹⁹ State of California Department of Conservation. Division of Mine Reclamation. Maps: Mines and Mineral Resources Accessed April 2025 at: <https://maps.conservation.ca.gov/mol/index.html>.

XIII. NOISE

Would the project result in:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration.

Environmental Setting

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that consider both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, Leq is summed over a one-hour period.

Sound pressure is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while noise levels along arterial streets are generally in the 50 to 60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than that can interrupt conversations.

Noise levels typically attenuate at a rate of 6 dBA per doubling of distance from point sources such as industrial

machinery. Noise from lightly traveled roads typically attenuates at a rate of about 4.11 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance.

The actual time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. To evaluate community noise on a 24-hour basis, the day-night average sound level was developed (Ldn). Ldn is the time average of all A-weighted levels for a 24-hour period with a 10 dB upward adjustment added to those noise levels occurring between 10:00 PM and 7:00 AM to account for the general increased sensitivity of people to nighttime noise levels. The Community Noise Equivalent Level (CNEL) is identical to the Ldn with one exception. The CNEL adds 5 dB to evening noise levels (7:00 PM to 10:00 PM). Thus, both the Ldn and CNEL noise measures represent a 24-hour average of A-weighted noise levels with Ldn providing a nighttime adjustment and CNEL providing both an evening and nighttime adjustment.

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration. High levels of vibration may cause physical personal injury or damage to buildings. However, ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of ground-borne vibration can damage fragile buildings or interfere with equipment that is highly sensitive to ground-borne vibration (e.g., electron microscopes).

In contrast to noise, ground-borne vibration is not a phenomenon that most people experience every day. The background vibration velocity level in residential areas is usually 50 RMS or lower which is well below the threshold of perception for humans (human perception is around 65 RMS). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel- wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible

As shown in the *Tulare County General Plan Background Report*, noise levels on SR 99 (between Avenue 308 and Merritt Drive) range from 82.4 dBA at 50 feet and 78.9 dBA at 100 feet.¹⁰⁰ As the proposed Modified UDB includes State Route 99, it is reasonable to conclude that outdoor noise levels would be less than 78.9 dBA due to the noise caused by daily State Route 99 traffic.

The Background Report also contains noise levels recorded within unincorporated areas of the County. Noise level data collected during continuous monitoring included the hourly Leq and Lmax and the statistical distribution of noise levels over each hour of the sample period. The community noise survey results indicate that typical noise levels in noise-sensitive areas of the unincorporated areas of Tulare County are in the range of 29-65 dB Ldn. The quietest areas are those that are removed from major transportation-related noise sources and industrial or stationary noise

¹⁰⁰ Tulare County. Tulare County General Plan Background Report. Page 8-56. Accessed August 2024 at: [Tulare County General Plan Recirculated Draft EIR](#)

sources.¹⁰¹

Noise levels within and near the Modified UDB are associated with farm equipment and associated agricultural activities, typical noise that emanates from residential uses, and pass-by vehicular noise. Maximum noise levels generated by farm-related tractors typically range from 77 to 85 dB at a distance of 50 feet from the tractor, depending on the horsepower of the tractor and the operating conditions. Due to the seasonal nature of the agricultural industry, there are often extended periods of time when no noise is generated at the proposed Project site, followed by short-term periods of intensive mechanical equipment usage and corresponding noise generation. During periods without noise generated by agricultural production, noise levels would be typical of other noise-sensitive areas in unincorporated Tulare County, as discussed above.

The *Tulare County General Plan Background Report* Safety section and the *Tulare County General Plan 2030 Update* serve as the primary policy statement by the County for implementing policies to maintain and improve the noise environment in Tulare County. The General Plan presents Goals and Objectives relative to planning for the noise environment within the County. Future noise/land use incompatibility can be avoided or reduced with implementation of the Tulare County noise criteria and standards. Tulare County realizes that it may not always be possible to avoid constructing noise sensitive developments in existing noisy areas and therefore provides noise reduction strategies to be implemented in situations with potential noise/land use conflicts.¹⁰²

Regulatory Setting

Federal

Federal Vibration Policies

The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage. The FTA has identified the human annoyance response to vibration levels as 80 RMS (Root Mean Square = The square root of the arithmetic average of the squared amplitude of the signal).¹⁰³

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.

¹⁰¹ Ibid. Table 8-9. Avenue 256 between SR 99 and Road 216. Page 8-58.

¹⁰² Ibid.

¹⁰³ U.S. Department of Transportation. "Transit Noise and Vibration Impact Assessment Manual". September 2018. FTA Report No. 0123 Federal Transit Administration Page 113. [Accessed August 2024 at: Transit Noise and Vibration Impact Assessment Manual \(dot.gov\).](#)

Local

Analytical noise modeling techniques, in conjunction with actual field noise level measurements, were used to develop generalized Ldn or Community Noise Equivalent Level (CNEL) contours for traffic noise sources within Tulare County for existing conditions. Traffic data representing annual average daily traffic volumes, truck mix, and the day/night distribution of traffic for existing conditions (1986) and future were obtained from the Tulare County Public Works Department and used in the Tulare County Noise Element. The *Tulare County General Plan 2030 Update* Health & Safety Element (2012) includes noise and land use compatibility standards for various land uses. These are shown in **Table 13-1** Land Use Compatibility for Community Noise Environments¹⁰⁴.

Tulare County General Plan 2030 Update

The *Tulare County General Plan 2030 Update*: Chapter 10 – Health and Safety contains the following goals and policies that relate to noise and which have potential relevance to the Project’s California Environmental Quality Act (CEQA) review:

- *HS-8.2 Noise Impacted Areas* – wherein the County shall designate areas as noise-impacted if exposed to existing or projected noise levels that exceed 60 dB Ldn (or Community Noise Equivalent Level (CNEL)) at the exterior of buildings;
- *HS-8.3 Noise Sensitive Land Uses* – wherein the County shall not approve new noise sensitive uses unless effective mitigation measures are incorporated into the design of such projects to reduce noise levels to 60 dB Ldn (or CNEL) or less within outdoor activity areas and 45 dB Ldn (or CNEL) or less within interior living spaces;
- *HS-8.5 State Noise Standards* – the County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title

24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels, or motels. Where it is not possible to reduce exterior noise levels within an acceptable range the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.

- *HS-8.6 Noise Level Criteria* wherein the County shall ensure noise level criteria applied to land uses other than residential or other noise-sensitive uses are consistent with the recommendations of the California Office of Noise Control (CONC);
- *HS-8.8 Adjacent Uses* wherein the County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County;
- *HS-8.11 Peak Noise Generators* wherein the County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating

¹⁰⁴ Tulare County General Plan 2030 Update. Goals and Policies Report. Page 10-25. Accessed August 2024 at: [Tulare County General Plan Recirculated Draft EIR](#).

activities shall be allowed to occur outside of normal business hours without County approval;

- *HS-8.13 Noise Analysis* – wherein the County shall require a detailed noise impact analysis in areas where current or future exterior noise levels from transportation or stationary sources have the potential to exceed the adopted noise policies of the Health and Safety Element, where there is development of new noise sensitive land uses or the development of potential noise generating land uses near existing sensitive land uses. The noise analysis shall be the responsibility of the project applicant and be prepared by a qualified acoustic engineer (i.e., a Registered Professional Engineer in the State of California, etc.). The analysis shall include recommendations and evidence to establish mitigation that will reduce noise exposure to acceptable levels (such as those referenced in Table 10-1 of the Health and Safety Element);
- *HS-8.14 Sound Attenuation Features* - The County shall require sound attenuation features such as walls, berming, heavy landscaping, between commercial, industrial, and residential uses to reduce noise and vibration impacts; *HS-8.16 State Noise Insulation* – wherein the County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code;
- *HS-8.18 Construction Noise* wherein the County shall seek to limit the potential noise impacts of construction activities by limiting construction activities to the hours of 7 a.m. to 7 p.m., Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from the County to minimize noise impacts associated with development near sensitive receptors; and,
- *HS-8.19 Construction Noise Control* wherein the County shall ensure that construction contractors implement best practices guidelines (i.e., berms, screens, etc.) as appropriate and feasible to reduce construction-related noise-impacts on surrounding land uses.

Table 13-1.

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 should generally be discouraged. If 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]

Table 13-2 Tulare County Maximum Acceptable Ambient Noise Exposure for Various Land Uses⁷	
Land Use	Suggested Maximum Ldn
Residential – low density	60
Residential – high density	65
Transient lodging	65
Schools, libraries, churches, hospitals	65
Playgrounds, parks	65
Commercial	70
Industrial	75

Impact Analysis

- a) Would the project generate 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? *Less Than Significant Impact***

Modification of the UDB will not generate ambient noise levels that would exceed local standards. However, as development occurs within the Modified UDB, construction activities may temporarily increase ambient noise levels in the vicinity due to construction equipment use. On-site construction noise impacts were evaluated by determining the noise levels generated by different types of construction activity and calculating the construction-related noise level at nearby sensitive receptor locations. The distance between construction site noise sources and the surrounding sensitive receptors were measured using the Project Phasing Plan and Google Earth.

Sensitive receptors adjacent to the Project site (100 feet from construction activities) would be subject to short-term noise levels reaching 68 to 78 dBA Lmax from Project related construction activities. While noise from construction activities would be intermittent, it was assumed that a sound level of 76 dBA Lmax occurs for a constant duration of 15 minutes each hour during the twelve-hour construction window (7:00am to 7:00pm) as determined by the Tulare County General Plan. A baseline (ambient) sound level of 62 dBA was assumed for the remaining 45-minutes. An ambient sound level of 55 dBA was assumed between 7pm and 10pm and 50 dBA was assumed between 10pm and 7am. This results in a sound level of 63 dBA Community Noise Equivalent Level (CNEL) at adjacent sensitive receptors (nearest) considering Project construction operations.

A sound level of 60 dBA CNEL is expected, absent Project construction operations, assuming an ambient sound level of 62 dBA for the morning, mid-day, and afternoon peak hours (3-hour window for each), 55 Leq(h) dBA for the remaining 6-daytime hours, and 50 Leq(h) dBA for the nighttime hours. The increase in noise levels at adjacent sensitive receptors is 3 dBA with the addition of noise from Project construction operations. It should be noted that Tulare County does not have an established threshold for noise exposure due to a project's construction operations. For the purposes of this analysis, construction operations associated with the Project would result in a significant impact if interior noise levels established by Tulare County General Plan Policy HS-8.3 and HS-8.5 were exceeded (45 dB Ldn or CNEL)¹⁰⁵. It should be noted that interior noise levels are 20-25 dB's less than exterior noise levels with windows and doors closed according to the Federal Highway Administration's (FHWA) Techniques for Reviewing Noise Analyses and Associated Noise Reports, June 1st, 2018.

¹⁰⁵ Tulare County 2030 General Plan Update Background Report. Page 8-50. Accessed November 2020 at: Tulare County General Plan Recirculated Draft EIR.

Although there would be a relatively high single-event noise exposure potential at a maximum of 76 dBA Lmax at 125 feet, causing short-term intermittent annoyances, the effect would be an approximately 3 dBA increase in the ambient noise environment when averaged over 24 hours considering existing (ambient) noise levels in the study area. In typical noisy environments, changes in noise of 1 to 2 dB's are generally not perceptible. It is widely accepted that human perceptibility begins at increases of 3 dB in typical noisy environments. In other words, the changes in noise levels over 24 hours considering Project construction noise would just be perceptible to the normal human ear. Results show that noise generated from Project construction activities would not exceed the interior noise levels of the respective land use categories as outlined in Tulare County General Plan Policy HS-8.3 and HS-8.5. Therefore, short-term construction-related impacts associated with the Project would result in a less than significant impact on noise-sensitive receptors adjacent to the Project site.

As a result, mitigation measures are not required. It should be noted that Project construction operations must comply with Tulare County General Plan Policy HS-8.11 and HS-8.18 which sets the hours of construction between 7:00am and 7:00pm, Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from Tulare County.

Long-Term (Operational) Impacts

Project Related Traffic Noise

Tables 4 and 5 provide the predicted (estimated) noise levels at sensitive receptors for Existing, Existing Plus Project, Year 2045 No Project, and Year 2045 Plus Project conditions. The study scenarios analyzed are consistent with study scenarios provided in the Traffic Study for the Project. Results of the analysis show that the increase in noise levels, as a result of the Project, would be between 1 and 5 dB's when comparing existing conditions and full buildout of the Project. It should be noted that the Project will be developed in three phases, with traffic noise gradually increasing over time in the Traver Community.

According to Caltrans' Traffic Noise Analysis Protocol, the Community Noise Equivalent Level (CNEL) is estimated to be within plus or minus 2 dB's of the peak hour Leq under normal traffic conditions. Year 2045 Plus Project noise levels at sensitive receptors are within Tulare County's Land Use Compatibility for Community Noise Environments, as shown in Table 1. Table 6 shows that sensitive receptors in the study area are less than the applicable CNEL level as identified by the 'Normally' and 'Conditionally' acceptable categories. Therefore, operation related noise impacts associated with Project traffic would result in a less than significant impact on noise-sensitive receptors adjacent to the Project site. Mitigation measures are not required.

Project Related Stationary Point-Source Noise

Caltrans' Technical Noise Supplement to the Traffic Noise Analysis Protocol (September 2013) provides methodology for determining the approximate noise level at sensitive receptors considering multiple noise sources. This methodology was used in determining impacts to sensitive receptors in the Project area. Table 9 shows the maximum noise levels generated by quick-serve type drive-thru restaurants, truck deliveries, and the HVAC units at a distance of 100 feet. For purposes of this analysis, it was assumed that quick-serve type drive-thru restaurants, truck deliveries, and HVAC units were located in one area within the commercial/mixed-use area of the Modified UDB adjacent to Merritt Drive. Results show that stationary noise sources would reach 51 dBA at a distance of 150 feet (nearest sensitive receptor along Merritt Drive) considering the combined noise generated by the drive-thru customer display-idling vehicle area, truck deliveries, and HVAC unit(s). This equates to 58 dBA CNEL assuming adjacent sensitive receptors were solely impacted by Project stationary noise sources that operated for a 24-hour period. Potential impacts from Project stationary noise sources at sensitive receptors are within Tulare County's Land Use Compatibility for Community Noise Environments as defined in the Tulare County General Plan. Therefore, operational related noise impacts associated with Project stationary noise sources would result in a **Less Than Significant Impact** on noise-sensitive receptors.

b) Would the project generate excessive ground-borne vibration or ground-borne noise levels? *Less Than Significant Impact*

Ground-borne vibration impacts were evaluated by identifying potential vibration sources and measuring the distance between vibration sources and surrounding structure locations. It should be noted that Tulare County does not have established criteria for vibration impacts. However, Caltrans has established vibration thresholds in terms of human annoyance of 0.04 in/sec PPV as documented in Caltrans' Transportation and Construction Vibration Guidance Manual. The vibration threshold of 0.04 in/sec PPV was used to estimate the impact of vibrations from construction activities associated with the UDB Modification. Caltrans' Transportation and Construction Induced Vibration Guidance Manual, June 2004, indicates that a velocity level of 0.02 in/sec PPV is barely perceptible by human beings while 0.08 in/sec PPV is distinctly perceptible. Therefore, there is a **Less Than Significant Impact**.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? *No Impact*

The Modified UDB is not located within two miles of a private airstrip, public airport, or public use airport. The Sequoia Field Airport and Visalia Municipal Airport are the nearest airports to Traver. Sequoia Field Airport is located approximately nine miles east of Traver while the Visalia Municipal Airport is located approximately 10 miles southeast of Traver. As a result, aircraft noise is not expected to result in any impact within the Modified UDB. Therefore, mitigation measures are not required and there is **No Impact**.

XIV. POPULATION AND HOUSING

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration.

Regulatory Setting

Federal

“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.” However, as the proposed Project does not propose any housing, HUD or other, federal regulations do not apply.

State

California Department of Housing and Community Development (HCD)

HCD’s mission is to “Promote safe, affordable homes and strong vibrant communities throughout California.” “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.”¹⁰⁶

California Relocation Assistance Act

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 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

¹⁰⁶ Tulare County Housing Element 2023-2031 Update. Page 1-4. Accessed August 2024 at <https://tularecounty.ca.gov/rma/planning-building/tulare-county-housing-element/>

to minimize the hardship of displacement on the affected persons. There are no state regulations that are relevant to this proposed Project.

Local

Tulare County Regional Housing Needs Assessment Plan 2014-2023

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 (RHNA). As the proposed Project does not include (or remove/displace) any housing, the RHNA does not apply.

Tulare County Housing Authority

"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. As noted earlier, the proposed Project does not include (or remove/displace) any public housing, no impact would occur to HATC's objectives/programs.

Tulare County Housing Authority

"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.”¹⁰⁷

Tulare County General Plan/Housing Element Policies

There are several policies from the Tulare County General Plan/Housing Element that would apply to this Project. General Plan policies that relate to the proposed Project are listed as follows:

- *Housing Guiding Principle 1.1* wherein the County will endeavor to improve opportunities for affordable housing in a wide range of housing types in the communities throughout the unincorporated area of the County;
- *Housing Policy 1.11* wherein the County will encourage the development of a broad range of housing types to provide an opportunity of choice in the local housing market;
- *Housing Policy 1.13* wherein the County will encourage the utilization of modular units, prefabricated units, and manufactured homes;
- *Housing Policy 1.14* wherein the County will pursue an equitable distribution of future regional housing needs allocations, thereby providing a greater likelihood of assuring a balance between housing development and the location of employment opportunities;
- *Housing Policy 1.15* wherein the County will encourage housing counseling programs for low-income homebuyers and homeowners;
- *Housing Policy 1.16* wherein the County will review community plans and zoning to ensure they provide for adequate affordable residential development;
- *Housing Guiding Principle 1.2* wherein the County will promote equal housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, family status, disability, or any other arbitrary basis;
- *Housing Guiding Principle 1.3* wherein the County will strive to meet the housing needs of migrant and non-migrant farmworkers and their families with a suitable, affordable and satisfactory living environment;
- *Housing Policy 1.31* wherein the County will encourage the provision of farmworker housing opportunities in conformance with the Employee Housing Act;
- *Housing Policy 1.33* wherein the County will encourage and support a balance between housing and agricultural needs;
- *Housing Policy 1.51* wherein the County will encourage the construction of new housing units for “special needs” groups, including senior citizens, large families, single heads of households, households of persons with physical and/or mental disabilities, minorities, farmworkers, and the homeless in close proximity to transit, services, and jobs;
- *Housing Policy 1.52* wherein the County will support and encourage the development and improvement of senior citizen group housing, convalescent homes and other continuous care facilities; *Housing Policy 1.55* wherein the County will encourage development of rental housing for large families, as well as providing for other housing needs and types;
- *Housing Guiding Principle 1.6* wherein the County will assess and amend County ordinances, standards, practices and procedures considered necessary to carry out the County’s essential housing goal of the attainment of a suitable, affordable and satisfactory living environment for every present and future resident in unincorporated areas;
- *Housing Policy 2.14* wherein the County will create and maintain a matrix of Infrastructure Development Priorities for Disadvantaged Unincorporated Communities in Tulare County thorough analysis and investigation of public infrastructure needs and deficits, pursuant to Action Program 9;

¹⁰⁷ Tulare County Housing Element 2023 Update. Page 5-16. Accessed August 2024 at: <https://tularecounty.ca.gov/rma/planning-building/tulare-county-housing-element/>

- *Housing Guiding Principle 2.2* wherein the county will Require proposed new housing developments located within the development boundaries of unincorporated communities to have the necessary infrastructure and capacity to support the development;
- *Housing Policy 2.21* wherein the County will require all proposed housing within the development boundaries of unincorporated communities is either (1) served by community water and sewer, or (2) that physical conditions permit safe treatment of liquid waste by septic tank systems and the use of private wells;
- *Housing Guiding Principle 3.1* wherein the County will encourage “smart growth” designed development that serves the unincorporated communities, the environment, and the economy of Tulare County;
- *Housing Policy 3.11* wherein the County will support and coordinate with local economic development programs to encourage a “jobs to housing balance” throughout the unincorporated area;
- *Housing Policy 3.12* wherein the County will support locally initiated programs to provide neighborhood parks and recreational facilities for residential areas within unincorporated communities;
- *Housing Policy 3.13* wherein the County will encourage subdivision and housing unit design, which provides for a reasonable level of safety and security;
- *Housing Policy 3.16* wherein the County will actively seek federal, state, and private foundation grant funds for park and recreation facilities in unincorporated areas, including dual-use storm drainage ponding basins/recreation parks;
- *Housing Policy 3.23* wherein the County will prepare new and/or updated community plans that provide adequate sites for a variety of types of housing within the development boundaries of community;
- *Guiding Principle 4.1* wherein the County will support and encourage County ordinances, standards, practices and procedures that promote residential energy conservation;
- *Housing Policy 4.11* wherein the County will review residential projects for environmental impacts and impose conditions to reduce those impacts;
- *Housing Policy 4.12* wherein the County will facilitate land use policies and programs that meet housing and conservation objectives;
- *Housing Policy 4.13* wherein the County will promote energy efficiency and water conservation;
- *Housing Policy 4.14* wherein the County will enforce the requirements of County Ordinances regarding the disposal of construction and demolition debris;
- *Housing Policy 4.15* wherein the County will enforce energy Efficiency Standards for Residential and Non-Residential properties (Title 24);
- *Housing Policy 4.21* wherein the County will promote energy conservation opportunities in new residential development;
- *Housing Policy 4.22* wherein the County will enforce provisions of the Subdivision Map Act regulating energy-efficient subdivision design;
- *Housing Policy 5.21* wherein the County will administer and enforce the relevant portions of the Health and Safety Code;
- *Housing Policy 5.26* wherein the County will prohibit concentrations of dwelling units near potentially incompatible agricultural uses as defined in the Animal Confinement Facilities Plan;
- *Action Program, Program 14.1* To ensure adequate sites are available throughout the planning period to meet the County RHNA, the County will annually update the sites inventory that details the amount, type, and size of vacant and underutilized parcels to assist developers in identifying land suitable for residential development and that also details the number of extremely low-, very low-, low-, and moderate-income units constructed annually”; and
- *Program 14.2* to ensure sufficient residential capacity is maintained to accommodate the RHNA, the County will develop and implement a formal ongoing, project-by-project evaluation procedure

As such, as noted earlier, the Tulare County RHNA Plan recommends that the County provide land use and zoning for approximately 9,243 between the planning period between June 30, 2023, through December 31, 2031, in

unincorporated portions of the County.¹⁰⁸ The County administratively agreed to a housing share of 9,243 units (1,232 units per year over the 7.5-year RHNA planning period). The RHNA allocates approximately 28% of the housing share to the County. The RHNA bases the housing needs assessment on this percentage.

Impact Analysis

- a) Would the project 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)? *Less Than Significant Impact***

The proposed UDB Modification Project does not include any proposed residential development. However, changing the land use and zoning to mixed use (MU) will likely induce future residential development and an increase in the population. Because the California Department of Housing and Community Development (HCD) has identified that Tulare County can accommodate over 33,000 new housing units through December 31, 2031, population growth of approximately 1,670 residential units within the Modified UDB and would have a **Less Than Significant Impact**.

- b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? *Less Than Significant Impact***

The Modified UDB would not displace or necessitate the construction of replacement housing in Traver. In fact, the Modified UDB would result in the construction of new residential homes as opposed to displacement of existing people or housing. Therefore, it is consistent with the housing element and would result in a **Less Than Significant Impact**.

¹⁰⁸ <https://tularecog.org/tcag/planning/rtp/regional-housing-needs-allocation-rhna/> Click on Final Regional Housing Needs Plan, Table 1; accessed October 2024.

XV. PUBLIC SERVICES

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i) Fire protection?	☐	☐	☒	☐
	ii) Police protection?	☐	☐	☒	☐
	iii) Schools?	☐	☐	☒	☐
	iv) Parks	☐	☐	☐	☒
	v) Other public facilities?	☐	☐	☒	☐

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration.

Regulatory Setting

Federal

None that are applicable to this Project.

State

California Fire Code and Building Code

The purpose of the California Fire Code (Title 24, Part 9 of the California Code of Regulations) is to establish the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety and general welfare from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to provide safety and assistance to fire fighters and emergency responders during emergency operations.¹⁰⁹

Local

Tulare County General Plan 2030 Update

- **PFS-1.2 Maintain Existing Levels of Services** The County shall ensure new growth and developments do not create significant adverse impacts on existing County-owned and operated facilities.
- **PFS-2.4 Water Connections** The County shall require all new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing water district service areas, or zones of benefit, to connect to the community water system, where such system exists. The County may grant exceptions in extraordinary circumstances, but in these

¹⁰⁹ 2019 California Fire Code (Title 24, Part 9 of the California Code of Regulations). 1.1.2 Purpose. Page 3. Accessed September 2022 at: Building Department - RMA (ca.gov) then click CHAPTER 24 - FLAMMABLE FINISHES, 2019 California Fire Code, Title 24, Part 9 | ICC Digital Codes (iccsafe.org)

cases, new development shall be required to connect to the water system when service becomes readily available.

- **PFS-2.5 New Systems or Individual Wells** Where connection to a community water system is not feasible per PFS-2.4: Water Connections, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity.

Tulare County Housing Element 2023-2031 Update¹¹⁰

- **Housing Policy 1.11** Encourage the development of a broad range of housing types to provide an opportunity of choice in the local housing market.
- **Housing Policy 1.12** Encourage Federal and State governments to expand and adequately fund housing programs for very low-, low- and moderate-income households, to stimulate mortgage financing for such programs, and to revise program requirements that preclude certain programs from being utilized.
- **Housing Policy 1.16** Review community plans and zoning to ensure they provide for adequate affordable residential development.
- **Housing Policy 1.23** The County will take all measures reasonably available to it to ensure the provision of affordable housing and a suitable living environment for residents of low-income communities.
- **Housing Policy 1.34** Encourage and support a balance between housing and agricultural needs.

The following Tulare County General Plan 2030 Update policies for this resource apply to this Project: LU-1.10 *Roadway Access*; WR-3.3 *Adequate Water Availability*; PFS-7.1: *Fire Protection*; PFS-7.2 *Fire Protection Standards*; PFS-7.5 *Fire Staffing and Response Time Standards*; and PFS-7.9 *Sheriff Response Time*.

Impact Analysis

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

i) Fire Protection: Less Than Significant Impact

Fire protection services to the proposed UDB Modification Project site are provided by the Traver Tulare County Fire Department substation located in Traver. Tulare County Fire Station #2, Kings River Station, is located approximately five miles north of Traver in Kingsburg, CA. The Kings River Station has one (1) Fire Engine and it is staffed with one Company officer on a 48-hour shift. This station has three Company officers assigned to it, two Fire Lieutenants and one Fire Captain. Eight Paid On-Call Fire Fighters are assigned to this station and they respond when called or toned out to an incident. Response time is approximately seven minutes from this station to Traver. As the proposed UDB Modification Project does not involve any development proposals that could contribute to a need for expanded fire protection or other emergency services, impacts to fire protection will be **Less Than Significant**.

ii) Police Protection: Less Than Significant Impact

Police services to the UDB Modification site, which is in unincorporated Tulare County, are provided by the County of Tulare Sheriff's Office. The nearest Sheriff's Substation is located in Oroshi (approximately 12.5 miles northeast). The substation provides patrol services 24 hours per day, 365 per year. The Substation

¹¹⁰ Tulare County Housing Element 2023-2031 Update Accessed in May 2025

runs a four-shift operation which includes 23 deputies, four sergeants and one lieutenant. There are always a minimum of three deputies and one sergeant in the field. In addition to that general shift staffing the communities of Cutler, Orosi and New London/Traver have assigned Community Based Officers assigned specifically to those areas. The substation is open for walk-ins from 8am to 5pm Monday through Friday. After hours and weekends there is a phone provided outside the substation that calls directly into the dispatch center. Additional Sheriff resources are available as needed via dispatch from the main Sheriff's Office in Visalia, CA. As the proposed UDB Modification Project does not involve any development proposals that could contribute to a need for expanded police services, impacts to police services will be **Less Than Significant Impact**.

iii) Schools: Less Than Significant Impact

As the proposed Project does not involve any development proposals that could contribute to the need for expanded school facilities. However, changing the land use and zoning to mixed use (MU) will likely induce future residential development and an increase in the population and it possible that population growth of school-aged children could exceed the capabilities of the Traver Joint Elementary School District (grades K-8) and/or Kingsburg Joint High School District (grades 9-12) to provide school facilities.

Future residential development would result in the issuance of individual building permits when residences are constructed. School impact fees (school fees) are collected when building permits are issued for the construction of residences. In California, the payment of school fees are generally considered full mitigation for the direct impacts of development projects on school facilities. This principle is established under Senate Bill 50 (SB 50), enacted in 1998, which amended Government Code Section 65996. Under this law, once a developer pays the required statutory school fees—commonly referred to as Level 1, Level 2, or Level 3 fees—their obligation to mitigate direct impacts on school facilities is deemed complete. Consequently, local agencies cannot impose additional requirements or deny project approvals based on concerns about school capacity or facility adequacy. There will be a **Less Than Significant Impact** to public schools that serve Traver.

iv) Parks: No Impact

There are no County owned/operated parks in Traver. The nearest County owned/operated parks are the Ledbetter Park in the unincorporated community of Cutler approximately 12.5 miles northeast of Traver and the Kings River Nature Preserve located two miles east of State Route 99 near Road 28. The proposed UDB Modification Project does not include plans for a future park within the community. The proposed changes to the land use designation and zoning would allow a mixture of non-agricultural uses, predominantly residential uses with supporting light industrial, commercial, open space and public facilities uses, to be developed within the modified UDB. There will be **No Impact** to this resource.

v) Other Public Facilities: Less Than Significant Impact

The UDM Modification would not result in additional public services. However, future development may result in additional public services in Traver. The proposed changes to the land use designation and zoning would allow a mixture of non-agricultural uses, predominantly residential uses with supporting light industrial, commercial, open space and public facilities uses, to be developed within the modified UDB. All future residential and non-residential development within the Project area would be subject to the latest adopted edition of the Title 24 energy efficiency standards, which are among the most stringent in the U.S. As such, the proposed Project would not result in the unnecessary, wasteful, or inefficient use of energy. Therefore, there is a **Less Than Significant Impact** related to other public facilities.

XVI. RECREATION

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration.

“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.”¹¹¹ 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 Forests, trails, and recreational areas. Several small pocket parks and seasonal recreation areas located within and around storm water basins are also found in Tulare County.

Regulatory Setting

Federal

Lakes Kaweah and Success

“Lake Kaweah was formed after the construction of the Terminus Dam on the Kaweah River in 1962. The lake offers many recreational opportunities including fishing, camping, waterskiing, 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 contain toilets, showers and a playground. Campfire programs are also available. Aside from camping, boat ramps are provided at 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 (8) miles east of Porterville in the Sierra Nevada foothills area. Recreational opportunities include ranger programs, camping at the Tule campground, which provides 104 sites,

¹¹¹ Tulare County General Plan 2030 Update Background Report. February 2010. Page 4-1. Accessed June 2024 at: [Tulare County General Plan Recirculated Draft EIR](#).

boating, fishing, picnic sites, playgrounds, and a softball field. Seasonal hunting is also permitted in the 1,400-acre Wildlife Management Area.”¹¹²

National Parks and National Forests

“Most of the recreational opportunities in the County are located in Sequoia National Forest, Giant Sequoia National Monument, and in Sequoia and Kings Canyon National Parks (SEKI). Although these parks span adjacent counties, they make a significant contribution to the recreational opportunities that Tulare County has to offer.”¹¹³

Sequoia and Kings Canyon National Parks (SEKI)

“The U.S. Congress created the Kings Canyon National Park in 1940 and Sequoia National Park in 1890. Because they share many miles of common boundaries, they are managed as one park. The extremely 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.”¹¹⁴

Sequoia National Forest

“Sequoia National Forest takes its name from the Giant Sequoia, which is the world’s largest tree. There are more than 30 groves of sequoias in the lower slopes of the park. The park includes over 1,500 miles of maintained roads, 1,000 miles of abandoned roads 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.”¹¹⁵

Giant Sequoia National Monument

“The Giant Sequoia National Monument was created in 2000 by President Clinton in an effort to preserve 34 groves of ancient sequoias located in the Sequoia National Forest. The Monument includes a total of 327,769 acres of federal land, and provides various recreational opportunities, including camping, picnicking, fishing, and whitewater rafting. According to the Giant Sequoia National Monument Management Plan EIS, the Monument includes a total of 21 family campgrounds with 502 campsites and seven group campgrounds. In addition, there are approximately 160 miles of system trails, including 12 miles of the Summit National Recreation Trail.”¹¹⁶

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

¹¹² Ibid. 4-7.

¹¹³ Op. Cit. 4-8.

¹¹⁴ Op. Cit.

¹¹⁵ Op. Cit. 4-9.

¹¹⁶ Op. Cit.

the amenities that can be found in the Forest.”¹¹⁷ Colonel Allensworth State Historic Park (approximately 3,715 acres in area) is in the unincorporated community of Allensworth in southwestern Tulare County.

Other Recreational Facilities

Other recreational resources available in Tulare County include portions of the Pacific Crest Trail, South Sierra Wilderness Area, Dome Land Wilderness Area, Golden Trout Wilderness Area, International Agri-Center, and the Tulare County Fairgrounds.¹¹⁸ 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. . Balch Park, in Central Tulare County, is owned and operated by Tulare County Parks. This 168-acre park features camping, fishing, picnicking, a museum and a visitor center.

Local

Parks

Plaza Park (2 children’s playgrounds, 7 picnic areas, barbeque grills, open play areas, Valley Oaks Golf Course, 8 lighted tennis courts, softball fields, horseshoe pits, pond with fishing, bike path, and leash free dog park) is the nearest regional park, located approximately 10 miles southeast of the proposed Project site. The closest city park is the City of Dinuba’s Centennial Park, which is located approximately 7 miles northeast of Traver. In Traver, there are currently only two recreational amenities in the community, i.e., the playgrounds and fields at the elementary school and a small child play area in an unimproved field next to TCAPS Thrift Store on Kitchner Drive. The Modified UDB will not negatively impact “parks” in Traver since none exist.

Schools

“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.”⁹ As noted earlier, the nearest school is Traver Elementary School within the existing UDB; the next nearest school is Grand View Elementary School (in Dinuba) approximately 5 miles northeast. High School Students typically attend Kingsburg High School, which is about 5 miles north of Traver via State Route 99.

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

- ED-5.1: *Development of a Recreation Industry*;
- ED-5.2 *Agricultural and Ecological Tourism*;
- ED-5.4 *Recreational Accommodations*;
- ED-5.5 *Rivers*;
- ED-5.6: *Lakes*;
- ED-5.8: *Foothill Gateways*;
- ERM-5.8: *Watercourse Development*;
- ERM-5.9 *Encourage Development of Private Recreation Facilities*; and
- ERM-5.15: *Open Space Preservation*;
- HS-9.1: *Healthy Communities*.

¹¹⁷ Op. Cit. 4-7

¹¹⁸ Op. Cit. 4-10 to 4-11.

Impact Analysis

- 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? *No Impact***

The proposed UDB Modification Project will not result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated; nor will it include recreational facilities which might have an adverse physical effect on the environment. The proposed changes to the land use designation and zoning would allow a mixture of non-agricultural uses, predominantly residential uses with supporting light industrial, commercial, open space and public facilities uses, to be developed within the modified UDB. There will be **No Impact** to these resources.

- 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? *No Impact***

The proposed UDB Modification Project does not include plans for a future park within the community. The proposed Project will not result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated; nor will it include recreational facilities which might have an adverse physical effect on the environment. The proposed changes to the land use designation and zoning would allow a mixture of non-agricultural uses, predominantly residential uses with supporting light industrial, commercial, open space and public facilities uses, to be developed within the modified UDB. There will be **No Impact** to these resources.

XVII. TRANSPORTATION

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b)	Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, (e.g., farm equipment)?	☐	☐	☒	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated MND, Technical Memorandum from RMA staff, and TCAG's 2022 Regional Transportation Plan (RTP).

Travel within Tulare County is a function of the size and spatial distribution of its population, economic activity, and the relationship to other major activity centers within the Central Valley (such as Fresno and Bakersfield) as well as more distant urban centers such as Los Angeles, Sacramento, and the Bay Area. In addition, there is considerable travel between the northwest portions of Tulare County and southern Fresno County and travel to/from Kings County to the west. Due to the interrelationship between urban and rural activities (employment, housing, services, etc.) and the low average density/ intensity of land uses, the private automobile is the dominant mode of travel for residents in Tulare County.”¹¹⁹

Area Roadways

The Community Plan 2014 Update and Mitigated Negative Declaration (MND) describe Traver's circulation system that has not changed significantly since the report was prepared. Sections of the Traffic Impact Assessment (TIA) are valid today and have been included to document existing roadway conditions in Traver.

“The purpose of this Circulation Element Update for the community of Traver is to provide for a safe, convenient and efficient transportation system. The Circulation Element has been designed to accommodate anticipated transportation needs based on the land use element. In compliance with state law, all city and county general plans must contain a circulation element that designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The intent of the Circulation Element is to:

- identify transportation needs and issues within Traver, as well as regional relationships that affect the transportation system;
- consider alternatives to the single-occupant vehicle as means of providing services and access to facilities; and
- establish policies that coordinate the Traver transportation planning circulation system with General Plan and area plan land use maps and provide direction for future decision-making.”¹²⁰

¹¹⁹ Tulare County General Plan 2030 Update Background Report. Page 5-4.

¹²⁰ “Traver Community Plan Traffic Impact Assessment and Circulation Element” prepared by VRPA Technologies June 2014. Page 5-1

The TIA provides a description of existing transportation conditions, in particular, existing circulation and traffic conditions as follows: “In the Traver area, northbound Highway 99 narrows from three traffic lanes to two just south of the community. Similarly, southbound Highway 99 includes two travel lanes through Traver, but widens to three lanes south of the community. There is a freeway interchange at Merritt Drive in Traver, affording access between the community and the freeway. Additionally, there is a northbound off-ramp at the southerly end of the community providing access to the highway-oriented commercial uses developed at that location and continuing onto Sixth Street which follows the previous Highway 99 alignment. Sixth Street also leads to a northbound on-ramp north of Traver, where it also intersects Avenue 368 just east of Highway 99.

Merritt Drive, a tangential extension of Avenue 368, is an arterial roadway. It follows a generally northeast/southwest alignment through the center of the community. To the northeast, Merritt Drive joins Elkhorn Avenue, which intersects Road 80 (Dinuba Highway), thus affording access between Traver and Dinuba and Reedley. To the southwest, Merritt Drive terminates just west of Highway 99 at its intersection Road 36 after crossing Highway 99 by an overpass. Merritt Drive is improved to one traffic lane in each direction for its length through Traver.

Sixth Street and Burke Drive are collector roads that parallel the highway on opposite sides of the Union Pacific Railroad main line, traversing the community in a southeasterly/northwesterly direction. Sixth Street carries traffic through the community and back onto Highway 99 from the highway-oriented commercial development located at the community’s southerly freeway access. Sixth Street also affords access to abutting commercial and industrial properties for local traffic.

Burke Drive extends from Avenue 360 at the southerly edge of the planning area boundary to Avenue 368 at the northerly end of the community. It carries traffic generated by local industrial and residential development and affords access to abutting commercial and industrial properties.

All other streets and roads in the community’s planning area function essentially as local streets, carrying only traffic accessing abutting urban and rural properties. Canal Street, at the northeastern end of the community, serves the Traver School, which is just northeast of its intersection with Merritt Drive.”¹²¹

Airports

There are seven public use airports in Tulare County. These include six publicly owned and operated facilities (Porterville Municipal, Sequoia Field, Tulare Municipal [Mefford Field], Visalia Municipal, Woodlake, Exeter Airport, and Eckert Field.”¹²² Visalia Municipal Airport is the nearest public airport and is located approximately 9.5 miles southeast of the proposed Project site. The Project is not within a flight safety zone or noise contour of a public use airport.

Design for Emergency Access

According to §21060.3 and §15359 of the CEQA Guidelines, an “Emergency” means a sudden, unexpected occurrence, involving a clear and imminent danger, demanding immediate action to prevent or mitigate loss of, or damage to, life, health, property, or essential public services. “Emergency” includes such occurrences as fire, flood, earthquake, or other soil or geologic movements, as well as such occurrences as riot, accident, or sabotage. Based upon review of the site plan, multiple access points will be available to users in the event of an emergency.

Alternative Transportation

¹²¹ Ibid. Page 5-3 thru 5-4

¹²² Tulare County Comprehensive Airport Land Use Plan. Pages 1-1 and 1-3 Accessed August 2024 at: <https://tularecounty.ca.gov/rma/rma-documents/planning-documents/tulare-county-comprehensive-airport-land-use-plan/>

“Transit planning in Tulare County is done at the county and local level. The Tulare County Association of Governments (TCAG) is the County’s designated Metropolitan Planning Organization (MPO) and also serves as the Tulare County Council of Governments, Transportation Authority, and Regional Transportation Planning Agency. TCAG’s nine member agencies include eight incorporated cities (Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake) and Tulare County.”¹²³ Fixed routes transit services operating in Tulare County are provided by Dinuba Area Regional Transit (DART), Porterville Transit (COLT), Tulare Intermodal Express (TIME), Tulare County Regional Transit Agency (TCRTA), Visalia Transit, and Visalia-Fresno intercity service (V-Line).¹²⁴ Currently, there is no fixed route transit service in Traver. However, TCRTA offers other services, including paratransit & dial-a-ride, on-demand/micro-transit services.¹²⁵

Regulatory Setting

Federal

Several federal regulations govern transportation issues identified below.

- 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 that 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

CEQA Guidelines Section 15064.3, Subdivision (b): Criteria for Analyzing Transportation Impacts

(1) *Land Use Projects.* Vehicle miles traveled (VMT) 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. Other screening criteria for VMT include small projects, local-serving retail and affordable housing may be exempt from detailed analysis. Projects that decrease VMT 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 VMT 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 VMT for the particular project being considered, a lead agency may analyze the project’s VMT qualitatively. Such a qualitative analysis would evaluate factors such as the type of project, availability of transit, proximity to other

¹²³ Tulare County Association of Governments (TCAG). Tulare County Long Range Transit Plan. Page 2-2. Accessed August 2024 at: <https://tularecog.org/tcag/planning/transit-planning/transit-plans/transit-development-plans-short-and-long-range-transit-plans/tulare-county-regional-long-range-transit-plan/>

¹²⁴ Ibid. 30-32.

¹²⁵ TCRTA Website accessed April 2025 at: <https://tcrtt.wenginepowered.com/services-and-schedules/>

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 VMT, 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 VMT and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate VMT 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.

Caltrans: Transportation Concept Reports

Each District of the State of California Transportation Department (Caltrans) prepares a Transportation Concept Report (TCR) for every state highway or portion thereof in its jurisdiction. The TCR generally 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 level of service (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".

Caltrans has prepared a number concept reports for State Routes, Interstate Routes, and U.S. Routes. Tulare County is in Caltrans District 6. Caltrans has completed a Transportation Concept Report (November 2003, 2016) for State Route 99, which is adjacent to and west of the proposed Project site.

Caltrans Guide for the Preparation of Traffic Impact Studies

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. 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 traffic impact study (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"); and,
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.); and,
 - 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.).¹²⁶

Local

Tulare County General Plan 2030 Update

¹²⁶ Caltrans. Guide for the Preparation of Traffic Impact Studies. A. Trip Generation Thresholds. December 2002. Page 2. Accessed August 2024 at: <https://www.contracosta.ca.gov/DocumentCenter/View/34121/Caltrans2002-TIS-Guidelines-PDF>

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

- *LU-7.4 Streetscape Continuity* – wherein the County shall ensure that streetscape elements (e.g., street signs, trees, and furniture) maintain visual continuity and follow a common image for each community;
- *TC-1.13 Land Dedication for Roadways and Other Travel Modes* - As required by the adopted County Improvement Standards, the County shall require, where warranted, an irrevocable offer of dedication to the right-of-way for roadways and other travel modes, as part of the development review process;
- *TC-1.14 Roadway Facilities* - As part of the development review process, new development shall be conditioned to fund, through impact fees, tonnage fees, and/or other mechanism, the construction and maintenance of roadway facilities impacted by the project. As projects or locations warrant, construction or payment of pro-rata fees for planned road facilities may also be required as a condition of approval;
- *TC-1.15 Traffic Impact Study* - The County shall require an analysis of traffic impacts for land development projects that may generate increased traffic on County roads. Typically, applicants of projects generating over 100 peak hour trips per day or where LOS “D” or worse occurs, will be required to prepare and submit this study. The traffic impact study will include impacts from all vehicles, including truck traffic;
- *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;
- *TC-5.3 Provisions for Bicycle Use* – Wherein the County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks;
- *TC-6.1 Multi-modal Transportation System* – Design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, and address future growth;
- *TC-7.2 Development and Transportation Project Review* – Development and Transportation proposals shall be reviewed for their impacts on all transportation modes through the study of VMT consistent with the Tulare County VMT Guidelines. Projects shall fund or construct proportional fair share mitigations and improvements to address their impact on the transportation systems as feasible and appropriate; 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.

County of Tulare SB 743 Guidelines (June 8, 2020)

Tulare County’s VMT Guidelines (VMT Guidelines or Guidelines) was prepared for the implementation of Senate Bill 743 (SB 743) in the unincorporated area of Tulare County. SB 743 was passed by the legislature and signed into law in the fall of 2013. This legislation led to a change in the way that transportation impacts will be measured under the California Environmental Quality Act (CEQA). Starting on July 1, 2020, automobile delay and LOS may no longer be used as the performance measure to determine the transportation impacts of land development projects under CEQA and the new performance measure will be VMT. Although statewide guidance for the implementation of SB

SB 743 has been written by the Governor's Office of Planning and Research (OPR), CEQA allows lead agencies (including Tulare County) the latitude to determine their own methodologies and significance thresholds for CEQA technical studies. The SB 743 Guidelines provided in this report are based on the statewide guidance provided by OPR, but they include clarifications and details tailored for and specific to local conditions in Tulare County.

SB 743 applies to both land development and transportation projects. The VMT analysis methodology for land development projects was developed to accomplish the following:

- Meet the requirements of CEQA, including the new SB 743 regulations that were adopted into CEQA in December 2018 and go into effect on July 1, 2020.
- Provide for transportation improvements to be built that benefit Tulare County residents and facilitate travel by walking, bicycling, and transit.
- Provide for analysis and mitigation of VMT impacts in a way that is feasible and within the scale of land development projects in Tulare County.

Transportation projects that are focused on improvements to travel by bicycling, walking, and transit would be presumed to have a less than significant impact (as these modes of travel eliminate or reduce miles travelled by a vehicle) and would not be required to do a VMT analysis. Certain small roadway projects and all roadway projects that are consistent with the General Plan would be presumed to have a less than significant impact (as these projects have been anticipated to accommodate projected growth and/or are planned improvements to the roadway system for safety, to meet current roadway standards, or to improve roads that are functionally obsolete). Larger roadway projects that are inconsistent with the General Plan would need to conduct a VMT analysis and would need to consider providing mitigation if the project is forecasted to cause an increase in VMT.

County of Tulare Local Transportation Analysis

Although SB 743 changes the CEQA transportation performance measure from LOS to VMT, it does not affect a local agency's ability to analyze roadway operations and require land development projects to provide improvements when the traffic generated by a project will affect the local roadway system. In Tulare County, a local transportation analysis (LTA) should generally be provided for land development projects that generate more than 100 peak hour trips.

The purpose of the LTA is to analyze traffic generated by the project and recommend transportation improvements to accommodate increases in traffic. An LTA should generally be provided for transportation projects that add 100 or more trips to other roadways or intersections. While the focus of the analysis will typically be on the roadway system, the LTA should also recommend any improvements needed to facilitate walking, bicycling, and transit in the project site, regardless of whether the project has significant or less than significant impact on VMT.

The purpose of an LTA is to forecast, describe, and analyze how a development will affect existing and future circulation infrastructure for users of the roadway system, including vehicles, bicycles, pedestrians, and transit. The LTA assists transportation engineers and planners in both the development community and public agencies when making land use, mobility infrastructure, and other development decisions. An LTA quantifies the expected changes in transportation conditions and translates these changes into transportation system effects in the vicinity of a project.

The roadway transportation analysis included in an LTA is separate from the transportation impact analysis conducted as part of the environmental (CEQA) project review process described earlier. The purpose of the roadway transportation analysis is to ensure that all project applicants provide reasonable transportation infrastructure improvements to accommodate their multimodal transportation demands.

Tulare County Transportation Control Measures (TCM)

Transportation Control Measures (TCM) are designed to reduce VMT, vehicle idling, and/or traffic congestion in order to reduce vehicle emissions. Currently, Tulare County is a nonattainment region under the Federal Clean Air Act (CAA) and the California Clean Air Act (CCAA). Both of these acts require implementation of TCMs. TCMs for Tulare County are as follows:

- Rideshare Programs
- Park and Ride Lots
- Alternate Work Schedules
- Bicycle Facilities
- Public Transit
- Traffic Flow Improvement
- Passenger Rail and Support Facilities Tulare

County Association of Governments (TCAG)

The passage of Assembly Bill (AB) 69 State law requires metropolitan planning organizations, such as TCAG, to prepare a Regional Transportation Plans/Sustainable Communities Strategy (RTP/SCS) every 4 years to address transportation issues and assist local and state decision makers in shaping California's transportation infrastructure. TCAG has prepared its most recent RTP/SCS in 2022.

Impact Analysis

a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? *Less Than Significant Impact*

The UDB Modification itself would not conflict with current circulation system or current policies. However, should development occur, new roadways, curbs, gutters, sidewalks, bicycle facilities, lighting, etc., could be developed that would improve the overall transportation/circulation system for all users in Traver. Any new infrastructure would be built according to Tulare County standards. This resource would have a **Less Than Significant Impact**.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? *Less Than Significant Impact*

The UDB Modification would not an increase in VMT. However, buildout of the UDM would increase localized and regional VMT. Using standard trip generation rates from the Institute of Transportation Engineers (ITE), the Technical Memorandum estimates various trip generation scenarios from previous Community Plan and UDB Modification Buildout. VMT will be determined on a project by project basis and any mitigation measures must follow *Tulare County SB 743 Guidelines*. This resource would have a **Less Than Significant Impact**.

c) Would the project substantially increase hazards due to a geometric design feature or incompatible uses? *Less Than Significant Impact*

This Project would not result in any construction-related activities. However, build-out of the Modified UDB would result in construction activities. Construction would require the delivery of construction-related equipment and facility materials, some of which may require transport by oversized vehicles. The use of oversized vehicles during construction can create a hazard for the public by limiting motorist views on roadways and by the obstruction of space. Construction-related oversize vehicle loads must comply with permit-related and other requirements of the California Vehicle Code and the California Streets and Highway Code. California Highway Patrol escorts may be required at the discretion of Caltrans and the County and would be detailed in respective oversize load permits.

Due to the rural nature of the area roads and flat terrain, construction-related vehicles are not anticipated to incur hazards traveling to and from the Modified UDB. Furthermore, the proposed Project would not include a design feature or use vehicles with incompatible uses that would create a hazard on the roadways surrounding or withing the Modified UDB. Potential impacts to this checklist item would be **Less Than Significant Impact**.

d) Would the project result in inadequate emergency access? *Less Than Significant Impact*

Emergency access to the Modified UDB will likely be provided via Merritt Drive, 6th Street, Avenue 360, Avenue 368 and Road 44. Adequate space will be maintained, and prioritized, for emergency vehicle use as required. Therefore, there will be a **Less Than Significant Impact** on emergency access/transportation.

XVIII. TRIBAL CULTURAL RESOURCES

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

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration.

Regulatory Setting

Federal

The National Historic Preservation Act

The National Historic Preservation Act (NHPA) of 1966, which has been amended several times, was passed to acknowledge the importance of protecting our nation's heritage from federal development. The NHPA sets federal historic preservation policy, establishes partnerships between the Federal government and states and the Federal government and tribes, creates the **National Register of Historic Places** and **National Historic Landmarks** programs, mandates the selection of qualified **State Historic Preservation Officers**, establishes the **Advisory Council on Historic Preservation**, charges Federal agencies with stewardship, and establishes the role of **Certified Local Governments** within the states.

Title I of the statute established the National Register of Historic Places to create a national listing of historic properties (districts, sites, buildings, structures, and objects) significant in American history, architecture, archeology, engineering, and culture. Title I also expanded the level of Federal concern to include the preservation of historic properties of local or State significance. It established State Historic Preservation Officers as partners in the national historic preservation program and also describes how local governments or Indian tribes may, in certain circumstances, carry out SHPO functions.

Implementation of Section 106 of Title I has been critical to archeology and archeological preservation in the United States. Section 106 requires federal agencies to take into account the effects of their actions on historic properties by identifying historic properties, assessing adverse effects, and resolving those adverse effects. The process is initiated by the federal agency, and includes comment and input from stakeholders at the local and State levels, as well as the Advisory Council on Historic Preservation. After the procedures for implementing Section 106 were

established (6 CFR 800), the field of professional archeology expanded throughout governments and the private sector to meet the need for compliance.

Section 110 requires all federal agencies to establish -- in conjunction with the Secretary of the Interior -- their own historic preservation programs for the identification, evaluation, and protection of historic properties, including archeological properties. Determinations of Eligibility for the National Register are established during Phase II archeological surveys.

Title II

Title II of NHPA establishes the Advisory Council on Historic Preservation, an independent Federal agency. The Council and its staff advise Federal agencies on their roles in the national historic preservation program, especially Section 106. The ACHP also develops advice and training to support Federal agencies.

Title IV

Title IV of the statute established the National Center for Preservation Technology and Training, part of the National Park Service. NCPTT contributes research and training to archeological preservation practice.

Statute and regulation texts:

- **National Historic Preservation Act** (16 U.S. Code 470 et seq.), statute text.
- **National Register of Historic Places** (36 CFR 60), regulation text.
- **Procedures for State, Tribal, and Local Government Historic Preservation Programs** (36 CFR 61), regulation text.
- **Determinations of Eligibility for Inclusion in the National Register of Historic Places** (36 CFR 63), regulation text.
- **Protection of Historic Properties** (36 CFR 800), regulation text.¹²⁷

State

California State Office of Historic Preservation (OHP)

"The California State Office of Historic Preservation (OHP) is responsible for administering federally and state mandated historic preservation programs to further the identification, evaluation, registration and protection of California's irreplaceable archaeological and historical resources under the direction of the State Historic Preservation Officer (SHPO), a gubernatorial appointee, and the State Historical Resources Commission."¹²⁸

"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."¹²⁹

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;

¹²⁷ U.S. Department of the Interior. National Park Service. Accessed October 2024 at: [National Historic Preservation Act of 1966 - Archeology \(U.S. National Park Service\) \(nps.gov\)](https://www.nps.gov/learn/education/national-historic-preservation-act-of-1966-archeology)

¹²⁸ Office of Historic Preservation. Mission and Responsibilities. Accessed October 2024 at: http://ohp.parks.ca.gov/?page_id=1066.

¹²⁹ Ibid.

- 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.¹³⁰

Native American Heritage Commission

“The Native American Heritage Commission (NAHC), created in statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources -- ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California. The NAHC is also charged with ensuring California Native American tribes’ accessibility to ancient Native American cultural resources on public lands, overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the California Native American Graves Protection and Repatriation Act (CalNAGPRA), among many other powers and duties.”¹³¹

Tribal Consultation Requirements: AB 52 (Gatto, 2014)

The Public Resources Code has established that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. (Pub. Resources Code, § 21080.3.1.) If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact.¹³²

CEQA Guidelines: Archaeological Resources

Section 15064.5(c) of CEQA Guidelines provides specific guidance on the treatment of archaeological resources as noted below.¹³³¹³⁴

- (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.

¹³⁰ Office of Historic Preservation. California Register of Historic Places. Accessed October 2024 at: [OHP Division \(ca.gov\)](https://ohp.ca.gov/).

¹³¹ Native American Heritage Commission. Welcome. Accessed September 2022 at: <http://nahc.ca.gov/>.

¹³² Office of Planning and Research. Technical Advisory: AB 52 and Tribal Cultural Resources in CEQA (June 2017). Page 3. Accessed September 2022 at: https://www.opr.ca.gov/docs/20200224-AB_52_Technical_Advisory_Feb_2020.pdf

¹³³ Office of Historic Preservation. CEQA Basics. Accessed September 2022 at: https://ohp.parks.ca.gov/?page_id=21721.

¹³⁴ CEQA Guidelines, Section 15064.5 - Determining the Significance of Impacts to Archaeological and Historical Resources. Accessed September 2022 at: <https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources/division-6-resources-agency/chapter-3-guidelines-for-implementation-of-the-california-environmental-quality-act/article-5-preliminary-review-of-projects-and-conduct-of-initial-study/section-150645-determining-the-significance-of-impacts-to-archaeological-and-historical-resources>

- (4) If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the Project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.

CEQA Guidelines: Human Remains

Public Resources Code Sections 5097.94 and 5097.98 provide guidance on the disposition of Native American burials (human remains), and fall within the jurisdiction of the Native American Heritage Commission.¹³⁵

- (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:
 4. The coroner shall contact the Native American Heritage Commission within 24 hours.
 5. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
 6. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
 - (2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
 - (C) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.
 - (D) The descendant identified fails to make a recommendation; or
 - (C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.
- (f) As part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place.

¹³⁵ Op. Cit.

Tulare County General Plan 2030 Update

- The General Plan has a number of policies that apply to Projects within Tulare County. General Plan policies that relate to the proposed Project are listed as follows: *ERM-6.1 Evaluation of Cultural and Archaeological Resources which states that the County shall participate in and support efforts to identify its significant cultural and archaeological resources using appropriate State and Federal standards;*
- *ERM-6.2 Protection of Resources with Potential State or Federal Designations wherein the County shall protect cultural and archaeological sites with demonstrated potential for placement on the National Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources. Such sites may be of Statewide or local significance and have anthropological, cultural, military, political, architectural, economic, scientific, religious, or other values as determined by a qualified archaeological professional;*
- *ERM-6.3 Alteration of Sites with Identified Cultural Resources which states that when planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development can be permitted in these areas only after a site-specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and mitigation measures proposed for any impacts the development may have on the resource;*
- *ERM-6.4 Mitigation – which states that if preservation of cultural resources is not feasible, every effort shall be made to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records;*
- *ERM-6.9 Confidentiality of Archaeological Sites which is also consistent with AB 52) where the County shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts; and*
- *ERM-6.10 Grading Cultural Resources Sites wherein the County shall ensure all grading activities conform to the County's Grading Ordinance and California Code of Regulations, Title 20, § 2501 et. seq.*

The intensive agricultural 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.

Impact Analysis

- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources? *Less Than Significant Impact With Mitigation***

As noted previously, information provided by the Southern San Valley Historical Resources Information Center, at California State University, Bakersfield (Center) and the California Native American Heritage Commission Sacred Lands File search (included in Attachment "C" of this document) were used as the basis for determining that this proposed UDB Modification Project would result in a **Less Than Significant Impact With Mitigation**.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency to be significant or have significance to a Native American Tribe? *Less Than Significant Impact With Mitigation*

Although no cultural or archaeological were identified within the proposed UDB Modification Project area in the records search, there is a possibility that subsurface resources could be uncovered during proposed UDB Modification Project construction-related activities. In the unlikely event that resources are discovered, potentially significant impacts to previously unknown subsurface resources may occur. To date, RMA has received two (2) response(s) from the tribes that were notified in compliance with AB 52 requirements through a list of potentially affected tribes provided by the NAHC for the proposed Project (GPA 23-001, PZC 23-005, & VTSM 23-008). As such, it is not anticipated that Native American tribal cultural resources or remains will be found within the proposed Project area. The responses were indicating they had no comments or were deferring to the Tule River Indian Tribe. The County followed up via phone calls on January 23, 2024. No additional correspondence was received. However, **Mitigation Measures 3.5-1 through 3.5-3** are included in the unlikely event that Native American remains or tribal cultural resources are unearthed during any ground disturbance activities. **Mitigation Measures 3.5-1 through 3.5-3** 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 proposed UDB Modification Project would result in a **Less Than Significant Impact With Mitigation** to Tribal Cultural Resources.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), 2024 Traver Wastewater Treatment Facility Sewer System Management Plan (SSMP), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration.

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.)."¹³⁶

"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 (SCE) 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

¹³⁶ Tulare County General Plan. Accessed August 2024 at: <https://generalplan.co.tulare.ca.us/> . Page 14-3.

provider of natural gas throughout the County.”¹³⁷

In Traver, PG&E provides electric and natural gas services while water services are provided by the Del Oro Water Company – Traver District. Alta Irrigation District (AID) has historical ties to the area, as its original intent in 1882 was to develop a water supply for lands near Traver. While their main office later moved to Dinuba, they still operate within the region and are involved in groundwater management efforts that could indirectly benefit the community. Tulare County’s Traver Wastewater Treatment Facility (WWTF) serves 178 residential users, 4 churches, 2 commercial facilities and 2 small schools. It is located at 36550 Road 44, .5 miles south of Avenue 368, in Traver, California and includes 2.6 miles of gravity sewer line, .03 miles of force main, and .05 miles of laterals. The main lines are constructed of polyvinyl chloride.

The WWTF’s discharge is regulated by Waste Discharge Requirement (WDRs) Order No. 88-098, which regulates a maximum discharge of 0.572 million gallons per day of domestic wastewater from an aerated pond and facultative pond (both lined with soil cement) to two evaporation/percolation ponds. Current average dry weather flow is 42,161 gallons per day. Only a small section of each of the two evaporation/percolation ponds is utilized for effluent disposal. The WWTF headworks consist of a magnetic flow meter, a channel-mounted raw sewage grinder and a bypass bar screen. A backup generator powers the WWTF and associated lift stations in the event of a power outage. There have been projects in the past to improve the capacity and reliability of this treatment plant. Soon, Tulare County will be utilizing a federal earmark from the EPA of approximately \$950,000 to provide maintenance (i.e., dredging, new lift station) to improve its WWTF in Traver. This earmark cannot be used to increase system capacity.

Regulatory Setting

Federal

U.S. Environmental Protection Agency (US EPA) - Federal Regulation Title 40, Part 503

In 1993, the U.S. Environmental Protection Agency (US EPA) publicized Standards for the Use or Disposal of Sewage Sludge (Code of Federal Regulations Title 40, Part 503). The standards 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 that 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 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.¹³⁸

Resource Conservation and Recovery Act (RCRA)¹³⁹

¹³⁷ Ibid. 14-3.

¹³⁸ National Archives and Records Administration. Code of Federal Regulations. Title 40: Protection of Environment Part 503: Standards for the Use or Disposal of Sewage Sludge. Accessed August 2024 at: <https://www.ecfr.gov/current/title-40/chapter-I/subchapter-O/part-503?toc=1>.

¹³⁹ United States Environmental Protection Agency. Summary of the Resource Conservation and Recovery Act. Accessed August 2024 at: <https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act>; then click on “EPA History: RCRA”.

Congress passed RCRA on October 21, 1976, to address the increasing problems the nation faced from our growing volume of municipal and industrial waste. RCRA, which amended the Solid Waste Disposal Act of 1965, set national goals for:

- a) Protecting human health and the environment from the potential hazards of waste disposal
- b) Conserving energy and natural resources
- c) Reducing the amount of waste generated
- d) Ensuring that wastes are managed in an environmentally-sound manner
- e) To achieve these goals, RCRA established three distinct, yet interrelated, programs:
 - 1) The solid waste program, under RCRA Subtitle D, encourages states to develop comprehensive plans to manage nonhazardous industrial solid waste and municipal solid waste, sets criteria for municipal solid waste landfills and other solid waste disposal facilities, and prohibits the open dumping of solid waste.
 - 2) The hazardous waste program, under RCRA Subtitle C, establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal — in effect, from “cradle to grave.”
 - 3) The underground storage tank (UST) program, under RCRA Subtitle I, regulates underground storage tanks containing hazardous substances and petroleum products. RCRA banned all open dumping of waste, encouraged source reduction and recycling, and promoted the safe disposal of municipal waste. RCRA also mandated strict controls over the treatment, storage, and disposal of hazardous waste.

State

The Integrated Waste Management Act (Assembly Bill 939)

In 1989, the California legislature passed the Integrated Waste Management Act of 1989, known as AB 939. The bill mandates a reduction of waste being disposed: jurisdictions were required to meet diversion goals of 25% by 1995 and 50% by the year 2000. AB 939 also established an integrated framework for program implementation, solid waste planning, solid waste facility and landfill compliance.

State Water Quality Control Board

“The State Water Resources Control Board (State Water Board) was created by the Legislature in 1967. The joint authority of water allocation and water quality protection enables the State Water Board to provide comprehensive protection for California’s waters. The State Water Board consists of five full-time salaried members, each filling a different specialty position. Board members are appointed to four-year terms by the Governor and confirmed by the Senate. There are nine Regional Water Quality Control Boards (Regional Boards). The mission of the Regional Boards is to develop and enforce water quality objectives and implementation plans that will best protect the State’s waters, recognizing local differences in climate, topography, geology and hydrology. Each Regional Board has seven part-time members appointed by the Governor and confirmed by the Senate. Regional Boards develop “basin plans” for their hydrologic areas, issue waste discharge requirements, take enforcement action against violators, and monitor water quality. The task of protecting and enforcing the many uses of water, including the needs of industry, agriculture, municipal districts, and the environment is an ongoing challenge for the State and Regional Water Quality Control Boards.”¹⁴⁰

Regional Water Quality Control Board (RWQCB)

¹⁴⁰ California State Water Boards Mission Statement. Accessed August 2024 at: http://www.waterboards.ca.gov/about_us/water_boards_structure/mission.html.

“There are nine Regional Water Quality Control Boards (Regional Boards). The mission of the Regional Boards is to develop and enforce water quality objectives and implementation plans that will best protect the State’s waters, recognizing local differences in climate, topography, geology and hydrology. Each Regional Board has seven part- time members appointed by the Governor and confirmed by the Senate. Regional Boards develop “basin plans” for their hydrologic areas, issue waste discharge requirements, take enforcement action against violators, and monitor water quality.”¹⁴¹

The Regional Water Quality Control Board – Biosolids

In California, the beneficial reuse of treated municipal sewage sludge (*a.k.a.*, biosolids) generally must comply with the California Water Code in addition to meeting the requirements specified in Part 503 in Title 40 of the Code of Federal Regulations.

In July 2004, the State Water Resources Control Board adopted Water Quality Order No. 2004-12-DWQ (General Order) and certified a supporting statewide Programmatic Environmental Impact Report (PEIR).

The General Order incorporates the minimum standards established by the Part 503 Rule and expands upon them to fulfill obligations to the California Water Code. However, since California does not have delegated authority to implement the Part 503 Rule, the General Order does not replace the Part 503 Rule. The General Order also does not preempt or supersede the authority of local agencies to prohibit, restrict, or control the use of biosolids subject to their jurisdiction, as allowed by law.

Persons interested in seeking coverage under the General Order should contact the appropriate Regional Water Quality Control Board. Only applicants who submit a complete *Notice of Intent* (NOI), appropriate application fee, and are issued a Notice of Applicability by the executive officer of the appropriate Regional Water Quality Control Board are authorized to land apply biosolids at an agricultural, horticultural, silvicultural, or land reclamation site as a soil amendment under the General Order.

State Water Resources Control Board, Divisions of Drinking Water and Clean Water

Recycled water regulations are administered by both Central RWQCB and the California State Water Resources Control Board (SWRCB). The regulations governing recycled water are found in a combination of sources, including the Health and Safety Code, Water Code, and Titles 22 and 17 of the California Code of Regulations (CCR). Issues related to the treatment and distribution of recycled water are generally under the permitting authority of RWQCB and the Clean Water Division of the SWRCB.

State Water Resources Control Board Water Onsite Wastewater Treatment Systems (OWTS) Policy

“The purpose of this Policy is to allow the continued use of OWTS, while protecting water quality and public health. This Policy recognizes that responsible local agencies can provide the most effective means to manage OWTS on a routine basis. Therefore, as an important element, it is the intent of this policy to efficiently utilize and improve upon where necessary existing local programs through coordination between the State and local agencies. To accomplish this purpose, this Policy establishes a statewide, risk-based, tiered approach for the regulation and management of OWTS installations and replacements and sets the level of performance and protection expected from OWTS. In particular, the Policy requires actions for water bodies specifically identified as part this Policy where OWTS contribute to water quality degradation that adversely affect beneficial uses.”¹⁴²

State NPDES General Construction Permit

¹⁴¹ Ibid.

¹⁴² California State Water Resources Control Board. OWTS Policy. Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems. June 19, 2012. Accessed August 2024 at: https://www.waterboards.ca.gov/water_issues/programs/owts/docs/owts_policy.pdf.

The State NPDES General Construction Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that uses storm water “Best Management Practices” to control runoff, erosion and sedimentation from the site both during and after construction. The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of storm water discharges; and (2) to describe and ensure the implementation of practices to reduce sediment and other pollutants in storm water discharges.

CalRecycle

CalRecycle (formerly the California Integrated Waste Management Board) governs solid waste regulations on the state level, delegating local permitting, enforcement, and inspection responsibilities to Local Enforcement Agencies (LEA). Regulations authored by CalRecycle (Title 14) were integrated with related regulations adopted by the State Water Resources Control Board (SWRCB) pertaining to landfills (Title 23, Chapter 15) to form CCR Title 27.

California Public Utilities Commission

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 a Constitutional Amendment as the Railroad Commission. In 1912, the Legislature passed the Public Utilities Act, expanding the Commission's regulatory authority to include natural gas, electric, telephone, and water companies as well as railroads and marine transportation companies. In 1946, the Commission was renamed the California Public Utilities Commission. It is tasked with ensuring safe, reliable utility service is available to consumers, setting retail energy rates, and protecting against fraud.

Local

The applicable Tulare County General Plan 2030 Update policies for this resource are limited to the following for this resource item:

- *PFS-2.1 Water Supply* where in the County shall work with agencies providing water service to ensure that there is an adequate quantity and quality of water for all uses, including water for fire protection, by, at a minimum, requiring a demonstration by the agency providing water service of sufficient and reliable water supplies and water management measures for proposed urban development;
- *PFS-2.3 Well Testing* wherein the County shall require new development that includes the use of water wells to be accompanied by evidence that the site can produce the required volume of water without impacting the ability of existing wells to meet their needs;
- *PFS-2.5 New Systems or Individual Wells* where connection to a community water system is not feasible per PFS-2.4: Water Connections, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity;
- *PFS-3.1 Private Sewage Disposal Standards* where in the County shall maintain adequate standards for private sewage disposal systems (e.g., septic tanks) to protect water quality and public health;
- *PFS-3.2 Adequate Capacity* wherein the County shall require development proposals to ensure the intensity and timing of growth is consistent with the availability of adequate wastewater treatment and disposal capacity;
- *PFS-4.3 Development Requirements* wherein the County shall encourage project designs that minimize drainage concentrations and impervious coverage, avoid floodplain areas, and where

feasible, provide a natural watercourse appearance;

- *PFS-4.4 Stormwater Retention Facilities* wherein the County shall require on-site detention/retention facilities and velocity reducers when necessary to maintain existing (pre-development) storm flows and velocities in natural drainage systems. The County shall encourage the multi-purpose design of these facilities to aid in active groundwater recharge;
- *PFS-4.5 Detention/Retention Basins Design* wherein the County shall require that stormwater detention/retention basins be visually unobtrusive and provide a secondary use, such as recreation, when feasible;
- *PFS-4.7 NPDES Enforcement* wherein the County shall continue to monitor and enforce provisions to control non-point source water pollution contained in the U.S. Environmental Protection Agency National Pollution Discharge Elimination System (NPDES) program;
- *PFS-5.3 Solid Waste Reduction* wherein the County shall promote the maximum feasible use of solid waste reduction, recycling, and composting of waste, strive to reduce commercial and industrial waste on an annual basis, and pursue financing mechanisms for solid waste reduction programs;
- *PFS-5.4 County Usage of Recycled Materials and Products* wherein the County shall encourage all industries and government agencies in the County to use recycled materials and products where economically feasible; and,
- *PFS-5.8 Hazardous Waste Disposal Capabilities* wherein the County shall require the proper disposal and recycling of hazardous materials in accordance with the County's Hazardous Waste Management Plan.

Impact Analysis

- a) **Would the project 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? *Less Than Significant Impact***

The UDB Modification would not cause the relocation or construction of new wet or dry utilities. However, as development occurs, residences and businesses would have to hook up to necessary utilities and could cause the relocation or reconstruction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunications facilities. Because Traver has homes and businesses that use electricity, natural gas, telecommunications facilities, disposal services, etc., existing services are present. However, the impacts of future development projects are unknown and speculative at this time and attempting to mitigate those future impacts would be premature. Therefore, the UDB Modification would result in a **Less Than Significant Impact**.

- b) **Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? *Less Than Significant Impact***

Del Oro Water Company, Traver District operates the Traver Community Public Water System under Permit No. 5400553 issued by the State Water Resources Control Board (SWRCB), Division of Drinking Water. Del Oro Water Company is a private Class "B" water utility that is regulated by the California Public Utilities Commission. The community of Traver water system is comprised of two groundwater wells and hydro-pneumatic tanks that pressurize a distribution pipeline system that serves the existing community.

The most recent 2021 Water Quality Report (Consumer Confidence Report) documents that the water system complies with all regulatory primary and secondary water quality analytes with the exception Trichloro propane (1,2,3 TCP). The Maximum Contaminant Level (MCL) for this analyte of 0.005 (parts per billion) ppb

was implemented in 2018, which triggered a requirement for the water system to add treatment for existing Well 3. Del Oro Water Company, Traver District has completed the construction of a granular activated carbon water treatment system at the Well 3 site to treat 1,2,3 Trichloropropane (TCP). The project is currently in the commissioning phase.

Modification of the UDB would not impact available water supplies. The proposed changes to the land use designation and zoning would allow a mixture of non-agricultural uses, predominantly residential uses with supporting light industrial, commercial, open space and public facilities uses, to be developed within the modified UDB. Future development could impact available water supplies. However, the impacts of future development projects are unknown and speculative at this time and attempting to mitigate those future impacts would be premature. Therefore, the UDB Modification would result in a **Less Than Significant Impact**.

- c) **Would the project 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? *Less Than Significant Impact***

The UDB Modification project itself would not increase the demand for new or expanded wastewater facility capacity in Traver. The Project would not require or result in the construction of new water or wastewater treatment or collection facilities or expansion of existing facilities or not result in a determination by the wastewater treatment provider that 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.

However, as development proposals are considered on a case-by-case basis, Tulare County, regional and state standards will prevent exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board. Any project over 1 acre would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP). As determined by Tulare County Public Works division, there is availability of additional sewer capacity at the current WWTF for 108 dwelling units (250 gpd/dwelling unit). If additional sewer capacity is necessary beyond 108 dwelling units, the developer(s), working with Tulare County, could expand the existing WWTF or install a package WWTP, which is a pre-engineered and prefabricated plant that is designed and assembled in a factory setting as modules for transport and installation.

Because any new development will have to comply with Tulare County, regional and state rules and regulations, the UDB Modification would result in a **Less Than Significant Impact**.

- d) **Would the project 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? *Less Than Significant Impact***

The UDM modification 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. Any new development in the future would be required to comply with federal, state, and local management and reduction statutes and regulations related to solid waste as applicable. As such, there will be a **Less Than Significant Impact** to solid waste.

- e) **Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? *Less Than Significant Impact***

As identified in Impact d), the UDM modification would not result in development of a project as it is a change to the UDB and zone change. Any new development in the future would be required to comply with federal, state, and local management and reduction statutes and regulations related to solid waste as applicable. As a result, there will be a **Less Than Significant Impact** to solid waste.

XX. WILDFIRES

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d)	Expose people or structures to significant risks, including downslope or downstream flooding, or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration.

Regulatory Setting

Federal

None that apply to the proposed Project.

State

Senate Bill 1241 (Kehoe, 2012)

“Wildfire: Senate Bill 1241 (Kehoe, 2012) required the Office of Planning and Research, the Natural Resources Agency, and CalFire to develop “amendments to the initial study checklist of the [CEQA Guidelines] for the inclusion of questions related to fire hazard impacts for projects located on lands classified as state responsibility areas, as defined in section 4102, and on lands classified as very high fire hazard severity zones, as defined in subdivision (i) of section 51177 of the Government Code.” (Pub. Resources Code, § 21083.01 (emphasis added).) The Agency added several questions addressing this issue. Notably, while SB 1241 required the questions to address specific locations, it did not necessarily limit the analysis to those locations, and so the Agency posed the questions for projects located within “or near” those zones. Lead agencies will be best placed to determine precisely where such analysis is needed outside of the specified zones.”¹⁴³

“The safety elements of local general plans will also describe potential hazards, including: “any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche,

¹⁴³ MJLHMP. Page 70.

and dam failure; slope instability leading to mudslides and landslides; subsidence; liquefaction; and other seismic hazards ..., and other geologic hazards known to the legislative body; flooding; and wildland and urban fires.” (Gov. Code § 65302(g)(1).) Hazards associated with flooding, wildfire and climate change require special consideration. (Id. at subd. (g)(2)-(g)(4).) Lead agencies must “discuss any inconsistencies between the proposed project and applicable general plans” related to a project’s potential environmental impacts in a project’s environmental review. (State CEQA Guidelines § 15125(d).) Local governments may regulate land use to protect public health and welfare pursuant to their police power. (Cal. Const., art. XI, § 7; *California Building Industry Assn. v. City of San Jose* (2015) 61 Cal. 4th 435, 455 (“so long as a land use restriction or regulation bears a reasonable relationship to the public welfare, the restriction or regulation is constitutionally permissible.”)¹⁴⁴

CAL FIRE - Tulare Unit Strategic Fire Plan

As summarized in the 2017 Tulare Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP), “The Plan is a local road map to create and maintain defensible landscapes in order to protect vital assets. It seeks to reduce firefighting cost and property loss, increase public and firefighter safety, minimize wildfire risk to communities and contribute to ecosystem health. The Plan identifies pre-suppression projects including opportunities for reducing structural ignitability, and the identification of potential fuel reduction projects and techniques for minimizing those risks. The central goals that are critical to reducing and preventing the impacts of fire revolve around both suppression efforts and fire prevention efforts. The MJLHMP fire hazard analysis and fire related mitigation measures will be provided to Cal Fire to support the Tulare Unit Strategic Fire Plan.”¹⁴⁵

Cal Fire publishes Fire Hazard Severity Zone Maps for all regions in California. The fire hazard measurement used as the basis for these maps includes the speed at which a wildfire moves, the amount of heat the fire produces, and most importantly, the burning fire brands that the fire sends ahead of the flaming front. Lead agencies and project proponents can review the Cal Fire maps to determine whether a given project site will be subject to the new CEQA wildfire impacts analysis.

Local

Tulare County General Plan 2030 Update

The proposed Project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The following *Tulare County General Plan 2030 Update* policies could apply to this Project if it were located on sloped areas, fire hazards areas, lands susceptible to landslides, subsidence/settlement, contamination, flooding, potential for wildland fires, etc.:

- *HS-6.1 New Building Fire Hazards* - The County shall ensure that all building permits in urban areas, as well as areas with potential for wildland fires, are reviewed by the County Fire Chief;
- *HS-6.5 Fire Risk Recommendations* - The County shall encourage the County Fire Chief to make recommendations to property owners regarding hazards associated with the use of materials, types of structures, location of structures and subdivisions, road widths, location of fire hydrants, water supply, and other important considerations regarding fire hazard that may be technically feasible but not included in present ordinances or policies;
- *HS-6.7 Water Supply System* – The County shall require that water supply systems be adequate to serve the size and configuration of land developments, including satisfying fire flow requirements. Standards as set forth in the subdivision ordinance shall be maintained and improved as necessary;

¹⁴⁴ Ibid. Pages 38 and 39.

¹⁴⁵ Ibid Table 3-1: Legal & Regulatory Capabilities. 14.

- *HS-7.1 Coordinate Emergency Response – Service with Government Agencies* wherein the County shall coordinate emergency response with local, State, and Federal governmental agencies, community organizations, volunteer agencies, and other response partners during emergencies or disasters utilizing SEMS and NIMS; and
- *HS-7.2 Mutual Aid Agreement* - The County shall participate in established local, State, and Federal mutual aid systems. Where necessary and appropriate, the County shall enter into agreements to ensure the effective provision of emergency services, such as mass care, heavy rescue, hazardous materials, or other specialized functions.

Impact Analysis

- a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? *No Impact***

The proposed Modified UDB Project will not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Item a) does not apply to the Traver UDB Modification Project as it is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As such, no Project-specific impact will occur. There will be **No Impact**.

- b) Would the project, 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? *No Impact***

The proposed Modified UDB Project will not exacerbate wildfire risks. Item b) does not apply to the Traver UDB Modification Project as it is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Therefore, no Project-specific impact will occur. There will be **No Impact**.

- c) Would the project 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? *No Impact***

The proposed Modified UDB Project will not require installation or maintenance of wildfire associated infrastructure. Item c) does not apply to the Traver UDB Modification Project as it is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As a result, no Project-specific impact will occur. There will be **No Impact**.

- d) Would the project 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? *No Impact***

The proposed Modified UDB Project will not expose people or structures to significant wildfire risks. Item d) does not apply to the Traver UDB Modification Project as it is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As such, no Project-specific impact will occur. There will be **No Impact**.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

		SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal species, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

The following analysis is based on the information provided in assessments provided in Checklist Items I through XX.

The following analysis is based on the information provided in the Tulare County General Plan 2030 Update (General Plan), General Plan 2030 Update Background Report (Background Report), Tulare County General Plan 2030 Update Recirculated Draft Environmental Impact Report (General Plan RDEIR), Traver Community Plan 2014 Update and associated Mitigated Negative Declaration and the resources cited in this analysis.

- 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? *Less Than Significant Impact With Mitigation***

The analysis contained in Item 4 Biological Resources concludes that this resource has the potential to be impacted and has included Mitigation Measures. 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.

The analyses contained in Items 5 Cultural Resources, 7 Geology/Soils (Paleontological Resources), and 18 Tribal Cultural Resources conclude the Project has potential to impact historical and/or cultural resources. The potential for impacts to historical, cultural (including tribal cultural resources), and paleontological resources from the construction and operation of the proposed Project will be mitigated to less than significant impact with

incorporation of Mitigation Measures as contained in Items 5 Cultural Resources, 7 Geology/Soils (Paleontological Resources), and 18 Tribal Cultural Resources. Accordingly, the proposed Project will involve no potential for significant impacts due to elimination of important examples of the major periods of California history or prehistory. As such, this Project will have a **Less Than Significant Impact With Mitigation** for Biological Resources, for Cultural, Geology/Soil, and Tribal Cultural Resources.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? *Less Than Significant Impact With Mitigation***

The proposed Modified UDB Project is a update to the Traver Community Plan. It is intended to accommodate projected growth and to provide a mechanism to stimulate economic development within the existing geographic area and consistent with current General Plan Land Use and Zoning designations contained in the Community Plan. Development is anticipated to occur consistent with the policies contained in the Tulare County General Plan, the Traver Community Plan, and other agencies (for example, the Valley Air District and Regional Water Quality Control Board). Adhering to local, regional, state and federal standards and specifications, and applying identified mitigation measures, new development will result in Less Than Significant Impact With Mitigation to resources identified in this MND. As such, the proposed Project will result in **Less Than Significant Impact With Mitigation** on the environment when considered individually or cumulatively.

- c) **Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

The proposed Modified UDB Project will not result in substantial adverse effects on human beings, either directly or indirectly. Mitigation measures identified in this MND are provided to reduce the Project’s potential effects on human beings and the physical environment. Therefore, implementation of the proposed Project would result in a **Less Than Significant Impact**.

ATTACHMENT “A”

**Air Quality, Greenhouse Gas, and Energy Analysis for Traver Development Boundary Element
Traver Community Plan Urban Development Boundary Amendment Detailed Report – 2025
Traver Community Plan Urban Development Boundary Amendment Detailed Report – 2030
Mitigation Fee Nexus Study**

**AIR QUALITY, GREENHOUSE GAS, AND ENERGY ANALYSIS FOR
TRAVER URBAN DEVELOPMENT
BOUNDARY AMENDMENT**

TULARE COUNTY, CA
APRIL 2025

PREPARED FOR:

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
TULARE CALIFORNIA

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ABBREVIATIONS

AB	Assembly Bill
ADMRT	Air Dispersion Modeling and Risk Assessment Tool
APCD	Air Pollution Control District
AQ	Air Quality
AQMD	Air Quality Management District
AQP	Air Quality Plan
BPS	Best Performance Standards
CAFE	Corporate Average Fuel Economy
CARB	California Air Resources Board
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalGreen Code	California Green Building Standards Code
CCA	Clean Air Act
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CO	Carbon monoxide
DCP	Dust Control Plan
District	San Joaquin Valley Air Pollution Control District
DPM	Diesel particulate matter
EMFAC	ARB Emission Factor
EO	Executive Order
EPA	United States Environmental Protection Agency
GAMAQI	<i>Guideline for Assessing and Mitigating Air Quality Impacts</i>
GDF	Gasoline Dispensing Facility
GHG	Greenhouse Gas
HARP	Hotspots Analysis and Reporting Program
HRA	Health Risk Assessment
IPCC	United Nations Intergovernmental Panel on Climate Change
Lead Agency	County of Tulare
MTCO _{2e}	Metric Tons Carbon Dioxide Equivalent
NAAQS	National Ambient Air Quality Standards
NHTSA	National Highway Traffic Safety Administration
NO _x	Oxides of Nitrogen
PM ₁₀	Particulate matter 10 microns or less
PM _{2.5}	Particulate matter 2.5 microns or less
Project	Traver Community Plan Urban Development Boundary Amendment
ROG	Reactive organic gases
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLCP	Short-Lived Climate Pollutant
SO ₂	Sulfur dioxide
TAC	Toxic Air Contaminant
VOC	Volatile Organic Compounds
ZEV	Zero Emission Vehicles

1 EXECUTIVE SUMMARY

1.1 PURPOSE AND METHODS OF ANALYSIS

The following air quality (AQ), energy (NRG), and greenhouse gas (GHG) analysis was prepared to evaluate whether the estimated criteria air pollutants, toxic air contaminants (TACs), GHG emissions generated, and the fuel consumed from the construction and operation of the Traver Community Plan Urban Development Boundary Amendment (Project) would cause significant impacts to air, greenhouse gas, and energy resources in the Project area. This assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The methodology follows the *Guidance for Assessing and Mitigating Air Quality Impacts* (GAMAQI) prepared by the San Joaquin Valley Air Pollution Control District (SJVAPCD or District) for quantification of emissions and evaluation of potential impacts to air resources¹ and the SJVAPCD's *Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*.²

1.2 PROJECT DESCRIPTION

The Project proposes to amend the Urban Development Boundary (UDB) of the community of Traver to include approximately 238 acres. Entitlements required to amend the UDB include General Plan Amendment No. GPA 25-003, which would amend the existing "Valley Agriculture" land use designation of ±238 acres within the Rural Valley Lands Plan (RVLP) to "Mixed Use" (see Figures 3 and 4) while Zone Change No. PZC 25-002 would amend the existing AE-40 (Exclusive Agriculture – 40 acre minimum) zone to ±199 acres of R-1-MU (single family residential – mixed use overlay) and ±39 acres M-1-MU (light manufacturing – mixed use overlay) zones.

Based on the development capacity of these zones, this report intends to analyze the following:

- 616 single-family residences
- 616 low-rise multi-family residences
- 17-acre community park
- 600 student elementary school
- Approximately 198,200 square feet of light industrial space
- Approximately 103,000 square feet of public service facilities
- Approximately 40 acres of roads

Additionally, this report will also analyze potential impacts from undeveloped areas within the existing UDB:

- 441 single-family residences
- Approximately 246,500 square feet of shopping center space
- Approximately 71,500 square feet of light industrial space
- Approximately 15 acres of new roads

1.3 SUMMARY OF ANALYSIS RESULTS

The following is a summary of the analysis results. As shown below, the Project would result in less than significant impacts for all air quality impact criteria, energy and all GHG impact criteria analyzed, with the implementation of mitigation measures.

¹ (San Joaquin Valley Air Pollution Control District 2015)

² (San Joaquin Valley Air Pollution Control District 2009)

Table 1-1: Impact Summary

Impact	Appendix G Answer	Result
AIR-1	The project would not conflict with or obstruct implementation of the applicable air quality plan.	Less than Significant Impact with Mitigation.
AIR-2	The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).	Less than Significant Impact with Mitigation.
AIR-3	The project would not expose sensitive receptors to substantial pollutant concentrations.	Less than Significant Impact.
AIR-4	The project would not create objectionable odors affecting a substantial number of people.	Less than Significant Impact.
NRG-1	The project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less than Significant Impact.
NRG-2	The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less than Significant Impact.
GHG-1	The project would not generate direct or indirect greenhouse gas emissions that would result in a significant impact on the environment.	Less than Significant Impact.
GHG-2	The project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of greenhouse gases.	Less than Significant Impact.

2 AIR QUALITY

2.1 REGULATORY SETTING

2.1.1 FEDERAL

At the federal level, the United States Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. The EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA). The federal CAA was first signed into law in 1963. Congress substantially amended the federal CAA in 1970, 1977, and 1990.

The EPA deals with global, international, national, and interstate air pollution issues. Their primary role at the state level is one of oversight of state air quality programs. The EPA sets federal standards for vehicle and stationary sources and provides research and guidance in air pollution programs.

The federal CAA required the EPA to set National Ambient Air Quality Standards (NAAQS) for several problem air pollutants on the basis of human health and welfare criteria. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare (e.g., crops, forests, materials, visibility, etc.). Primary NAAQS have been established for the following criteria air pollutants:

- Carbon monoxide (CO)
- Ozone (O₃)
- Respirable particulate matter (PM₁₀)
- Fine particulate matter (PM_{2.5})
- Nitrogen dioxide (NO₂)
- Sulfur dioxide (SO₂)
- Lead (Pb)

All of the above, except CO, also have some form of secondary standard. The primary NAAQS standards are intended to protect, within an adequate margin of safety, those persons most susceptible to respiratory distress, such as people suffering from asthma or other illness, the elderly, very young children, or others engaged in strenuous work or exercise.

The EPA designates areas with air quality not meeting federal standards as “nonattainment.” 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 such as California 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 a living document that 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 for the nonattainment area and impose additional control measures.

In addition to setting health-based standards for air pollutants, the EPA also oversees state and local actions to improve air quality. The following list provides a brief explanation of important regulations set forth by EPA:

FEDERAL CLEAN AIR ACT (CAA)

- Requires air quality plans to include measures necessary to achieve NAAQS.
- Requires all plans, programs, and projects that require federal approval, including transportation plans, to conform to air quality plans.
- Requires sanctions if all feasible measures are not expeditiously adopted.

2.1.2 STATE

States are required to develop and implement air pollution control plans designed to achieve and maintain the NAAQS established by the EPA. States may also establish their own standards, provided the state standards are at least as stringent as the NAAQS. California has established California Ambient Air Quality Standards (CAAQS) pursuant to Health and Safety Code Section 39606(b) and its predecessor statutes.

The California Legislature established the Air Resources Board (CARB) in 1967. The CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA) of 1988. The CCAA provides a planning framework for attainment of the CAAQS for O₃, CO, SO₂, and NO₂. The CCAA classifies ozone nonattainment areas as moderate, serious, severe, and extreme based on severity of violation of state ambient air quality standards. For each class, the CCAA specifies air quality management strategies that must be adopted. For all nonattainment categories, attainment plans are required to demonstrate a five-percent-per-year reduction in nonattainment air pollutants or their precursors, averaged every consecutive three-year period, unless an approved alternative measure of progress is developed. Air districts responsible for air basins with air quality that is in violation of CAAQS for O₃, CO, SO₂, and NO₂ are required to prepare an air quality attainment plan that lays out a program to attain the CCAA mandates.

Other CARB duties include monitoring air quality in conjunction with air monitoring networks maintained by air pollution control districts (APCDs) and air quality management districts (AQMDs), establishing CAAQS (which are more stringent than the NAAQS in many cases), setting emissions standards for new motor vehicles, and reviewing district input for the SIP required by the federal CAA amendments. The SIP consists of the emissions standards for vehicular sources set by the CARB as well as attainment plans adopted by the APCD or AQMD and approved by the CARB.

The State of California, through the CARB and Bureau of Automotive Repair, develops programs to reduce pollution from vehicles and consumer products. The following list provides a brief explanation of important regulations set forth by the State of California:

CALIFORNIA CLEAN AIR ACT (CCAA)

- Requires all feasible control measures, including transportation control measures, to reduce emissions.
- Provides for indirect source programs in attainment plans.
- Contains targets for emission reductions, vehicle miles traveled, and average vehicle ridership.

AB (ASSEMBLY BILL) 170

- Requires cities and counties in the Valley to incorporate strategies to improve air quality in their general planning efforts.

SB (SENATE BILL) 709

- Gave the Air District more responsibility in terms of permitting, fee implementation, and agricultural assistance, but also gives the Air District the authority to require the use of best available control technology (BACT) for existing sources, promote cleaner-burning alternative fuels, and encourage and facilitate ridesharing.

- Allows the Air District to adopt a surcharge on motor vehicle registration fees in counties within the Air District.

CALIFORNIA GOVERNMENT CODE SECTION 65089

- Requires trip reduction and travel demand management in Congestion Management Programs.

2.1.3 REGIONAL

Air pollution does not respect political boundaries. Therefore, many air quality problems are best managed on a regional basis. In 1991 the State Legislature determined that management of an air basin by a single agency would be more effective than management through each county within that basin. Air basins are geographic areas sharing a common "air-shed." Most major metropolitan areas in California now fall under the authority of multi-county APCDs or AQMDs.

Air districts have the primary responsibility for control of air pollution from all sources other than direct motor vehicle emissions, which are the responsibility of the CARB and EPA. Air districts adopt and enforce rules and regulations to achieve state and federal ambient air quality standards and enforce applicable state and federal law.

The San Joaquin Valley Air Pollution Control District (SJVAPCD), formed in 1991, has jurisdiction over air quality matters in the San Joaquin Valley Air Basin (SJVAB), spanning the counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, Tulare, and the western portion of Kern.

Until the passage of the CCAA, the primary role of county APCDs was controlling stationary sources of pollution, such as industrial processes and equipment. With the passage of the CCAA and federal CAA amendments, air districts were required to implement transportation control measures and were encouraged to adopt indirect source control programs to reduce mobile source emissions. These mandates created the necessity for air districts to work closely with cities, counties, and regional transportation planning agencies to develop new programs.

The Air District entered into a memorandum of understanding with the eight San Joaquin Valley County transportation planning agencies in 1992. This memorandum of understanding ensures a coordinated approach in the development and implementation of transportation plans throughout the Valley. This action has helped the Regional Transportation Planning Agencies comply with pertinent provisions of the federal and state Clean Air Acts as well as related transportation legislation (such as the Intermodal Surface Transportation Efficiency Act).

The Air District develops plans and implements control measures in an effort to advance Valley attainment of CAAQS and NAAQS. The Air District has developed plans to attain state and federal standards for ozone and particulate matter. The Air District's air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control methods have worked, and to show how air pollution will be reduced. The plans also use computer modeling to estimate future levels of pollution and make sure that the Valley will meet air quality goals on time.

Control measures applicable to this Project are as follows:

Regulation VIII—Fugitive PM₁₀ Prohibitions

Regulation VIII is a control measure that is one main strategies from the 2006 PM₁₀ Plan for reducing the PM₁₀ emissions that are part of fugitive dust. Projects over 10 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. The Project is required to prepare a DCP to comply with Regulation VIII.

Rule 2201 – New and Modified Stationary Source

The purpose of this rule is to regulate new and modifications to existing stationary sources of emissions. These emission sources require both an Authority to Construct and a Permit to Operate. Criteria air pollutant emissions that exceed thresholds must be offset to avoid interfering with attainment or maintenance of ambient air quality standards. This project would be required to comply with Rule 2201 for its Gasoline Dispensing Facility use.

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 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 hazardous air pollutants, such as asbestos.

Rule 4102—Nuisance

The purpose of this rule is to protect the health and safety of the public and applies to any source operation that emits or may emit air contaminants or other materials. Agricultural activities are exempt from the nuisance rule.

Rule 9510 – Indirect Source Review

The purpose of this rule is to ensure that land use development projects reduce their construction/operational NO_x and PM₁₀ emissions by 20%/40% and 33.3%/50%, respectively. Operational emissions are required to be reduced over a period of 10 years. Emission reductions can be obtained either by implementing on-site improvements, such as using more efficient construction equipment, improved land use design, electrical vehicle chargers, photovoltaic panels, or by simply paying an in-lieu fee that goes towards emission-reducing projects elsewhere in the Air District's region.

Other Measures

Other control measures that apply to the Project are Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operation that requires reductions in volatile organic compound (VOC) emissions during paving and Rule 4601—Architectural Coatings that limits the VOC content of all types of paints and coatings sold in the San Joaquin Valley. These measures apply at the point of sale of the asphalt and coatings, so Project compliance is ensured.

2.1.4 LOCAL

The County of Tulare adopted its General Plan Review in 2012.³ The applicable air quality goals and policies from the County of Tulare 2030 General Plan are listed below.

AQ-2.2 Indirect Source Review:

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

1. *Providing bicycle access and parking facilities,*
2. *Increasing density,*
3. *Encouraging mixed use developments,*
4. *Providing walkable and pedestrian-oriented neighborhoods,*
5. *Providing increased access to public transportation,*
6. *Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles, and*

³ (County of Tulare 2012)

7. *Establishing telecommuting programs or satellite work centers.*

AQ-3.1 Location of Support Services.

The County shall encourage the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) near major employment centers for the purpose of reducing midday vehicle trips.

AQ-3.2 Infill Near Employment:

The County shall identify opportunities for infill development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.

AQ-3.3 Street Design:

The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

AQ-3.6 Mixed Land Uses:

The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

2.2 ENVIRONMENTAL SETTING

Air quality impacts are both local and regional. Regional and local air quality is impacted by topography, dominant airflows, atmospheric inversions, location, and season. The Project is located in the SJVAB, which experiences some of the most challenging environmental conditions for air quality in the nation. The following section describes these conditions as they pertain to the Air Basin. The information in this section is primarily from the SJVAPCD's GAMAQI.⁴

2.2.1 CLIMATE METEOROLOGY, TOPOGRAPHY

The Project site is in unincorporated Tulare County. The SJVAB (in which the Project site is located) has an inland Mediterranean climate characterized by warm, dry summers and cooler winters. Summer temperatures often exceed 100 degrees Fahrenheit (°F) and can vary as much as 30°F. Winters are for the most part mild and humid, with average high in the 50s, while the average daily low temperature is approximately 45°F.

The vertical dispersion of air pollutants in the Valley is limited by the presence of persistent temperature inversions. Air temperature usually decreases as altitude increases. A reversal of this atmospheric state, where the air temperature increases with height, is termed an inversion. Air above and below an inversion does not mix because of differences in air density thereby restricting air pollutant dispersal.

Wind speed and direction play an important role in the dispersion and transport of air pollutants. During summer periods, winds typically originate from the northern San Joaquin Valley and flow in a south-southeasterly direction through the Valley, down through the Tehachapi Pass and into the neighboring Southeast Desert Air Basin. During winter months, winds occasionally originate in the opposite direction, from the south end of the Valley and flow in a north-northwesterly direction. Also, during winter months, the Valley experiences light, variable winds, less than 10 miles per hour. Low wind speeds, combined with low inversion layers in the winter, create a climate conducive to high concentrations of certain air pollutants.

⁴ (San Joaquin Valley Air Pollution Control District 2015)

The SJVAB is basically a flat area bordered on the east by the Sierra Nevada Mountains; on the west by the Coast Ranges; and to the south by the Tehachapi Mountains. Airflow in the SJVAB is primarily influenced by marine air that enters through the Carquinez Straits where the San Joaquin-Sacramento Delta empties into the San Francisco Bay. The region's topographic features restrict air movement through and out of the basin. As a result, the SJVAB is highly susceptible to pollutant accumulation over time. Frequent transport of pollutants into the SJVAB from upwind sources also contributes to poor air quality.

2.2.2 ATTAINMENT STATUS

The EPA and the CARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or "form" of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual PM_{2.5} standard is met if the three-year average of the annual average PM_{2.5} concentration is less than or equal to the standard. The current attainment designations for the Air Basin are shown in [Table 2-1](#). The Air Basin is designated nonattainment for ozone, PM₁₀, and PM_{2.5}.

Table 2-1: Ambient Air Quality Standards & Attainment Designation

Pollutant	Averaging Time	National Standards	California Standards
Ozone (O ₃)	1-hour	No Federal Standard	Nonattainment/Severe
	8-hour	Nonattainment (Extreme)	Nonattainment
Particulate Matter (PM ₁₀)	AAM	Attainment	Nonattainment
	24-hour		
Fine Particulate Matter (PM _{2.5})	AAM	Nonattainment	Nonattainment
	24-hour		
Carbon Monoxide (CO)	1-hour	Attainment/Unclassified	Attainment/Unclassified
	8-hour		
	8-hour (Lake Tahoe)		
Nitrogen Dioxide (NO ₂)	AAM	Attainment/Unclassified	Attainment
	1-hour		
Sulfur Dioxide (SO ₂)	AAM	Attainment/Unclassified	Attainment
	24-hour		
	3-hour		
	1-hour		
Lead (Pb)	30-day Average	No Designation/Classification	Attainment
	Calendar Quarter		
	Rolling 3-Month Average		

Pollutant	Averaging Time	National Standards	California Standards
Hydrogen Sulfide (H ₂ S)	1-hour	No Federal Standards	Unclassified
Sulfates (SO ₄)	24-hour	No Federal Standards	Attainment
Visibility-Reducing Particle Matter	8-hour	No Federal Standards	Unclassified
Vinyl Chloride (C ₂ H ₃ Cl)	24-hour	No Federal Standards	Attainment
AAM = Annual Arithmetic Mean Source: (San Joaquin Valley Air Pollution Control District 2025)			

2.2.3 AMBIENT AIR QUALITY LEVELS

Criteria air pollutant concentrations are measured at several monitoring stations in the surrounding area. **Table 2-2** summarizes the air quality data measured at monitoring stations near the project site during the last three available years (2021-2023). The Visalia-N Church Street and Visalia-W. Ashland Avenue stations are the closest stations to the project site with recent data. The station at N Church Street was moved to W. Ashland Avenue in 2022. Both CARB and EPA use monitoring data to designate areas according to their attainment status for criteria air pollutants (attainment designations are summarized above in **Table 2-1**).

Table 2-2: Summary of Annual Data on Ambient Air Quality

	2021	2022	2023
Ozone			
Maximum concentration (1-hr/8-hr avg, ppm)	0.119/0.097	0.114/0.098	0.100/0.087
Number of days state standard exceeded (1-hr/8-hr)	14/52	8/64	3/30
Number of days national standard exceeded (8-hr)	51	62	27
Fine Particulate Matter (PM_{2.5})			
Maximum concentration (24-hour µg/m ³)	129.2	48.3	42.9
Number of days national standard exceeded (24-hour measured)	46.6	18.5	6.1
Respirable Particulate Matter (PM₁₀)			
Maximum concentration (µg/m ³)	302.1	132.7	108.8
Number of days state standard exceeded	ID	ID	108.5
Number of days national standard exceeded	4.7	ID	0
Notes: µg/m ³ = micrograms per cubic meter; ppm = parts per million; ID = insufficient data Source: (California Air Resources Board 2025)			

2.3 THRESHOLD OF SIGNIFICANCE

The District's annual emission significance thresholds used for the Project define the substantial contribution for both operational and construction emissions as follows:

Table 2-3: Thresholds of Significance for Criteria Air Pollutants

Criteria Pollutant	Emissions (in tons per year)	
	Construction	Operations
ROG	10	10
CO	100	100
NO _x	10	10
SO _x	27	27
PM ₁₀	15	15
PM _{2.5}	15	15

Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas. The District has determined the common land use types that are known to produce odors in the Air Basin. These types are shown in [Table 2-4](#).

Table 2-4: Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfills	1 mile
Transfer Stations	1 mile
Composting Facilities	1 mile
Petroleum Refineries	2 miles
Asphalt Batch Plants	1 mile
Chemical Manufacturers	1 mile
Fiberglass Manufacturers	1 mile
Painting/Coating Operations	1 mile
Food Processors	1 mile
Feed Lots and Dairies	1 mile
Rendering Plants	1 mile

The District's current thresholds of significance for toxic air contaminant (TAC) emissions from the operations of both permitted and non-permitted sources are combined and presented in [Table 2-5](#) below.

Table 2-5: Thresholds of Significance for Toxic Air Contaminants

Toxic Air Contaminant Type	Threshold
Carcinogens	Maximally Exposed Individual risk equals or exceeds 20 in one million
Non-Carcinogen, Acute Effects	Hazard Index equals or exceeds 1 for the Maximally Exposed Individual
Non-Carcinogen, Chronic Effects	Hazard Index equals or exceeds 1 for the Maximally Exposed Individual

2.4 METHODOLOGY

2.4.1 SHORT-TERM CONSTRUCTION-GENERATED EMISSIONS

Short-term construction emissions associated with the Project were calculated with the California Emissions Estimator Model (CalEEmod), Version 2022.1. These output files can be found in [Appendix A](#). The sections below detail the methodology of the air quality emissions analysis and its conclusions.

The emissions modeling includes emissions generated by off-road equipment, haul trucks, and worker commute trips. Emissions were quantified based on CalEEMod default assumptions.

Health risks from construction-related diesel particulate matter were analyzed using the California Air Resources Board's Hotspots Analysis and Reporting Program (HARP) Air Dispersion Modeling and Risk Assessment Tool (ADMRT) version 21081. All PM₁₀ exhaust emissions quantified from the above-mentioned output files were assumed to be diesel particulate matter. Every household and classroom building in Traver were modeled a sensitive receptor. Construction emissions were estimated to occur for approximately 22.85 years.

2.4.2 LONG-TERM OPERATIONAL EMISSIONS

Operational emissions occur over the lifetime of the Project as the boundary continues to develop. Operational emissions sources would be from three main sources: area sources, energy usage, and motor vehicles usage known as mobile sources. Area source emissions include emissions from natural gas, landscape, painting, and stationary sources. Modeling assumptions and output files are included in [Appendix A](#). The unmitigated long-term operational emissions for the Project are listed in [Table 2-7](#).

Health risks from light industrial truck-related diesel particulate matter were analyzed using the California Air Resources Board's Hotspots Analysis and Reporting Program (HARP) Air Dispersion Modeling and Risk Assessment Tool (ADMRT) version 21081. Emissions were assumed to occur between the M-1 zoned portion of the site to State Route 99 by way of Avenue 360, and Burke and Merritt Drives. PM₁₀ exhaust emissions were quantified using EMFAC2021 On-Road emission factors for calendar year 2025 and assuming an average speed of 25 miles per hour along this path. Every household and classroom building in Traver were modeled a sensitive receptor. Operational emissions were estimated to occur for approximately 47.15 years, after taking into account the above-mentioned construction time period in a 70-year exposure period.

2.5 IMPACT ANALYSIS

The CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." To determine if a project would have a significant impact on air quality, the type, level, and impact of emissions generated by the project must be evaluated. A significant impact would occur if the Project would:

- 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 nonattainment under an applicable national or state ambient air quality standard;
- c) Expose sensitive receptors to substantial pollutant concentrations; or
- d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people).

While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, the District recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions. If the Lead Agency finds that the Project has the potential to exceed these air pollution thresholds, the Project should be considered to have significant air quality impacts. The applicable District thresholds and methodologies are contained under each impact statement below.

2.5.1 CONSISTENCY WITH AIR QUALITY PLAN

Impact AIR-1: The project would not conflict with or obstruct implementation of the applicable air quality plan.

IMPACT ANALYSIS

The CEQA Guidelines indicate that a significant impact would occur if the Project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable air quality plan (AQP).

As discussed in Impact AIR-2 below, emissions of ROG, NO_x, PM₁₀, and PM_{2.5} associated with the construction and operation of the Project would not exceed the District's significance thresholds. Therefore, the Project would not contribute to air quality violations.

The Project's emissions would be less than significant for all pollutants criteria and would not result in inconsistency with the AQP for this criterion. The Project complies with all applicable control measures from the AQP therefore, the Project is consistent with the AQP, and the impact would be less than significant.

2.5.2 CUMULATIVE CRITERIA POLLUTANT IMPACTS

Impact AIR-2: The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.

IMPACT ANALYSIS

To result in a less significant impact, the following criteria must be true:

- a) Regional analysis: emissions of nonattainment pollutants must be below the District's regional significance thresholds. This is an approach recommended by the District in its GAMAQI.
- b) Summary of projections: the project must be consistent with current air quality attainment plans including control measures and regulations. This is an approach consistent with Section 15130(b) of the CEQA Guidelines.
- c) Cumulative health impacts: the project must result in less than significant cumulative health effects from the nonattainment pollutants.

Project-generated emissions are below the SJVAPCD's regional significance thresholds and the Project is consistent with current air quality attainment plans including control measures and regulations, as depicted below in [Table 2-6](#) and [Table 2-7](#).

With respect to cumulative health impacts, the air basin is in non-attainment for O₃, PM_{2.5}, and PM₁₀ (state only), which means that the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (such as children, the elderly, and persons with pre-existing respiratory or cardiovascular illnesses (the infirm)). Therefore, when the concentration of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would experience adverse health effects. Since the air basin is already non-attainment, it is considered to have an existing significant cumulative health impact without the Project. The issue is whether the Project's contribution to the existing violation of air quality standards is cumulatively considerable.

The SJVAPCD, through its GAMAQI has determined that projects that exceed regional thresholds would have a cumulatively considerable health impact. As demonstrated in [Table 2-6](#) and [Table 2-7](#) the Project

would not exceed the SJVAPCD's significance thresholds and its cumulatively considerable impacts would be less than significant.

CONSTRUCTION EMISSIONS

The results of the modeling are presented in [Table 2-6](#). The emissions that would occur during construction activities were compared with the significance threshold for each pollutant. For assumptions in estimating the emissions, please refer to [Appendix A](#). As shown in [Table 2-6](#), the emissions are below the significance thresholds. Therefore, the emissions would be less than significant on a Project basis.

Table 2-6: Construction Emission Summary, Criteria Air Pollutants

	Emissions (in tons per year)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Annual Emissions	6.095	3.128	5.532	0.007	1.021	0.391
Significance Threshold	10	10	100	27	15	15
Significant Impact?	No	No	No	No	No	No
Source: Appendix A						

OPERATIONAL EMISSIONS

Operational emissions occur over the lifetime of the Project and would depend on the source. Sources could include but not be limited to area sources and motor vehicles, or mobile sources. The SJVAPCD considers construction and operational emissions separately when making significance determinations.

As shown in [Table 2-7](#), the emissions for two of the six criteria are below the SJVAPCD significance thresholds prior to application of mitigation measures or taking credit for Project design features that would reduce Project emissions and, therefore, would result in a less than significant impact. Emissions for ROG, NO_x, CO, and PM₁₀ exceed the threshold and therefore require mitigation measures which are discussed below. Subsequent development projects would be subject to Rule 9510, which would in turn reduce NO_x and PM₁₀ emissions, but are not quantified below as individual projects that may not trigger applicability thresholds. Mitigation Measure AIR-1, described below, would reduce impacts to a less than significant level by establishing a mitigation fee that would be paid to the SJVAPCD to establish a Voluntary Emission Reduction Agreement on a fair share basis.

Table 2-7: Operational Emissions Summary, Criteria Air Pollutants

	Emissions (in tons per year)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Annual Emissions	26.64	18.13	131.5	0.295	26.03	6.858
Significance Threshold	10	10	100	27	15	15
with AIR-1	10	10	100	0.295	15	6.858
Significant Impact?	No	No	No	No	No	No
Source: Appendix A						

MITIGATION

- AIR-1: Subsequent development shall pay the County the following amounts to establish a Voluntary Emission Reduction Agreement for the Project:
 - \$1,275.74 per single family dwelling unit
 - \$790.12 per multi family dwelling unit
 - \$837.86 per 1,000 square feet of government facility
 - \$788.65 per 1,000 square feet of light industrial space
 - \$3,916.32 per 1,000 square feet of commercial space
 - An additional amount shall be calculated for subsequent development's fair share of carbon monoxide exceedances.

2.5.3 SENSITIVE RECEPTORS

Impact AIR-3: The project would not expose sensitive receptors to substantial pollutant concentrations.

IMPACT ANALYSIS

Sensitive Receptors

Those who are sensitive to air pollution include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. The District considers a sensitive receptor a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools. The closest off-site sensitive receptors are several rural residences adjacent to the Project site. For criteria pollutants, impacts to receptors are based on emissions during the highest daily emissions during construction and operations. As shown in [Table 2-8](#), emissions generated from construction and operation of the Project are less than SJVAPCD screening criteria. Therefore, this impact would be less than significant.

Localized Pollutant Screening Analysis

Emissions occurring at or near the Project have the potential to create a localized impact, also referred to as an air pollutant hotspot. Localized emissions are considered significant if, when combined with background emissions, they would result in exceedance of any health-based air quality standard. The impact from localized pollutants is based on the impact to the nearest sensitive receptor.

The SJVAPCD's GAMAQI includes screening thresholds for identifying projects that need detailed analysis for localized impacts. Projects with on-site emission increases from construction activities or operational activities that exceed the 100 pounds per day screening level of any criteria pollutant after compliance with applicable rules and regulations and implementation of all enforceable mitigation measures would require preparation of an ambient air quality analysis. The criteria pollutants of concern for localized impact in the Air Basin are PM₁₀, PM_{2.5}, NO_x, and CO.

The results of the construction and operation screening analysis are presented in [Table 2-8](#). While several constituents are shown to exceed 100 pounds per day during project operations, these amounts are attributed to mobile emissions of vehicles traveling to and from the site. Based on the trip length data provided to CalEEMod by TCAG, trip lengths are approximately 20 miles. Therefore, it is assumed that these emissions would be dispersed over a 20-mile radius (theoretically, a 1,250 square mile area) and would not result in a localized impact.

Table 2-8: Maximum Daily Construction and Operational Emissions, Criteria Air Pollutants

Source	Daily Emissions (in Pounds)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction	65.86	29.22	56.99	0.074	9.004	5.105
Operations	189.3	134.3	1,180	2.212	184.7	48.616
SJVAPCD Screening Thresholds	100	100	100	100	100	100
Exceed Thresholds?	No	No	No	No	No	No
Source: Appendix A						

Valley Fever

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

The Centers for Disease Control and Prevention indicates that 752 of the 8,657 persons (8.7 percent) hospitalized in California between 2000 and 2007 for Valley fever died.⁵ California experienced a record number of Valley Fever cases in 2019 with 9,090 new cases. The San Joaquin Valley is considered an endemic area for Valley fever. Within the region, Fresno County reported an infection risk of greater than 39.8 per 100,000.⁶

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

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

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

- *Cultivated fields*
- *Heavily vegetated areas (e.g. grassy lawns)*
- *Higher elevations (above 7,000 feet)*
- *Areas where commercial fertilizers (e.g. ammonium sulfate) have been applied*
- *Areas that are continually wet*
- *Paved (asphalt or concrete) or oiled areas*
- *Soils containing abundant microorganisms*
- *Heavily urbanized areas where there is little undisturbed virgin soil (USGS 2000)*

The Project site is situated within Tulare County and therefore could have a potential to encounter *C. immitis* during construction. Construction activities would generate fugitive dust that could contain *C. immitis* spores, but through proper mitigation the potential of Valley fever impacts would be less than significant. Subsequent development would be subject to the preparation and implementation of a Dust Control Plan, which would minimize the amount of fugitive dust generated during construction activities by requiring the stabilization of dirt during ground disturbance activities.

During operations, dust emissions are anticipated to be negligible, because most of the Project area would be occupied by buildings, pavement, and landscaped areas. This condition would preclude the possibility of the Project from providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Diesel Particulate Matter (DPM)

DPM can be of particular concern as Project construction occurs as it is emitted from the combustion of diesel fuel. Because construction equipment is often used for lengths of time within close proximity to

⁵ (Centers for Disease Control and Prevention 2009)

⁶ (California Department of Public Health 2022)

existing sensitive receptors, there is a concern that the increase in DPM emissions could cause localized health risk. Additionally, with projects that involve daily diesel trips, there is a potential for long-term DPM-related health risks.

Cancer, chronic, and acute health impacts were found to be less than significant, as described below in **Table 2-9**.

Table 2-9: Health Risk of Maximum Exposed Individual Receptor

Source	Health Risk		
	Cancer	Chronic	Acute
Construction	4.92	0.00172	0
Operations	0.17	0.00001	0
Total Exposure	5.09	0.00173	0
SJVAPCD Significance Thresholds	20	1	1
Exceed Thresholds?	No	No	No

2.5.4 OBJECTIONABLE ODORS

Impact AIR-4: The project would not create objectionable odors affecting a substantial number of people.

IMPACT ANALYSIS

Construction of the Project would require the use of diesel-powered off-road construction equipment; however these emissions would not occur continuously and would cease after construction concludes. The Project would not engage in any of the activities listed in **Table 2-4**. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feed lots, coffee roaster, asphalt batch plants, and rendering plants, among other uses. The Project does not include any modifications to the existing wastewater plant. The Project would therefore have a less significant impact with respect to generation of emissions leading to odors or other adverse or objectionable emissions.

3 ENERGY

3.1 REGULATORY SETTING

3.1.1 FEDERAL

3.1.1.1 FEDERAL REGULATIONS FOR GREENHOUSE GAS EMISSIONS FROM PASSENGER CARS AND TRUCKS AND CORPORATE AVERAGE FUEL ECONOMY STANDARDS

In October 2012, the USEPA and National Highway Traffic Safety Administration (NHTSA), on behalf of the United States Department of Transportation (USDOT), issued final rules to further reduce greenhouse gas (GHG) emissions and improve corporate average fuel economy (CAFE) standards for light-duty vehicles for model years 2017 and beyond. NHTSA's CAFE standards have been enacted under the Energy Policy and Conservation Act since 1978. This national program requires automobile manufacturers to build a single light-duty national fleet that meets all requirements under both federal programs and the standards of California and other states. This program would increase fuel economy to the equivalent of 54.5 miles per gallon (mpg) limiting vehicle emissions to 163 grams of carbon dioxide (CO₂) per mile for the fleet of cars and light-duty trucks by the model year 2025. In January 2017, USEPA Administrator Gina McCarthy signed a Final Determination to maintain the current GHG emissions standards for the model year 2022-2025 vehicles. However, on March 15, 2017, USEPA Administrator Scott Pruitt and USDOT Secretary Elaine Chao announced that USEPA intends to reconsider the Final Determination. On April 2, 2018, USEPA Administrator Scott Pruitt officially withdrew the January 2017 Final Determination, citing information that suggests that these current standards may be too Energy Policy and Conservation Act of 1975 and Corporate Average Fuel Standards stringent due to changes in key assumptions since the January 2017 Determination. According to the USEPA, these key assumptions include gasoline prices and overly optimistic consumer acceptance of advanced technology vehicles. The April 2, 2018, notice is not USEPA's final agency action. The USEPA intends to initiate rulemaking to adopt new standards. Until that rulemaking has been completed, the current standards remain in effect.

3.1.1.2 ENERGY POLICY AND CONSERVATION ACT

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the United States would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the U.S. Pursuant to the Act, the NHTSA, which is part of the U.S. DOT, is responsible for establishing additional vehicle standards and for revising existing standards. Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 miles per gallon (mpg). Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is determined based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. The CAFE program, administered by USEPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. USEPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the U.S. DOT is authorized to assess penalties for noncompliance.

3.1.1.3 ENERGY POLICY ACT OF 1992

The Energy Policy Act of 1992 (EPAAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

ENERGY POLICY ACT OF 2005

The Energy Policy Act of 2005 was intended to establish a comprehensive, long-term energy policy and is implemented by the U.S. Department of Energy. This act addressed energy production in the U.S., including oil, natural gas, coal and alternative forms of energy, and energy efficiency and tax incentives. The energy efficiency and tax incentive programs include credits for the construction of new energy-efficient homes, production or purchase of energy-efficient appliances, and loan guarantees for entities that develop or use innovative technologies that avoid production of greenhouse gases (GHGs). Some of these programs have expired. Solar tax credits for residential and commercial systems are 26% in 2020, 22% in 2021, and 10% for commercial systems only from 2022 onwards.

3.1.2 STATE

THE WARREN-ALQUIST ACT OF 1975

The Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The Act established a State policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

ASSEMBLY BILL 2076: REDUCING DEPENDENCE ON PETROLEUM

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), the CEC and CARB prepared and adopted a joint agency report in 2003, Reducing California's Petroleum Dependence. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT.⁶¹ Further, a performance-based goal of AB 2076 was to reduce petroleum demand to 15 percent below 2003 demand by 2020.

ENERGY ACTION PLAN

The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The State's three major energy policy agencies (CEC, CPUC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment.

In the October 2005 EAP II, CEC, and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change.

ASSEMBLY BILL 1007: STATE ALTERNATIVE FUELS PLAN

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a state plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels (SAF) Plan in partnership with CARB and consultation with other State, federal, and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing significant degradation of public health and environmental quality.

EXECUTIVE ORDER S-06-06

EO S-06-06, signed on April 25, 2006, establishes targets for the use and production of biofuels and biopower and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The EO also calls for the State to meet a target for use of biomass electricity. The Bioenergy Action Plans developed by the CEC to identify those barriers and recommend actions to address them so that the State can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan provides a detailed action plan to achieve the following goals:

- increase environmentally- and economically-sustainable energy production from organic waste;
- encourage the development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications;
- create jobs and stimulate economic development, especially in rural regions of the state; and
- reduce fire danger, improve air and water quality, and reduce waste.

In 2019, 2.87 percent of the total electrical system power in California was derived from biomass (CEC 2020).

ASSEMBLY BILL 32: CLIMATE CHANGE SCOPING PLAN AND UPDATE

In October 2008, CARB published its Climate Change Proposed Scoping Plan, which is the State's plan to achieve GHG reductions in California as required by AB 32. This initial Scoping Plan contained the main strategies to be implemented to achieve the target emission levels identified in AB 32. The Scoping Plan included CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations were associated with improving emissions standards for light-duty vehicles, implementing the Low Carbon Fuel Standard program, implementation of energy efficiency measures in buildings and appliances, the widespread development of combined heat and power systems, and developing a renewable portfolio standard for electricity production.

CARB approved the initial Scoping Plan on December 11, 2008; the Plan is updated every five years. CARB approved the first update of the Scoping Plan on May 22, 2014; the updated Plan looked past 2020 to set mid-term goals (2030-2035) on the road to reaching the 2050 goals (ARB 2014). The most recent update is the 2017 Climate Change Scoping Plan, which CARB released in November 2017. The measures identified in the 2017 Climate Change Scoping Plan have the co-benefit of increasing energy efficiency and reducing California's dependency on fossil fuels.

ADVANCED CLEAN CARS PROGRAM

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's zeroemission vehicle regulation requires a battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks

will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions than the statewide fleet in 2016.

SENATE BILL 350: CLEAN ENERGY AND POLLUTION PREVENTION REDUCTION ACT OF 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. This act also requires a doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

SENATE BILL 32 AND ASSEMBLY BILL 197 OF 2016

SB 32 was signed by Governor Brown on September 8, 2016. SB 32 effectively extends California's GHG emission-reduction goals from the year 2020 to the year 2030. This new emission-reduction target of 40 percent below 1990 levels by 2030 is intended to promote further GHG reductions in support of the State's ultimate goal of reducing GHG emissions by 80 percent below 1990 levels by 2050. SB 32 also directs CARB to update the Climate Change Scoping Plan to address this interim 2030 emission-reduction target. Achievement of these goals will have the co-benefit of increasing energy efficiency and reducing California's dependency on fossil fuels.

SENATE BILL SB 100

SB 100 The 100 Percent Clean Energy Act of 2018, which sets a State policy that eligible renewable energy and zero-carbon resources supply 100 percent (%) of all retail sales of electricity in California by 2045.

EXECUTIVE ORDER B-48-18: ZERO-EMISSION VEHICLES

In January 2018, Governor Brown signed EO B-48-18 which required all State entities to work with the private sector to put at least 5 million zero-emission vehicles on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 zero-emissions chargers by 2025. In addition, State entities are also required to continue to partner with local and regional governments to streamline the installation of zeroemission vehicle infrastructure. Additionally, all State entities are to support and recommend policies and actions to expand infrastructure in homes, through the Low-Carbon Fuel Standard.

EXECUTIVE ORDER B-55-18

Establishes a new statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.

SENATE BILL 375

SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will address land use allocation in that MPOs regional transportation plan (RTP). ARB, in consultation with MPOs, establishes regional reduction targets for GHGs emitted by passenger cars and light trucks for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, funding for transportation projects may be withheld.

SENATE BILL 1078: CALIFORNIA RENEWABLES PORTFOLIO STANDARD PROGRAM

Senate Bill (SB) 1078 (Public Utilities Code Sections 387, 390.1, 399.25, and Article 16) addresses electricity supply and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide a minimum of 20 percent of their supply from renewable sources by 2017. This SB will affect statewide GHG emissions associated with electricity generation. In 2008, Governor Schwarzenegger signed Executive Order (EO) S-14-08, which set the Renewables Portfolio Standard (RPS) target to 33

percent by 2020. It directed state government agencies and retail sellers of electricity to take all appropriate actions to implement this target. EO S-14-08 was later superseded by EO S-21-09 on September 15, 2009. EO S-21-09 directed CARB to adopt regulations requiring 33 percent of electricity sold in the State to come from renewable energy by 2020. Statute SB X1-2 superseded this EO in 2011, which obligated all California electricity providers, including investor-owned utilities and publicly owned utilities, to obtain at least 33 percent of their energy from renewable electrical generation facilities by 2020.

CALIFORNIA BUILDING CODE

The CBC contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvements to real property. The CBC is adopted every three years by the Building Standards Commission (BSC). In the interim, the BSC also adopts annual updates to make necessary mid-term corrections. The CBC standards apply statewide; however, a local jurisdiction may amend a CBC standard if it makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

GREEN BUILDING STANDARDS

In essence, green building standards are indistinguishable from any other building standards, are contained in the CBC, and regulate the construction of new buildings and improvements. Whereas the focus of traditional building standards has been protecting public health and safety, the focus of green building standards is to improve environmental performance. The recently updated 2022 Building Energy Efficiency Standards, which were approved in December 2021, encourage efficient electric heat pumps, establish electric-ready requirements when natural gas is installed, support the future installation of battery storage, further expand solar photovoltaic and battery storage standards. These standards extend solar PV system requirements, as well as battery storage capabilities for select land uses, including high-rise multi-family and non-residential land uses, such as office buildings, schools, restaurants, warehouses, theaters, grocery stores, and more. Depending on the land use and other factors, solar systems should be sized to meet targets of up to 60 percent of the structure's loads. These new solar requirements will become effective on January 1, 2023, and contribute to California's goal of reaching a net-zero carbon footprint by 2045.

3.1.3 LOCAL

The following policies and goals from Tulare's General Plan will apply to the Project:

AQ-3.5 Alternative Energy Design:

The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to the maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

LU-7.15 Energy Conservation:

The County shall encourage the use of solar power and energy conservation building techniques in all new development.

ERM-4.1 Energy Conservation and Efficiency Measures:

The County shall encourage the use of solar energy, solar hot water panels, and other energy conservation and efficiency features in new construction and renovation of existing structures in accordance with State law.

ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation:

The County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating.

ERM-4.3 Local and State Programs:

The County shall participate, to the extent feasible, in local and State programs that strive to reduce the consumption of natural or man-made energy sources.

ERM-4.4 Promote Energy Conservation Awareness:

The County should coordinate with local utility providers to provide public education on energy conservation programs.

ERM-4.6 Renewable Energy:

The County shall support efforts, when appropriately sited, for the development and use of alternative energy resources, including renewable energy such as wind and solar, biofuels and co-generation.

ERM-4.8 Energy Efficiency Standards:

The County shall encourage renovations and new development to incorporate energy efficiency and conservation measures that exceed State Title 24 standards. When feasible, the County shall offer incentives for use of energy reduction measures such as expedited permit processing, reduced fees, and technical assistance.

3.2 ENVIRONMENTAL SETTING

There are two energy providers that provide electricity and natural gas for Tulare County. Southern California Edison (SCE) provides energy for the majority of the County Energy with PG&E providing electric services to the northern end of the County as needed. The electric services are provided by a series of overhead lines and underground lines. Natural gas is provided by The Gas Company.

3.3 METHODOLOGY

For natural gas and electricity consumption under buildout of the land use scenario envisioned by the Project consumption factors were drawn from the California Emissions Estimator Model (CalEEMod) Version 2020.4.0. The CalEEMod data is provided in [Appendix A](#). Given that most new development does not propose to extend natural gas infrastructure, and that the California Energy Code requires installation of electrical outlets where natural gas outlets are provided in buildings, it is assumed that residential development would not extend natural gas infrastructure and would utilize electrical service for cooking and heating uses.

3.4 IMPACT ANALYSIS

3.4.1 WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES

Impact NRG-1: The project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

IMPACT ANALYSIS

Construction

Based on CalEEMod estimations within the modeling output files, construction-related vehicle trips would consume an estimated 2,170,030 gallons of gasoline, natural gas, and diesel combined, and an estimated 624,990 kWh of electricity during future development projects construction phases. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations, Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Additionally, given the cost of fuel in California, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient

manner, the construction phase of the proposed Project would not result in wasteful, inefficient, and unnecessary consumption of energy.

Operations

Operation of the Project would consume energy as part of building operations and transportation activities. Building operations would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, and electronics. Based on the CalEEMod outputs, operations for the Project would result in approximately 89,727,803 kBTU/year of natural gas and 25,329,966 kWh/year of electricity.

Future development projects would be designed and constructed in accordance with the County's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Operational energy would also be consumed during vehicle trips associated with future development projects envisioned under the proposed Project. Fuel consumption would be primarily related to vehicle use by residents, visitors, and employees associated with future development projects. Based on CalEEMod energy use estimations, project-related vehicle trips would result in approximately 86,687,505 VMT and consume an estimated 4,074,407 gallons of gasoline, natural gas, and diesel combined and 1,173,470 kWh of electricity, annually.

The Project is located on a site that is adjacent to existing urban uses, the existing transportation facilities and infrastructure would provide future residents, visitors, and employees associated with the Project access to a mix of land uses in close proximity to the Project, thus further reducing fuel consumption demand. Additionally, implementation of the Project will also provide parking and EV infrastructure that would further promote fuel efficient vehicles. As a result, impacts would be less than significant.

3.4.2 CONSISTENCY WITH STATE OR LOCAL PLANS FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY

Impact NRG-2: The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

As discussed above, the Project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. California Code of Regulations Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The Project would comply with these regulations. There are no policies at the local level applicable to energy conservation specific to the construction phase. Thus, it is anticipated that Project construction would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy.

4 GREENHOUSE GASES

Climate change is a change in the average weather of the earth that is measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes occurring in the past, such as during previous ice ages. Many of the concerns regarding climate change use this data to extrapolate a level of statistical significance, specifically focusing on temperature records from the last 150 years (the Industrial Age) that differ from previous climate changes in rate and magnitude.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. In its Fourth Assessment Report, the IPCC predicted that the global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius (°C) to 6.4°C. Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios.⁷ The report also concluded that “[w]arming of the climate system is unequivocal,” and that “[m]ost of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations.”

An individual project cannot generate enough GHG emissions to cause a discernible change in global climate. However, the Project participates in the potential for global climate change by its incremental contribution of GHGs—and when combined with the cumulative increase of all other sources of GHGs—constitute potential influences on global climate change.

4.1 REGULATORY SETTING

4.1.1 FEDERAL

4.1.1.1 UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (US EPA)

“On December 7, 2009, the Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases – carbon dioxide (CO₂), methane (CH₄), nitrous dioxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆) – in the atmosphere threaten the public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.”

FEDERAL CLEAN AIR ACT

EPA is the federal agency responsible for executing the federal Clean Air Act (CAA) and its amendments. In 2007, the U.S. Supreme Court ruled that carbon dioxide (CO₂) is an air pollutant, as defined under the CAA, and thus the EPA has the authority to regulate GHG emissions. The ruling resulted in the EPA taking steps to regulate GHG emissions and lend support to State and local agency in their efforts to reduce GHG emissions.

FEDERAL REGULATIONS FOR VEHICLE FUEL ECONOMY STANDARDS

The EPA and the National Highway Traffic Safety Administration (NHTSA) in 2012 issued final rules to reduce GHG emissions and improve the Corporate Average Fuel Economy (CAFE) standards for light-duty vehicles of model years 2017 and beyond. These CAFE standards have been enacted since 1978 under the Energy Policy and Conservation Act. This program requires automobile manufacturers to build a single nation light-

⁷ (Intergovernmental Panel on Climate Change 2007)

duty fleet that meets both the requirements under federal programs and those of California and other states. This program would improve fuel economy to 54.5 miles per gallon-equivalent, limiting vehicle emissions to 153 grams of CO₂ per mile for the fleet of cars and light-duty trucks by model year 2025, which represents five percent annual increases in fuel economy.

The EPA and NHTSA jointly published in 2018 a notice of proposed rulemaking entitled “The Safer Affordable Fuel-Efficient Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks” (SAFE Rule), which proposed:

- (1) new and amended CO₂ and CAFE standards for passenger cars and light trucks;
- (2) to withdraw the waiver EPA had previously provided to California for that State’s GHG and zero emission vehicle (ZEV) programs under Section 209 of the Clean Air Act, and;
- (3) regulatory text to implement NHTSA’s statutory authority to set nationally applicable fuel economy standards to explicitly preempt California’s GHG and ZEV programs.

In 2019, Part One of the SAFE Rule (One National Program) became effective, which withdrew California’s waiver from EPA and finalized NHTSA’s regulatory text related to preemption of State regulations. In 2020, EPA and NHTSA announced Part Two of the SAFE Rule, which would establish amended fuel economy and CO₂ standards for passenger cars and light trucks of model years 2021-2026. These revised standards would increase in stringency by 1.5 percent per year from model year 2020 over model years 2021-2026.

4.1.2 STATE EXECUTIVE ORDER (EO) S-3-05

In 2005, Governor Schwarzenegger issued EO S-3-05, proclaiming that California is vulnerable to the impacts of climate change. The EO declares that increasing temperatures could reduce the Sierra Nevada snowpack, further exacerbate California’s air quality problems, and potentially cause a rise in sea levels. To address those concerns, the EO established GHG emission targets for the State and identified responsibilities for State agencies in meeting the targets. Specifically, statewide emissions are to be reduced to 2000 levels by 2010, 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

AB 32

In 2006, AB 32, the California Global Warming Solutions Act of 2006, was signed into law. AB 32 establishes regulations, reporting requirements, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that:

- “(a) the statewide greenhouse gas emissions limit shall remain in effect unless otherwise amended or repealed.
- (b) It is the intent of the Legislature that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020.
- (c) The [CARB] shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020. [California Health and Safety Code, Division 25.5, Part 3, Section 38551]

EO B-30-15

In 2015, Governor Brown issued EO B-30-15 which established a California GHG reduction target of 40 percent below 1990 levels by 2030. This emission reduction target of 40 percent below 1990 levels by 2030 set the next interim step in the State’s continuing efforts to pursue the long-term target previously established under EO S-3-05 to reach the goal of reducing emissions 80 percent below 1990 levels by 2050. This is consistent with scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius, the threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

SB 32

In 2016, SB 32 was signed into law and serve to extend California’s GHG reduction programs beyond 2020. SB 32 amended existing regulations to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030, codifying the 2030 target established by EO B-30-15.

AB (AB) 1493 (PAVLEY)

AB 1493, enacted in 2002, requires the reduction of GHGs from automobiles and light-duty trucks to the maximum extent feasible and cost-effective. In 2004, CARB approved the “Pavley I” regulations that applied to new passenger vehicles beginning with model year 2009 through 2016. Pavley I was anticipated to reduce GHG emissions from regulated vehicles by 30 percent from 2002 levels by 2016. Pavley II was incorporated into Amendments to the Low-Emission Vehicle Program referred to as LEV III. The amendments, which took effect in 2012, apply to vehicles for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025.

ADVANCED CLEAN CARS PROGRAM

Also in 2012, CARB approved the Advanced Clean Cars program which sought to combine the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of regulatory standards for vehicle model years 2017 through 2025. These regulations strengthen the GHG standard for 2017 models and beyond and would be achieved through existing and more efficient technologies. The program’s ZEV regulation would require battery, fuel cell, and/or plug-in hybrid electric vehicles to comprise up to 15 percent of California’s new vehicle sales by 2025. The program also included a clean fuels outlet regulation designed to support the development of zero-emission hydrogen fuel cell vehicles by requiring increased numbers of hydrogen fueling stations throughout the state. By 2025, when it was assumed, the rules would be fully implemented, the statewide fleet of new cars and light trucks would emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions than the statewide fleet in 2016.

SB 100

In 2018, SB 100 increased California’s Renewable Energy Portfolio targets for utility companies to 52 percent renewables by 2027 and 60 percent renewables by 2030. It also established a new zero-carbon electricity mandate by 2040.

CALIFORNIA BUILDING ENERGY EFFICIENCY STANDARDS (TITLE 24, PART 6)

California Code of Regulations (CCR), Title 24, Part 6, is California’s Energy Efficiency Standards for Residential and Non-Residential Buildings. Title 24 Part 6 was established by California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California’s energy consumption and provide energy-efficiency standards for residential and non-residential buildings. These standards are updated triennially and have resulted in substantial gains in energy efficiency in new construction with each code update cycle.

The 2022 Title 24 Part 6 Building Energy Efficiency Standards were adopted by CEC in 2021 and took effect in 2023. The standards are designed to move the State closer to its zero net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the site electricity needs of each residential unit. CEC estimates that the 2022 Energy Code would provide \$1.5 billion in consumer benefits and reduce 10 million metric tons of GHGs.⁸

The Title 24 Building Energy Efficiency Standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new

⁸ (California Energy Commission 2021)

buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

CALIFORNIA GREEN BUILDING STANDARDS (TITLE 24, PART 11)

In 2008, the California Building Standards Commission adopted Part 11 of CCR Title 24, titled the California Green Building Standards Code (CALGreen Code) which became effective in 2009 as a voluntary code. The 2010 CALGreen Code was the first mandatory edition and took effect in 2011 and is now a part of the triennial code update cycle. The CALGreen Code establishes mandatory measures for residential and non-residential building construction and encourages sustainable construction practices in the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality. Although the CALGreen Code was adopted as part of the State's efforts to reduce GHG emissions, the CALGreen Code standards have co-benefits of reducing energy consumption from residential and non-residential buildings subject to the standard.

SB 97

SB 97, enacted in 2007, amended the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. The legislation directed the California Office of Planning and Research to develop draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the California Natural Resources Agency to certify and adopt the State CEQA Guidelines. CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of GHG Emissions, was added as part of the CEQA Guideline amendments that became effective in 2010 and describes the criteria needed in a GHG reduction plan that would allow for the tiering and streamlining of CEQA analysis for development projects.

SB X7-7

SB X7-7 requires water suppliers to reduce urban per capita water consumption 20 percent from a baseline level by 2020. The production and treatment of water, as well as the treatment of wastewater, requires substantial amount of electricity, and thus there this a direct relationship between water and greenhouse gases.

CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT

To minimize the amount of solid waste that must be disposed of in landfills, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties were required to divert 25 percent of all solid waste from landfill facilities by 1995, and 50 percent by 2000. Through other statutes and regulations, this 50 percent diversion rate also applies to State agencies. In order of priority, waste reduction efforts must promote source reduction, recycling and composting, and environmentally safe transformation and land disposal.

In 2011, AB 341 modified the California Integrated Waste Management Act and directed the California Department of Resources Recycling and Recovery to develop and adopt regulations for mandatory commercial recycling. The resulting Mandatory Commercial Recycling Regulation (2012) requires that after 2012, certain businesses that generate four cubic yards or more commercial solid waste per week shall arrange recycling services. To comply with this requirement, businesses may either separate recyclables and self-haul them or subscribe to a recycling service that includes mixed waste processing. AB 341 also established a statewide recycling goal of 75 percent; the 50 percent disposal reduction mandate still applies for cities and counties under AB 939, the Integrated Waste Management Act.

CLIMATE CHANGE SCOPING PLAN

In 2022, the CARB adopted the 2022 Scoping Plan, which provides a framework for achieving the State's 2030 GHG emissions reduction target of 40 percent below 1990 levels and substantially advance toward our 2045 climate goal to reduce GHG emissions by 85 percent below 1990 levels. The 2022 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation. The 2022 Scoping Plan includes a wide variety of goals related to energy efficiency and renewable energy that are intended to help meet the State's targets.⁹

CAP-AND-TRADE PROGRAM

The Cap-and-Trade program was developed to reduce GHG emissions from major emissions sources (covered entities) by setting a firm cap on statewide GHG emissions that is gradually reduced over time while employing market mechanisms to cost-effectively achieve the State's emission-reduction goals. It sets a statewide limit on sources responsible for 85 percent of California's GHG emissions, including electricity generators, large industrial facilities emitting a specified amount of annual emissions, and distributors of transportation, natural gas, and other fuels, and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The program is designed to provide the approximately 450 entities covered by the program with the flexibility to seek out and implement the lowest cost options to reduce emissions. All covered entities are required to demonstrate compliance with the cap-and-trade program by implementing GHG reduction activities on-site or through use of free or purchased allowances, or purchase of offsets.

4.1.3 LOCAL

AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan:

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.*

AQ-1.9 Support Off-Site Measures to Reduce Greenhouse Gas Emissions:

The County will support and encourage the use of off-site measures or the purchase of carbon offsets to reduce greenhouse gas emissions.

AQ-3.4 Landscape:

The County shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing CO₂, producing oxygen, providing shade that reduces energy required for cooling, and filtering particulates. These principles include, but are not limited to, the incorporation of parks, landscaped medians, and landscaping within development.

AQ-3.5 Alternative Energy Design:

⁹ (California Air Resources Board 2017)

The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to the maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

LU-7.15 Energy Conservation:

The County shall encourage the use of solar power and energy conservation building techniques in all new development.

Housing Policy 4.21:

Promote energy conservation opportunities in new residential development.

Housing Policy 4.22:

Enforce provisions of the Subdivision Map Act regulating energy-efficient subdivision design.

ERM-4.1 Energy Conservation and Efficiency Measures:

The County shall encourage the use of solar energy, solar hot water panels, and other energy conservation and efficiency features in new construction and renovation of existing structures in accordance with State law.

ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation:

The County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating.

ERM-4.3 Local and State Programs:

The County shall participate, to the extent feasible, in local and State programs that strive to reduce the consumption of natural or man-made energy sources.

ERM-4.4 Promote Energy Conservation Awareness:

The County should coordinate with local utility providers to provide public education on energy conservation programs.

ERM-4.6 Renewable Energy:

The County shall support efforts, when appropriately sited, for the development and use of alternative energy resources, including renewable energy such as wind and solar, biofuels and co-generation.

ERM-4.7 Reduce Energy Use in County Facilities:

Continue to integrate energy efficiency and conservation into all County functions.

ERM-4.8 Energy Efficiency Standards:

The County shall encourage renovations and new development to incorporate energy efficiency and conservation measures that exceed State Title 24 standards. When feasible, the County shall offer incentives for use of energy reduction measures such as expedited permit processing, reduced fees, and technical assistance.

4.2 THRESHOLD OF SIGNIFICANCE

The County of Tulare prepared and adopted a Climate Action Plan in 2018 that can be used as a basis for determining project significance and were taken from the County's General Plan.¹⁰

¹⁰ (County of Tulare 2018)

In accordance with SJVAPCD's *CEQA Greenhouse Gas Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects*,¹¹ projects complying with Best Performance Standards (BPS) would be determined to have a less-than-significant impact. The SJVAPCD does not have an adopted threshold for GHGs; however, the South Coast Air Quality Management District (SCAQMD) has set a threshold of 10,000 MTCO₂e.¹² This threshold has been applied to this Project. Compliance with BPS and projects generating less than 10,000 MTCO₂e per year would result in less than significant impacts. In addition, project-generated emissions complying with an approved plan or mitigation program would also be determined to have a less-than-significant impact.

4.3 METHODOLOGY

4.3.1 SHORT-TERM CONSTRUCTION-GENERATED EMISSIONS

Short-term construction emissions associated with the Project were calculated CalEEmod, Version 2022.1. These output files can be found in [Appendix A](#). The sections below detail the methodology of the greenhouse gas emissions analysis and its conclusions. The emissions modeling includes emissions generated by off-road equipment, haul trucks, and worker commute trips.

4.3.2 LONG-TERM OPERATIONAL EMISSIONS

Operational emissions occur over the lifetime of the Project and are from three main sources: area sources, energy usage, and motor vehicles usage known as mobile sources. The Project is expected to commence operations as early as 2026 and was used as the Project buildout modeling year. Modeling assumptions and output files are included in [Appendix A](#). Given that most new development does not propose to extend natural gas infrastructure, and that the California Energy Code requires installation of electrical outlets where natural gas outlets are provided in buildings, it is assumed that residential development would not extend natural gas infrastructure and would utilize electrical service for cooking and heating uses.

4.4 IMPACT ANALYSIS

4.4.1 GREENHOUSE GAS INVENTORY

Impact GHG-1: The project would generate direct and indirect greenhouse gas emissions; however, these emissions would not result in a significant impact on the environment.

IMPACT ANALYSIS

Construction

Total GHG emissions generated during all phases of construction were combined and are presented in [Table 4-1](#). The SJVAPCD does not recommend assessing the significance of construction-related emissions. However, other jurisdictions, such as the SCAQMD, have concluded that construction emissions should be included since they may remain in the atmosphere for years after construction is complete. In order to account for the construction emissions, amortization of the total emissions generated during construction were based on the life of the development (30 years) and added to the operational emissions.

Table 4-1: Construction Emissions, Greenhouse Gases

	MTCO ₂ e
Total Construction Emissions	30,617
Amortized over 30 years	1,021
Notes: Calculation totals use unrounded numbers from CalEEmod output. Source: Appendix A	

Operations

Total GHG emissions generated during operations are presented in [Table 4-2](#). The amortized construction emissions have been added to the operational emissions generated by the Project. The Project would result

¹¹ (San Joaquin Valley Air Pollution Control District 2009)

¹² (South Coast Air Quality Management District 2008)

in approximately 25,242 MTCO₂e resulting from operational activities. This falls below the County's CAP 2030 GHG Target Goal of 4.18 MTCO₂e per capita, resulting in a less than significant impact.

Table 4-2: Operational Emissions, Greenhouse Gases

	MTCO ₂ e
2030 Operational Emissions	35,242
Amortized Construction Emissions	1,021
Total Operational Emissions plus Amortized Construction Emissions	36,263
Residential-Related Emissions	14,909
Number of Persons in Project	4,176
Per Capita Emissions	3.57
Notes: Calculation totals use unrounded numbers from CalEEMod output. Source: Appendix A	

4.4.2 GREENHOUSE GAS REDUCTION PLANS

Impact GHG-2: The project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases.

IMPACT ANALYSIS

AB 32 Scoping Plan

The Scoping Plan contains a variety of strategies to reduce the State's emissions. As shown in [Table 4-3](#), the project is consistent with most of the strategies, while others are not applicable to the project. As discussed earlier, the 2017 Scoping Plan Update strategies primarily rely on increasing the stringency of existing regulations with which the project would continue to comply, support through the project's design, and implementation of the General Plan goals and policies.

Table 4-3: AB 32 Consistency Table

Scoping Plan Strategy	Consistency Finding
Regulation for the California Cap on Greenhouse Gas Emissions and Market- Based Compliance Mechanism October 20, 2015 (CCR 95800)	Not Applicable. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles 2012 LEV III Amendments to the California Greenhouse Gas and	Consistent. This measure applies to all new vehicles starting with model year 2012. The Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction of the Project would be required to comply with the Pavley emissions standards.

Scoping Plan Strategy	Consistency Finding
Criteria Pollutant Exhaust and Evaporative Emission Standards	
2009 readopted in 2015. Regulations to Achieve Greenhouse Gas Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	Consistent. This measure applies to transportation fuels utilized by vehicles in California. The Project would not conflict with implementation of this measure. Motor vehicles associated with construction of the Project would utilize low carbon transportation fuels as required under this measure.
Regional Transportation-Related Greenhouse Gas Targets of SB 375	Consistent. The Project will provide a retail facility in the region that is consistent with the land uses assessed in the 2018 Regional Transportation Plan/Sustainable Communities Strategy (SCS). The Project is not within an SCS priority area and so is not subject to requirements applicable to those areas.
Goods Movement Action Plan of January 2007	Not applicable. The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer Greenhouse Gas Regulation	Consistent. This measure applies to medium- and heavy- duty vehicles that operate in the State. The Project would not conflict with implementation of this measure. Medium- and heavy-duty vehicles associated with construction of the project would be required to comply with the requirements of this regulation.
High Speed Rail	Not applicable. This is statewide measure cannot be implemented by a project applicant or lead agency.
Title 20 Appliance Efficiency Regulation Title 24 Part 6 Energy Efficiency Standards for Residential Buildings Title 24 Part 11 California Green Building Code Standards	Consistent. The Project would not conflict with implementation of this measure. The Project will comply with the latest energy efficiency standards and incorporate applicable energy efficiency features designed to reduce project energy consumption.
2010 Regulation to Implement the Renewable Electricity Standard (33% 2020) SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	Consistent. Pacific Gas & Electric obtained 33 percent of its power supply from renewable sources such as solar and geothermal in 2017, and about 70 percent of the electricity it delivers is carbon-free, including nuclear and large hydroelectric facilities. The owner of the Project would purchase power that consists of a greater percentage of renewable sources and could install renewable solar power systems that will assist the utility in achieving exceeding the renewable mandate.
Million Solar Roofs Program	Consistent. This measure is intended to increase solar throughout California by means of a variety of electricity providers and existing solar programs. Projects within the plan area will be able to take advantage of incentives that are in place at the time of construction.
Title 24 Part 11 California Green Building Code Standards, SBX 7-7— The Water Conservation Act of 2009, Model Water Efficient Landscape Ordinance	Consistent. The Project will comply with the California Green Building Standards Code, which requires a 20 percent reduction in indoor water use. The Project will also comply with the MWELO as required by the County's development code and water ordinance.
Title 24 Part 11 California Green Building Code Standards	Consistent. The State will increase the use of green building practices. The Project would implement required green building

Scoping Plan Strategy	Consistency Finding
	strategies through existing regulation that requires the project to comply with various CALGreen requirements. The Project includes sustainability design features that support the Green Building Strategy.
2010 ARB Mandatory Reporting of Industrial Emissions Regulation	Not applicable. The Project would not generate emissions required to be reported under this regulation.
Title 24 Part 11 California Green Building Code Standards AB 341 Statewide 75 Percent Diversion Goal	Consistent. The Project would not conflict with implementation of these measures. The Project is required to achieve the recycling mandates via compliance with the CALGreen code. The Project would utilize existing recycling services.
Cap-and-Trade Offset Projects for Sustainable Forests	Not applicable. The Project site is not in an area designated where forested lands exist.
ARB Refrigerant Management Program CCR 95380	Consistent. Equipment used to condition future buildings would comply with this program.
Cap-and-Trade Offset Projects for Livestock and Rice Cultivation	Not applicable. The Project site would be used for residential and nonresidential uses. No grazing, feedlot, or rice cultivation activities currently exist on-site or are proposed to be implemented by the project.

SB 32 Scoping Plan

The 2017 Climate Change Scoping Plan Update (2017 Scoping Plan) includes the strategy that the State intends to pursue to achieve the 2030 targets of Executive Order S-3-05 and SB 32. The 2017 Scoping Plan includes the following summary of its overall strategy for reaching the 2030 target:

- SB 350, which seeks to achieve a 50 percent Renewables Portfolio Standard by 2030, as well as doubling of energy efficiency savings by 2030.
- Low Carbon Fuel Standard, which proposed increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020).
- Mobile Source Strategy (Cleaner Technology and Fuels Scenario), which sought to maintain existing GHG standards for light- and heavy-duty vehicles, as well as put 4.2 million ZEVs on the roads.
- Sustainable Freight Action Plan - Improve freight system efficiency. - Maximize use of near-zero emission vehicles and equipment powered by renewable energy. - Deploy over 100,000 zero-emission trucks and equipment by 2030.
- Short-Lived Climate Pollutant (SLCP) Reduction Strategy sought to reduce emissions of methane and hydrofluorocarbons, as well as black carbon, by 40 percent and 50 percent below 2013 levels by 2030, respectively.

Table 4-4 provides an analysis of the project's consistency with the 2017 Scoping Plan Update measures.

Table 4-4: SB 32 Consistency Table

Scoping Plan Strategy	Consistency Finding
SB 350 50% Renewable Mandate Utilities subject to the legislation will be required to increase their renewable energy mix from 33% in 2020 to 50% in 2030.	Not Applicable. The Project will purchase electricity from a utility subject to the SB 350 Renewable Mandate.
SB 350 Double Building Energy Efficiency by 2030 This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels	Not Applicable. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected

Scoping Plan Strategy	Consistency Finding
	to increase in stringency until buildings achieve zero net energy.
Low Carbon Fuel Standard This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	Consistent. Vehicles accessing the Project site will use fuel containing lower carbon content as the fuel standard is implemented. Mobile Source Strategy (Cleaner Technology and Fuels Scenario) Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III program. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030. The 2022 CALGreen Code requires projects to provide EV chargers.
Sustainable Freight Action Plan The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	Not Applicable. The measure applies to owners and operators of trucks and freight operations. However, trucks accessing the Project site are expected to be made by increasing number of ZEV delivery trucks.
SLCP Reduction Strategy The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	Consistent. The Project will be accessed by vehicles meeting increasingly stringent particulate matter standards that reduce black carbon compared to older trucks.
SB 375 Sustainable Communities Strategies Requires Regional Transportation Plans to include a sustainable communities strategy for reduction of per capita vehicle miles traveled.	Consistent. The Project would propose to develop land adjacent to existing urban development, which would assist in the reduction of vehicle miles traveled.
Post-2020 Cap-and-Trade Program The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	Consistent. The post-2020 Cap-and-Trade Program indirectly affects people who use the products and services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap- and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the program's first compliance period.
Post-2020 Cap-and-Trade Program	Consistent. The post-2020 Cap-and-Trade Program indirectly affects people who use the products and

Scoping Plan Strategy	Consistency Finding
The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap- and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the program's first compliance period.
Natural and Working Lands Action Plan ARB is working in coordination with several other agencies at the federal, state, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor's Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California's natural and working land.	Not Applicable. The Project would convert currently used land to a different land use working land and would cause loss of carbon sequestration.

Accordingly, taking into account the Project's emissions, Project design features, and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the project would be consistent with State GHG Plans and would further the State's goals of reducing GHG emissions to 1990 levels by 2020, 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050, and does not obstruct their attainment. Impacts would be less than significant.

AB 1279 Scoping Plan

The Climate Crisis Act (2022), or AB 1279, seeks to achieve net zero greenhouse gas emissions by no later than 2045 and achieve and maintain net negative greenhouse gas emissions after 2045. The bill seeks to ensure that statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below 1990 levels.

Table 4-5 provides an analysis of the project's consistency with the 2022 Scoping Plan Update measures.

Table 4-5: AB 1279 Consistency Table

Scoping Plan Strategy	Consistency Finding
Reduction in per capita vehicle miles traveled of 30 percent by 2045	Consistent. The Project is a mixed use project that proposes both residential and industrial land uses in an area where additional retail development is being experienced. These combined factors would assist in the reduction of per capita vehicle miles traveled.
100% adoption of light-duty ZEVs by 2034	Consistent. The Project is not of such intensity or magnitude such that approval could prevent the State achieving this goal.
Carbon sequestration on majority of petroleum refineries by 2030	Consistent. The Project would not preclude attainment of this goal as it does not propose to modify a petroleum refinery.

Scoping Plan Strategy	Consistency Finding
100% sales of electric HVAC and water heaters for existing buildings	Consistent. The Project would comply with all applicable building codes. Appliances would be replaced at end-of-life with regulations in-place at that time.
Reduction in dairy emissions	Consistent. The Project would not preclude attainment of this goal because it does not propose to construct or modify dairies.
Carbon Dioxide Removal	Consistent. The Project does not preclude the construction of carbon removal systems.

Tulare County Climate Action Plan

The December 2018 Update of the Tulare County Climate Action Plan (CAP) provides consistency finding questions in order to determine if a Project is consistent with the CAP. **Table 4-6** provides an analysis of the residential land use portion of the Project's consistency with the 2018 Climate Action Plan.

Table 4-6: CAP Consistency Table for Residential Projects

Checklist Question	Consistency Finding
1. Is the project consistent with applicable General Plan goals and policies listed in CAP?	Consistent. The Project is a mixed use project that proposes both residential and industrial land uses in an area where additional retail development is being experienced. These combined factors would assist in the reduction of per capita vehicle miles traveled.
2. Is the project within a rural community plan or hamlet plan? If yes, is the project consistent with the plan?	Consistent. The Project proposes to amend the UDB to be consistent with the Rural Valley Lands Plan.
3. Is the project in a Rural Community? If yes, is the density 5.2 units per acre or greater goal of the Tulare County Blueprint?	Consistent. The Project proposes a residential net density of 10 dwelling units per acre.
4. Is the project a parcel map in a rural area of the County?	Not Applicable. No parcel map is proposed. Subsequent development may propose a parcel map and at such time a consistency determination would be made.
5. Is the project a large subdivision or new specific plan in a rural area of the County?	Not Applicable. The Project does not propose a large subdivision or specific plan. Subsequent development may propose a large subdivision or new specific plan and at such time a consistency determination would be made.
6. Is the development site appropriate for locating an improved TCAT transit stop?	Not Applicable. No development is proposed at this point in time. Should subsequent development be proposed, the County will assess such development and determine if a transit stop or reservation of right-of-way is warranted.
7. Does the multifamily site plan have space set aside for recycling bins or compost collection?	Not Applicable. No multifamily site plan is proposed.
8. Does the multifamily site include shared EV charging stations per CalGreen requirements?	Not Applicable. No multifamily site plan is proposed.
9. Does the project comply with Tulare County Solar Roof Ordinance?	Not Applicable. No development is proposed, but would be required to comply with the applicable California Energy Code.

Checklist Question	Consistency Finding
10. Does the project include drought tolerant landscaping and Irrigation systems meeting County standards and the MWELO.	Not Applicable. No development is proposed, but would be required to comply with MWELO.
11. Ensure building plans comply with Title 24 building energy efficiency, lighting, and interior water efficiency requirements.	Not Applicable. No development is proposed, but would be required to comply with Title 24.
12. Is the project required to comply with SJVAPCD Rule 9510 Indirect Source Review?	Not Applicable. No development is proposed, but subsequent projects of such size that trigger the applicability requirements of Rule 9510 would be required to comply with the Rule.

Table 4-7 provides an analysis of the nonresidential portion of the Project's consistency with the 2018 Climate Action Plan.

Table 4-7: CAP Consistency Table for Nonresidential Projects

Checklist Question	Consistency Finding
1. Is the project consistent with applicable General Plan goals and policies listed in CAP?	Consistent. The Project is a mixed use project that proposes both residential and industrial land uses in an area where additional retail development is being experienced. These combined factors would assist in the reduction of per capita vehicle miles traveled.
2. Is the project within a rural community plan or hamlet plan? If yes, is the project consistent with the plan?	Consistent. The Project proposes to amend the UDB to be consistent with the Rural Valley Lands Plan.
3. Is the project an agriculture oriented commercial or industrial project in a rural area of the County?	Consistent. The Project would construct industrial in a rural, agricultural-oriented area of the County.
4. Is the project a general commercial or industrial project in a rural area of the County? If yes, is the project consistent with the General Plan?	Consistent. The Project proposes to amend the UDB to include industrial lands consistent with the Rural Valley Lands Plan.
5. Is the project required to construct a portion of a bicycle or pedestrian path that is part of an approved bicycle or mobility plan?	Not Applicable. No development is proposed at this point in time. Should subsequent development be proposed, the County will assess such development and determine if a bicycle or pedestrian path is warranted.
6. Is the development site appropriate for locating an improved TCAT transit stop?	Not Applicable. No development is proposed at this point in time. Should subsequent development be proposed, the County will assess such development and determine if a transit stop or reservation of right-of-way is warranted.
7. Does the site plan have space set aside for recycling bins or compost collection?	Not Applicable. No development is proposed at this point in time. Should subsequent development be proposed, the County will assess such development.
9. Does the site include shared EV charging stations per CalGreen requirements?	Not Applicable. No site plan is proposed.
10. Does the project comply with Tulare County Solar Roof Ordinance and/or Title 24 solar installation whichever is more stringent?	Not Applicable. No development is proposed, but would be required to comply with the applicable California Energy Code.

Checklist Question	Consistency Finding
11. Does the project include drought tolerant landscaping and Irrigation systems meeting County standards and the MWELO.	Not Applicable. No development is proposed, but would be required to comply with MWELO.
12. Does the project comply with Title 24 building energy efficiency, lighting, and interior water efficiency requirements?	Not Applicable. No development is proposed, but would be required to comply with Title 24.
13. Is the project required to comply with SJVAPCD Rule 9510 Indirect Source Review?	Not Applicable. No development is proposed, but subsequent projects of such size that trigger the applicability requirements of Rule 9510 would be required to comply with the Rule.
14. Does the project employ over 100 employees arriving for work during peak traffic hours?	Not Applicable. No development is proposed at this time, however projects that employ over 100 employees would be required to comply with SJVAPCD Rule 9410.

Table 4-8 provides an analysis of the project's consistency with the 2018 CAP's quantification requirements.

Table 4-8: CAP Consistency Table for Projects that Require Quantification

Scoping Plan Strategy	Consistency Finding
1. Is the project inconsistent with one or more checklist questions?	Consistent. The project is consistent with the above mentioned questions. Quantification is not required under this standard.
2. Does the project contain 500 or more residential units?	Consistent. The Project amendment could generate up to 1,232 dwelling units. Residential land uses would generate 2.61 MTCO ₂ e per capita, assuming 3.39 persons per household from the most recent January Housing Estimates prepared by the California Department of Finance.
3. Does the project contain 100,000 square feet or more of retail space.	Not Applicable. No additional retail spaces are proposed.
4. Does the project generate over 4,200 average daily trips?	Consistent. The Project amendment would generate over 4,200 average daily trips, however the additional land uses of the Project would generate an MTCO ₂ e per capita of 3.02, which is below the 2030 GHG Target of 4.18.

In summary, the Project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in AB 32, SB 32, AB 1279, and would be consistent with applicable plans and programs designed to reduce GHG emissions. Therefore, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. The impact would be less than significant.

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Appendix A: Air Quality Output Files

Traver Community Plan Urban Development Boundary Amendment Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Traver Community Plan Urban Development Boundary Amendment
Construction Start Date	7/1/2025
Operational Year	2025
Lead Agency	County of Tulare
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	1.90
Precipitation (days)	23.2
Location	36.45346379650171, -119.4817110477752
County	Tulare
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2716
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
General Light Industry	198	1000sqft	13.0	198,198	0.00	0.00	—	Proposed Area

Apartments Low Rise	616	Dwelling Unit	42.0	652,960	0.00	0.00	2,088	Proposed Area
Single Family Housing	616	Dwelling Unit	85.0	1,201,200	7,215,120	0.00	2,088	Proposed Area
City Park	17.0	Acre	17.0	0.00	0.00	0.00	—	Proposed Area
Elementary School	600	Student	8.00	50,162	0.00	0.00	—	Proposed Area
Government Office Building	103	1000sqft	2.37	103,429	0.00	0.00	—	Proposed Area
Single Family Housing	441	Dwelling Unit	61.0	859,950	5,165,370	0.00	1,495	Existing Areas
Strip Mall	247	1000sqft	5.66	246,550	0.00	0.00	—	Existing Areas
General Light Industry	357	1000sqft	8.00	357,192	0.00	0.00	—	—
Parking Lot	14.8	Acre	14.8	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Transportation	T-18	Provide Pedestrian Network Improvement
Energy	E-13	Install Electric Ranges in Place of Gas Ranges
Energy	E-15	Require All-Electric Development
Area Sources	E-14	Limit Wood Burning Devices and Natural Gas/Propane Fireplaces in Residential Development

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	65.9	29.2	57.0	0.07	1.24	8.39	9.00	1.14	3.96	5.11	—	15,591	15,591	0.43	1.31	30.2	16,024
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	65.9	29.2	48.4	0.07	1.24	8.39	9.00	1.14	3.96	5.11	—	14,844	14,844	0.50	1.34	0.78	15,257
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	36.8	18.9	33.4	0.05	0.78	5.92	6.16	0.71	1.65	2.36	—	10,538	10,538	0.32	0.90	8.26	10,823
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.72	3.45	6.10	0.01	0.14	1.08	1.12	0.13	0.30	0.43	—	1,745	1,745	0.05	0.15	1.37	1,792

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.23	29.2	29.6	0.05	1.24	7.76	9.00	1.14	3.96	5.11	—	5,401	5,401	0.22	0.05	0.37	5,421
2027	3.13	28.0	29.0	0.06	1.17	7.76	8.93	1.08	3.96	5.04	—	6,714	6,714	0.27	0.06	0.38	6,739
2028	2.96	24.4	27.9	0.06	0.99	3.70	4.68	0.91	1.45	2.36	—	6,712	6,712	0.27	0.06	0.34	6,736
2029	5.93	19.6	57.0	0.07	0.38	8.39	8.77	0.35	2.05	2.40	—	15,591	15,591	0.43	1.31	30.2	16,024
2030	5.62	18.8	53.8	0.07	0.36	8.39	8.75	0.34	2.05	2.39	—	15,277	15,277	0.43	1.26	26.7	15,689
2031	5.10	18.0	50.7	0.07	0.34	8.39	8.73	0.32	2.05	2.37	—	14,963	14,963	0.35	1.26	23.5	15,370
2032	4.76	17.2	48.0	0.07	0.32	8.39	8.71	0.26	2.05	2.30	—	14,658	14,658	0.35	1.21	20.6	15,047
2033	4.54	16.7	45.6	0.07	0.25	8.39	8.64	0.24	2.05	2.28	—	14,376	14,376	0.32	0.95	17.8	14,686
2034	4.26	16.1	43.5	0.07	0.24	8.39	8.63	0.23	2.05	2.27	—	14,111	14,111	0.32	0.95	15.3	14,419

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2035	4.12	15.7	41.6	0.07	0.23	8.39	8.62	0.22	2.05	2.26	—	13,867	13,867	0.32	0.90	13.1	14,158
2036	3.93	15.1	39.9	0.07	0.22	8.39	8.61	0.21	2.05	2.25	—	13,646	13,646	0.30	0.90	11.1	13,934
2037	3.76	14.8	38.5	0.07	0.21	8.39	8.60	0.20	2.05	2.24	—	13,450	13,450	0.30	0.90	9.30	13,736
2038	3.60	14.5	37.3	0.07	0.20	8.39	8.59	0.19	2.05	2.24	—	13,281	13,281	0.30	0.85	7.76	13,550
2039	3.41	14.3	36.5	0.07	0.20	8.39	8.59	0.18	2.05	2.23	—	13,127	13,127	0.30	0.85	6.47	13,396
2040	3.07	13.8	35.6	0.07	0.19	8.39	8.58	0.18	2.05	2.23	—	12,991	12,991	0.29	0.85	5.35	13,258
2041	2.93	13.7	34.8	0.07	0.19	8.39	8.58	0.18	2.05	2.22	—	12,870	12,870	0.26	0.85	4.40	13,136
2042	2.85	13.5	34.2	0.07	0.18	8.39	8.57	0.17	2.05	2.22	—	12,763	12,763	0.26	0.80	3.61	13,012
2043	2.79	13.4	33.8	0.07	0.18	8.39	8.57	0.17	2.05	2.22	—	12,669	12,669	0.26	0.80	2.95	12,918
2044	2.73	13.3	33.5	0.07	0.17	8.39	8.56	0.16	2.05	2.21	—	12,588	12,588	0.26	0.80	2.41	12,836
2045	2.64	13.1	33.2	0.07	0.17	8.39	8.56	0.16	2.05	2.21	—	12,517	12,517	0.26	0.80	1.96	12,765
2046	2.61	13.0	32.9	0.07	0.17	8.39	8.56	0.16	2.05	2.20	—	12,457	12,457	0.26	0.80	1.59	12,704
2047	0.58	5.01	9.93	0.01	0.07	0.08	0.15	0.07	0.02	0.08	—	1,581	1,581	0.06	0.01	0.01	1,587
2048	65.9	0.91	4.69	< 0.005	< 0.005	1.30	1.30	< 0.005	0.30	0.31	—	1,248	1,248	0.02	0.02	0.18	1,254
2049	65.9	0.91	4.69	< 0.005	< 0.005	1.30	1.30	< 0.005	0.30	0.31	—	1,246	1,246	0.02	0.02	0.15	1,252
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.22	29.2	29.4	0.05	1.24	7.76	9.00	1.14	3.96	5.11	—	5,389	5,389	0.22	0.05	0.01	5,409
2027	3.12	28.0	28.8	0.06	1.17	7.76	8.93	1.08	3.96	5.04	—	6,701	6,701	0.27	0.06	0.01	6,725
2028	2.95	24.4	27.8	0.06	0.99	3.70	4.68	0.91	1.45	2.36	—	6,699	6,699	0.27	0.06	0.01	6,723
2029	5.33	22.8	48.4	0.07	0.92	8.39	8.77	0.84	2.05	2.40	—	14,844	14,844	0.50	1.34	0.78	15,257
2030	5.07	19.9	45.8	0.07	0.36	8.39	8.75	0.34	2.05	2.39	—	14,546	14,546	0.48	1.29	0.69	14,943
2031	4.58	19.0	43.3	0.07	0.34	8.39	8.73	0.32	2.05	2.37	—	14,246	14,246	0.40	1.26	0.61	14,634
2032	4.33	18.2	41.2	0.07	0.32	8.39	8.71	0.26	2.05	2.30	—	13,955	13,955	0.40	1.21	0.53	14,325
2033	4.14	17.5	39.4	0.07	0.25	8.39	8.64	0.24	2.05	2.28	—	13,684	13,684	0.38	1.16	0.46	14,039
2034	3.92	16.9	37.6	0.07	0.24	8.39	8.63	0.23	2.05	2.27	—	13,430	13,430	0.38	1.16	0.40	13,785
2035	3.82	16.5	36.1	0.07	0.23	8.39	8.62	0.22	2.05	2.26	—	13,196	13,196	0.35	0.90	0.34	13,474
2036	3.68	15.9	34.6	0.07	0.22	8.39	8.61	0.21	2.05	2.25	—	12,983	12,983	0.35	0.90	0.29	13,262

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2037	3.51	15.5	33.5	0.07	0.21	8.39	8.60	0.20	2.05	2.24	—	12,795	12,795	0.35	0.90	0.24	13,073
2038	3.42	15.3	32.6	0.07	0.20	8.39	8.59	0.19	2.05	2.24	—	12,631	12,631	0.32	0.85	0.20	12,894
2039	3.05	14.8	31.6	0.07	0.20	8.39	8.59	0.18	2.05	2.23	—	12,483	12,483	0.32	0.85	0.17	12,746
2040	2.94	14.6	31.1	0.07	0.19	8.39	8.58	0.18	2.05	2.23	—	12,352	12,352	0.32	0.85	0.14	12,615
2041	2.84	14.4	30.4	0.07	0.19	8.39	8.58	0.18	2.05	2.22	—	12,236	12,236	0.32	0.85	0.11	12,498
2042	2.78	14.3	29.9	0.07	0.18	8.39	8.57	0.17	2.05	2.22	—	12,132	12,132	0.29	0.80	0.09	12,379
2043	2.72	13.9	29.5	0.07	0.18	8.39	8.57	0.17	2.05	2.22	—	12,041	12,041	0.29	0.80	0.08	12,288
2044	2.61	13.7	29.4	0.07	0.17	8.39	8.56	0.16	2.05	2.21	—	11,963	11,963	0.29	0.80	0.06	12,210
2045	2.57	13.6	29.0	0.07	0.17	8.39	8.56	0.16	2.05	2.21	—	11,895	11,895	0.29	0.80	0.05	12,142
2046	2.55	13.6	28.9	0.07	0.17	8.39	8.56	0.16	2.05	2.20	—	11,837	11,837	0.29	0.80	0.04	12,084
2047	0.58	5.01	9.88	0.01	0.07	0.08	0.15	0.07	0.02	0.08	—	1,573	1,573	0.06	0.01	< 0.005	1,579
2048	65.9	4.93	9.85	0.01	0.07	1.30	1.30	0.06	0.30	0.31	—	1,573	1,573	0.06	0.02	< 0.005	1,578
2049	65.8	0.92	3.82	< 0.005	< 0.005	1.30	1.30	< 0.005	0.30	0.31	—	1,121	1,121	0.03	0.02	< 0.005	1,127
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.81	7.32	7.37	0.01	0.31	1.94	2.26	0.29	0.99	1.28	—	1,351	1,351	0.06	0.01	0.04	1,356
2027	2.18	18.9	20.2	0.04	0.78	3.63	4.41	0.71	1.65	2.36	—	4,467	4,467	0.18	0.04	0.11	4,484
2028	2.12	17.5	19.9	0.04	0.71	2.65	3.35	0.65	1.04	1.69	—	4,801	4,801	0.19	0.04	0.11	4,818
2029	3.64	14.6	33.2	0.05	0.32	5.49	5.81	0.30	1.39	1.69	—	10,002	10,002	0.31	0.83	8.15	10,264
2030	3.67	13.9	33.4	0.05	0.26	5.91	6.16	0.24	1.44	1.68	—	10,538	10,538	0.32	0.90	8.26	10,823
2031	3.32	13.2	31.5	0.05	0.25	5.91	6.15	0.23	1.44	1.67	—	10,321	10,321	0.27	0.90	7.26	10,603
2032	3.15	12.7	30.0	0.05	0.23	5.92	6.16	0.18	1.44	1.63	—	10,138	10,138	0.27	0.86	6.35	10,409
2033	3.01	12.2	28.6	0.05	0.18	5.91	6.09	0.17	1.44	1.61	—	9,915	9,915	0.25	0.83	5.48	10,173
2034	2.83	11.9	27.3	0.05	0.17	5.91	6.08	0.16	1.44	1.60	—	9,731	9,731	0.25	0.68	4.73	9,945
2035	2.74	11.4	26.2	0.05	0.16	5.91	6.07	0.15	1.44	1.59	—	9,562	9,562	0.23	0.65	4.03	9,764
2036	2.68	11.2	25.3	0.05	0.16	5.92	6.08	0.15	1.44	1.59	—	9,434	9,434	0.23	0.65	3.41	9,636
2037	2.53	10.8	24.4	0.05	0.15	5.91	6.05	0.14	1.44	1.58	—	9,272	9,272	0.23	0.65	2.86	9,473
2038	2.44	10.6	23.7	0.05	0.14	5.91	6.05	0.14	1.44	1.58	—	9,154	9,154	0.23	0.61	2.39	9,344
2039	2.19	10.4	23.0	0.05	0.14	5.91	6.05	0.13	1.44	1.57	—	9,047	9,047	0.21	0.61	1.99	9,236

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2040	2.10	10.3	22.6	0.05	0.14	5.92	6.06	0.13	1.44	1.57	—	8,977	8,977	0.21	0.61	1.65	9,166
2041	2.03	9.98	22.1	0.05	0.13	5.91	6.04	0.13	1.44	1.57	—	8,869	8,869	0.21	0.61	1.36	9,057
2042	1.95	9.88	21.8	0.05	0.13	5.91	6.04	0.12	1.44	1.56	—	8,794	8,794	0.21	0.57	1.11	8,971
2043	1.91	9.76	21.5	0.05	0.13	5.91	6.03	0.12	1.44	1.56	—	8,728	8,728	0.21	0.57	0.91	8,905
2044	1.89	9.69	21.3	0.05	0.13	5.92	6.05	0.12	1.44	1.56	—	8,696	8,696	0.21	0.58	0.75	8,873
2045	1.84	9.56	21.2	0.05	0.12	5.91	6.03	0.11	1.44	1.55	—	8,623	8,623	0.19	0.57	0.61	8,799
2046	1.76	9.24	20.3	0.05	0.12	5.63	5.75	0.11	1.37	1.48	—	8,233	8,233	0.18	0.55	0.47	8,402
2047	0.41	3.58	7.06	0.01	0.05	0.06	0.11	0.05	0.01	0.06	—	1,125	1,125	0.04	0.01	< 0.005	1,129
2048	36.8	1.29	3.78	< 0.005	0.01	0.72	0.74	0.01	0.17	0.18	—	896	896	0.02	0.01	0.04	900
2049	22.9	0.32	1.38	< 0.005	< 0.005	0.44	0.45	< 0.005	0.10	0.11	—	403	403	0.01	0.01	0.02	405
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.15	1.34	1.35	< 0.005	0.06	0.35	0.41	0.05	0.18	0.23	—	224	224	0.01	< 0.005	0.01	224
2027	0.40	3.45	3.68	0.01	0.14	0.66	0.80	0.13	0.30	0.43	—	740	740	0.03	0.01	0.02	742
2028	0.39	3.19	3.63	0.01	0.13	0.48	0.61	0.12	0.19	0.31	—	795	795	0.03	0.01	0.02	798
2029	0.67	2.67	6.06	0.01	0.06	1.00	1.06	0.05	0.25	0.31	—	1,656	1,656	0.05	0.14	1.35	1,699
2030	0.67	2.53	6.10	0.01	0.05	1.08	1.12	0.04	0.26	0.31	—	1,745	1,745	0.05	0.15	1.37	1,792
2031	0.61	2.41	5.75	0.01	0.04	1.08	1.12	0.04	0.26	0.31	—	1,709	1,709	0.04	0.15	1.20	1,755
2032	0.57	2.32	5.48	0.01	0.04	1.08	1.12	0.03	0.26	0.30	—	1,678	1,678	0.04	0.14	1.05	1,723
2033	0.55	2.22	5.22	0.01	0.03	1.08	1.11	0.03	0.26	0.29	—	1,641	1,641	0.04	0.14	0.91	1,684
2034	0.52	2.17	4.98	0.01	0.03	1.08	1.11	0.03	0.26	0.29	—	1,611	1,611	0.04	0.11	0.78	1,647
2035	0.50	2.09	4.78	0.01	0.03	1.08	1.11	0.03	0.26	0.29	—	1,583	1,583	0.04	0.11	0.67	1,617
2036	0.49	2.04	4.61	0.01	0.03	1.08	1.11	0.03	0.26	0.29	—	1,562	1,562	0.04	0.11	0.56	1,595
2037	0.46	1.97	4.45	0.01	0.03	1.08	1.11	0.03	0.26	0.29	—	1,535	1,535	0.04	0.11	0.47	1,568
2038	0.44	1.93	4.33	0.01	0.03	1.08	1.10	0.02	0.26	0.29	—	1,516	1,516	0.04	0.10	0.40	1,547
2039	0.40	1.90	4.20	0.01	0.03	1.08	1.10	0.02	0.26	0.29	—	1,498	1,498	0.03	0.10	0.33	1,529
2040	0.38	1.87	4.12	0.01	0.03	1.08	1.11	0.02	0.26	0.29	—	1,486	1,486	0.03	0.10	0.27	1,518
2041	0.37	1.82	4.03	0.01	0.02	1.08	1.10	0.02	0.26	0.29	—	1,468	1,468	0.03	0.10	0.22	1,499
2042	0.36	1.80	3.98	0.01	0.02	1.08	1.10	0.02	0.26	0.29	—	1,456	1,456	0.03	0.10	0.18	1,485

2043	0.35	1.78	3.93	0.01	0.02	1.08	1.10	0.02	0.26	0.28	—	1,445	1,445	0.03	0.10	0.15	1,474
2044	0.35	1.77	3.89	0.01	0.02	1.08	1.10	0.02	0.26	0.29	—	1,440	1,440	0.03	0.10	0.12	1,469
2045	0.34	1.74	3.86	0.01	0.02	1.08	1.10	0.02	0.26	0.28	—	1,428	1,428	0.03	0.10	0.10	1,457
2046	0.32	1.69	3.70	0.01	0.02	1.03	1.05	0.02	0.25	0.27	—	1,363	1,363	0.03	0.09	0.08	1,391
2047	0.08	0.65	1.29	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	186	186	0.01	< 0.005	< 0.005	187
2048	6.72	0.24	0.69	< 0.005	< 0.005	0.13	0.13	< 0.005	0.03	0.03	—	148	148	< 0.005	< 0.005	0.01	149
2049	4.19	0.06	0.25	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	66.8	66.8	< 0.005	< 0.005	< 0.005	67.1

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.23	29.2	29.6	0.05	1.24	7.76	9.00	1.14	3.96	5.11	—	5,401	5,401	0.22	0.05	0.37	5,421
2027	3.13	28.0	29.0	0.06	1.17	7.76	8.93	1.08	3.96	5.04	—	6,714	6,714	0.27	0.06	0.38	6,739
2028	2.96	24.4	27.9	0.06	0.99	3.70	4.68	0.91	1.45	2.36	—	6,712	6,712	0.27	0.06	0.34	6,736
2029	5.93	19.6	57.0	0.07	0.38	8.39	8.77	0.35	2.05	2.40	—	15,591	15,591	0.43	1.31	30.2	16,024
2030	5.62	18.8	53.8	0.07	0.36	8.39	8.75	0.34	2.05	2.39	—	15,277	15,277	0.43	1.26	26.7	15,689
2031	5.10	18.0	50.7	0.07	0.34	8.39	8.73	0.32	2.05	2.37	—	14,963	14,963	0.35	1.26	23.5	15,370
2032	4.76	17.2	48.0	0.07	0.32	8.39	8.71	0.26	2.05	2.30	—	14,658	14,658	0.35	1.21	20.6	15,047
2033	4.54	16.7	45.6	0.07	0.25	8.39	8.64	0.24	2.05	2.28	—	14,376	14,376	0.32	0.95	17.8	14,686
2034	4.26	16.1	43.5	0.07	0.24	8.39	8.63	0.23	2.05	2.27	—	14,111	14,111	0.32	0.95	15.3	14,419
2035	4.12	15.7	41.6	0.07	0.23	8.39	8.62	0.22	2.05	2.26	—	13,867	13,867	0.32	0.90	13.1	14,158
2036	3.93	15.1	39.9	0.07	0.22	8.39	8.61	0.21	2.05	2.25	—	13,646	13,646	0.30	0.90	11.1	13,934
2037	3.76	14.8	38.5	0.07	0.21	8.39	8.60	0.20	2.05	2.24	—	13,450	13,450	0.30	0.90	9.30	13,736
2038	3.60	14.5	37.3	0.07	0.20	8.39	8.59	0.19	2.05	2.24	—	13,281	13,281	0.30	0.85	7.76	13,550
2039	3.41	14.3	36.5	0.07	0.20	8.39	8.59	0.18	2.05	2.23	—	13,127	13,127	0.30	0.85	6.47	13,396
2040	3.07	13.8	35.6	0.07	0.19	8.39	8.58	0.18	2.05	2.23	—	12,991	12,991	0.29	0.85	5.35	13,258

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2041	2.93	13.7	34.8	0.07	0.19	8.39	8.58	0.18	2.05	2.22	—	12,870	12,870	0.26	0.85	4.40	13,136
2042	2.85	13.5	34.2	0.07	0.18	8.39	8.57	0.17	2.05	2.22	—	12,763	12,763	0.26	0.80	3.61	13,012
2043	2.79	13.4	33.8	0.07	0.18	8.39	8.57	0.17	2.05	2.22	—	12,669	12,669	0.26	0.80	2.95	12,918
2044	2.73	13.3	33.5	0.07	0.17	8.39	8.56	0.16	2.05	2.21	—	12,588	12,588	0.26	0.80	2.41	12,836
2045	2.64	13.1	33.2	0.07	0.17	8.39	8.56	0.16	2.05	2.21	—	12,517	12,517	0.26	0.80	1.96	12,765
2046	2.61	13.0	32.9	0.07	0.17	8.39	8.56	0.16	2.05	2.20	—	12,457	12,457	0.26	0.80	1.59	12,704
2047	0.58	5.01	9.93	0.01	0.07	0.08	0.15	0.07	0.02	0.08	—	1,581	1,581	0.06	0.01	0.01	1,587
2048	65.9	0.91	4.69	< 0.005	< 0.005	1.30	1.30	< 0.005	0.30	0.31	—	1,248	1,248	0.02	0.02	0.18	1,254
2049	65.9	0.91	4.69	< 0.005	< 0.005	1.30	1.30	< 0.005	0.30	0.31	—	1,246	1,246	0.02	0.02	0.15	1,252
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.22	29.2	29.4	0.05	1.24	7.76	9.00	1.14	3.96	5.11	—	5,389	5,389	0.22	0.05	0.01	5,409
2027	3.12	28.0	28.8	0.06	1.17	7.76	8.93	1.08	3.96	5.04	—	6,701	6,701	0.27	0.06	0.01	6,725
2028	2.95	24.4	27.8	0.06	0.99	3.70	4.68	0.91	1.45	2.36	—	6,699	6,699	0.27	0.06	0.01	6,723
2029	5.33	22.8	48.4	0.07	0.92	8.39	8.77	0.84	2.05	2.40	—	14,844	14,844	0.50	1.34	0.78	15,257
2030	5.07	19.9	45.8	0.07	0.36	8.39	8.75	0.34	2.05	2.39	—	14,546	14,546	0.48	1.29	0.69	14,943
2031	4.58	19.0	43.3	0.07	0.34	8.39	8.73	0.32	2.05	2.37	—	14,246	14,246	0.40	1.26	0.61	14,634
2032	4.33	18.2	41.2	0.07	0.32	8.39	8.71	0.26	2.05	2.30	—	13,955	13,955	0.40	1.21	0.53	14,325
2033	4.14	17.5	39.4	0.07	0.25	8.39	8.64	0.24	2.05	2.28	—	13,684	13,684	0.38	1.16	0.46	14,039
2034	3.92	16.9	37.6	0.07	0.24	8.39	8.63	0.23	2.05	2.27	—	13,430	13,430	0.38	1.16	0.40	13,785
2035	3.82	16.5	36.1	0.07	0.23	8.39	8.62	0.22	2.05	2.26	—	13,196	13,196	0.35	0.90	0.34	13,474
2036	3.68	15.9	34.6	0.07	0.22	8.39	8.61	0.21	2.05	2.25	—	12,983	12,983	0.35	0.90	0.29	13,262
2037	3.51	15.5	33.5	0.07	0.21	8.39	8.60	0.20	2.05	2.24	—	12,795	12,795	0.35	0.90	0.24	13,073
2038	3.42	15.3	32.6	0.07	0.20	8.39	8.59	0.19	2.05	2.24	—	12,631	12,631	0.32	0.85	0.20	12,894
2039	3.05	14.8	31.6	0.07	0.20	8.39	8.59	0.18	2.05	2.23	—	12,483	12,483	0.32	0.85	0.17	12,746
2040	2.94	14.6	31.1	0.07	0.19	8.39	8.58	0.18	2.05	2.23	—	12,352	12,352	0.32	0.85	0.14	12,615
2041	2.84	14.4	30.4	0.07	0.19	8.39	8.58	0.18	2.05	2.22	—	12,236	12,236	0.32	0.85	0.11	12,498
2042	2.78	14.3	29.9	0.07	0.18	8.39	8.57	0.17	2.05	2.22	—	12,132	12,132	0.29	0.80	0.09	12,379

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2043	2.72	13.9	29.5	0.07	0.18	8.39	8.57	0.17	2.05	2.22	—	12,041	12,041	0.29	0.80	0.08	12,288
2044	2.61	13.7	29.4	0.07	0.17	8.39	8.56	0.16	2.05	2.21	—	11,963	11,963	0.29	0.80	0.06	12,210
2045	2.57	13.6	29.0	0.07	0.17	8.39	8.56	0.16	2.05	2.21	—	11,895	11,895	0.29	0.80	0.05	12,142
2046	2.55	13.6	28.9	0.07	0.17	8.39	8.56	0.16	2.05	2.20	—	11,837	11,837	0.29	0.80	0.04	12,084
2047	0.58	5.01	9.88	0.01	0.07	0.08	0.15	0.07	0.02	0.08	—	1,573	1,573	0.06	0.01	< 0.005	1,579
2048	65.9	4.93	9.85	0.01	0.07	1.30	1.30	0.06	0.30	0.31	—	1,573	1,573	0.06	0.02	< 0.005	1,578
2049	65.8	0.92	3.82	< 0.005	< 0.005	1.30	1.30	< 0.005	0.30	0.31	—	1,121	1,121	0.03	0.02	< 0.005	1,127
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.81	7.32	7.37	0.01	0.31	1.94	2.26	0.29	0.99	1.28	—	1,351	1,351	0.06	0.01	0.04	1,356
2027	2.18	18.9	20.2	0.04	0.78	3.63	4.41	0.71	1.65	2.36	—	4,467	4,467	0.18	0.04	0.11	4,484
2028	2.12	17.5	19.9	0.04	0.71	2.65	3.35	0.65	1.04	1.69	—	4,801	4,801	0.19	0.04	0.11	4,818
2029	3.64	14.6	33.2	0.05	0.32	5.49	5.81	0.30	1.39	1.69	—	10,002	10,002	0.31	0.83	8.15	10,264
2030	3.67	13.9	33.4	0.05	0.26	5.91	6.16	0.24	1.44	1.68	—	10,538	10,538	0.32	0.90	8.26	10,823
2031	3.32	13.2	31.5	0.05	0.25	5.91	6.15	0.23	1.44	1.67	—	10,321	10,321	0.27	0.90	7.26	10,603
2032	3.15	12.7	30.0	0.05	0.23	5.92	6.16	0.18	1.44	1.63	—	10,138	10,138	0.27	0.86	6.35	10,409
2033	3.01	12.2	28.6	0.05	0.18	5.91	6.09	0.17	1.44	1.61	—	9,915	9,915	0.25	0.83	5.48	10,173
2034	2.83	11.9	27.3	0.05	0.17	5.91	6.08	0.16	1.44	1.60	—	9,731	9,731	0.25	0.68	4.73	9,945
2035	2.74	11.4	26.2	0.05	0.16	5.91	6.07	0.15	1.44	1.59	—	9,562	9,562	0.23	0.65	4.03	9,764
2036	2.68	11.2	25.3	0.05	0.16	5.92	6.08	0.15	1.44	1.59	—	9,434	9,434	0.23	0.65	3.41	9,636
2037	2.53	10.8	24.4	0.05	0.15	5.91	6.05	0.14	1.44	1.58	—	9,272	9,272	0.23	0.65	2.86	9,473
2038	2.44	10.6	23.7	0.05	0.14	5.91	6.05	0.14	1.44	1.58	—	9,154	9,154	0.23	0.61	2.39	9,344
2039	2.19	10.4	23.0	0.05	0.14	5.91	6.05	0.13	1.44	1.57	—	9,047	9,047	0.21	0.61	1.99	9,236
2040	2.10	10.3	22.6	0.05	0.14	5.92	6.06	0.13	1.44	1.57	—	8,977	8,977	0.21	0.61	1.65	9,166
2041	2.03	9.98	22.1	0.05	0.13	5.91	6.04	0.13	1.44	1.57	—	8,869	8,869	0.21	0.61	1.36	9,057
2042	1.95	9.88	21.8	0.05	0.13	5.91	6.04	0.12	1.44	1.56	—	8,794	8,794	0.21	0.57	1.11	8,971
2043	1.91	9.76	21.5	0.05	0.13	5.91	6.03	0.12	1.44	1.56	—	8,728	8,728	0.21	0.57	0.91	8,905
2044	1.89	9.69	21.3	0.05	0.13	5.92	6.05	0.12	1.44	1.56	—	8,696	8,696	0.21	0.58	0.75	8,873
2045	1.84	9.56	21.2	0.05	0.12	5.91	6.03	0.11	1.44	1.55	—	8,623	8,623	0.19	0.57	0.61	8,799

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2046	1.76	9.24	20.3	0.05	0.12	5.63	5.75	0.11	1.37	1.48	—	8,233	8,233	0.18	0.55	0.47	8,402
2047	0.41	3.58	7.06	0.01	0.05	0.06	0.11	0.05	0.01	0.06	—	1,125	1,125	0.04	0.01	< 0.005	1,129
2048	36.8	1.29	3.78	< 0.005	0.01	0.72	0.74	0.01	0.17	0.18	—	896	896	0.02	0.01	0.04	900
2049	22.9	0.32	1.38	< 0.005	< 0.005	0.44	0.45	< 0.005	0.10	0.11	—	403	403	0.01	0.01	0.02	405
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.15	1.34	1.35	< 0.005	0.06	0.35	0.41	0.05	0.18	0.23	—	224	224	0.01	< 0.005	0.01	224
2027	0.40	3.45	3.68	0.01	0.14	0.66	0.80	0.13	0.30	0.43	—	740	740	0.03	0.01	0.02	742
2028	0.39	3.19	3.63	0.01	0.13	0.48	0.61	0.12	0.19	0.31	—	795	795	0.03	0.01	0.02	798
2029	0.67	2.67	6.06	0.01	0.06	1.00	1.06	0.05	0.25	0.31	—	1,656	1,656	0.05	0.14	1.35	1,699
2030	0.67	2.53	6.10	0.01	0.05	1.08	1.12	0.04	0.26	0.31	—	1,745	1,745	0.05	0.15	1.37	1,792
2031	0.61	2.41	5.75	0.01	0.04	1.08	1.12	0.04	0.26	0.31	—	1,709	1,709	0.04	0.15	1.20	1,755
2032	0.57	2.32	5.48	0.01	0.04	1.08	1.12	0.03	0.26	0.30	—	1,678	1,678	0.04	0.14	1.05	1,723
2033	0.55	2.22	5.22	0.01	0.03	1.08	1.11	0.03	0.26	0.29	—	1,641	1,641	0.04	0.14	0.91	1,684
2034	0.52	2.17	4.98	0.01	0.03	1.08	1.11	0.03	0.26	0.29	—	1,611	1,611	0.04	0.11	0.78	1,647
2035	0.50	2.09	4.78	0.01	0.03	1.08	1.11	0.03	0.26	0.29	—	1,583	1,583	0.04	0.11	0.67	1,617
2036	0.49	2.04	4.61	0.01	0.03	1.08	1.11	0.03	0.26	0.29	—	1,562	1,562	0.04	0.11	0.56	1,595
2037	0.46	1.97	4.45	0.01	0.03	1.08	1.11	0.03	0.26	0.29	—	1,535	1,535	0.04	0.11	0.47	1,568
2038	0.44	1.93	4.33	0.01	0.03	1.08	1.10	0.02	0.26	0.29	—	1,516	1,516	0.04	0.10	0.40	1,547
2039	0.40	1.90	4.20	0.01	0.03	1.08	1.10	0.02	0.26	0.29	—	1,498	1,498	0.03	0.10	0.33	1,529
2040	0.38	1.87	4.12	0.01	0.03	1.08	1.11	0.02	0.26	0.29	—	1,486	1,486	0.03	0.10	0.27	1,518
2041	0.37	1.82	4.03	0.01	0.02	1.08	1.10	0.02	0.26	0.29	—	1,468	1,468	0.03	0.10	0.22	1,499
2042	0.36	1.80	3.98	0.01	0.02	1.08	1.10	0.02	0.26	0.29	—	1,456	1,456	0.03	0.10	0.18	1,485
2043	0.35	1.78	3.93	0.01	0.02	1.08	1.10	0.02	0.26	0.28	—	1,445	1,445	0.03	0.10	0.15	1,474
2044	0.35	1.77	3.89	0.01	0.02	1.08	1.10	0.02	0.26	0.29	—	1,440	1,440	0.03	0.10	0.12	1,469
2045	0.34	1.74	3.86	0.01	0.02	1.08	1.10	0.02	0.26	0.28	—	1,428	1,428	0.03	0.10	0.10	1,457
2046	0.32	1.69	3.70	0.01	0.02	1.03	1.05	0.02	0.25	0.27	—	1,363	1,363	0.03	0.09	0.08	1,391
2047	0.08	0.65	1.29	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	186	186	0.01	< 0.005	< 0.005	187
2048	6.72	0.24	0.69	< 0.005	< 0.005	0.13	0.13	< 0.005	0.03	0.03	—	148	148	< 0.005	< 0.005	0.01	149

2049	4.19	0.06	0.25	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	66.8	66.8	< 0.005	< 0.005	< 0.005	67.1

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	196	140	1,257	2.45	3.81	195	198	3.67	49.4	53.1	1,905	279,561	281,466	205	12.1	1,081	291,287
Mit.	189	118	1,180	2.21	2.50	182	185	2.37	46.2	48.6	1,905	245,861	247,765	203	11.4	1,022	257,259
% Reduced	4%	16%	6%	10%	34%	6%	7%	35%	6%	8%	—	12%	12%	1%	6%	5%	12%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	169	158	859	2.23	3.69	195	198	3.57	49.4	53.0	1,905	257,316	259,221	206	13.0	190	268,438
Mit.	163	134	799	2.00	2.38	182	185	2.28	46.2	48.5	1,905	225,012	226,917	204	12.2	188	235,846
% Reduced	4%	15%	7%	10%	35%	6%	7%	36%	6%	8%	—	13%	12%	1%	6%	1%	12%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	166	131	850	2.00	3.46	166	169	3.35	42.0	45.4	1,905	233,069	234,974	204	11.0	505	243,869
Mit.	161	110	795	1.78	2.18	155	157	2.07	39.4	41.4	1,905	202,330	204,235	202	10.4	483	212,863
% Reduced	3%	16%	7%	11%	37%	6%	7%	38%	6%	9%	—	13%	13%	1%	6%	4%	13%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	30.4	23.9	155	0.36	0.63	30.2	30.9	0.61	7.67	8.29	315	38,587	38,903	33.9	1.82	83.6	40,375
Mit.	29.4	20.0	145	0.33	0.40	28.3	28.7	0.38	7.18	7.56	315	33,498	33,813	33.5	1.71	80.0	35,242
% Reduced	3%	16%	7%	11%	37%	6%	7%	38%	6%	9%	—	13%	13%	1%	6%	4%	13%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	95.1	116	1,108	2.30	1.85	195	197	1.74	49.4	51.1	—	235,401	235,401	8.79	10.6	915	239,704
Area	99.8	1.28	136	0.01	0.12	—	0.12	0.09	—	0.09	—	425	425	0.02	< 0.005	—	426
Energy	1.33	23.2	13.4	0.14	1.83	—	1.83	1.83	—	1.83	—	42,912	42,912	4.84	0.33	—	43,132
Water	—	—	—	—	—	—	—	—	—	—	460	823	1,283	47.3	1.14	—	2,804
Waste	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Total	196	140	1,257	2.45	3.81	195	198	3.67	49.4	53.1	1,905	279,561	281,466	205	12.1	1,081	291,287
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	83.6	134	846	2.09	1.85	195	197	1.74	49.4	51.2	—	213,580	213,580	9.64	11.5	23.7	217,281
Area	84.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	1.33	23.2	13.4	0.14	1.83	—	1.83	1.83	—	1.83	—	42,912	42,912	4.84	0.33	—	43,132
Water	—	—	—	—	—	—	—	—	—	—	460	823	1,283	47.3	1.14	—	2,804
Waste	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Total	169	158	859	2.23	3.69	195	198	3.57	49.4	53.0	1,905	257,316	259,221	206	13.0	190	268,438
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	73.0	107	769	1.85	1.57	166	167	1.48	42.0	43.5	—	189,124	189,124	7.94	9.53	339	192,502
Area	92.1	0.63	67.2	< 0.005	0.06	—	0.06	0.05	—	0.05	—	209	209	0.01	< 0.005	—	210
Energy	1.33	23.2	13.4	0.14	1.83	—	1.83	1.83	—	1.83	—	42,912	42,912	4.84	0.33	—	43,132
Water	—	—	—	—	—	—	—	—	—	—	460	823	1,283	47.3	1.14	—	2,804
Waste	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Total	166	131	850	2.00	3.46	166	169	3.35	42.0	45.4	1,905	233,069	234,974	204	11.0	505	243,869
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	13.3	19.6	140	0.34	0.29	30.2	30.5	0.27	7.67	7.94	—	31,312	31,312	1.31	1.58	56.1	31,871
Area	16.8	0.11	12.3	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.7	34.7	< 0.005	< 0.005	—	34.8
Energy	0.24	4.23	2.44	0.03	0.33	—	0.33	0.33	—	0.33	—	7,105	7,105	0.80	0.05	—	7,141
Water	—	—	—	—	—	—	—	—	—	—	76.1	136	212	7.83	0.19	—	464
Waste	—	—	—	—	—	—	—	—	—	—	239	0.00	239	23.9	0.00	—	837
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27.5	27.5
Total	30.4	23.9	155	0.36	0.63	30.2	30.9	0.61	7.67	8.29	315	38,587	38,903	33.9	1.82	83.6	40,375

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	89.0	108	1,037	2.15	1.73	182	184	1.63	46.2	47.9	—	220,335	220,335	8.23	9.95	856	224,363
Area	99.8	1.28	136	0.01	0.12	—	0.12	0.09	—	0.09	—	425	425	0.02	< 0.005	—	426
Energy	0.47	8.48	7.12	0.05	0.64	—	0.64	0.64	—	0.64	—	24,278	24,278	3.19	0.30	—	24,446
Water	—	—	—	—	—	—	—	—	—	—	460	823	1,283	47.3	1.14	—	2,804
Waste	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Total	189	118	1,180	2.21	2.50	182	185	2.37	46.2	48.6	1,905	245,861	247,765	203	11.4	1,022	257,259
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	78.2	126	792	1.95	1.74	182	184	1.63	46.2	47.9	—	199,911	199,911	9.02	10.8	22.2	203,375
Area	84.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Energy	0.47	8.48	7.12	0.05	0.64	—	0.64	0.64	—	0.64	—	24,278	24,278	3.19	0.30	—	24,446
Water	—	—	—	—	—	—	—	—	—	—	460	823	1,283	47.3	1.14	—	2,804
Waste	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Total	163	134	799	2.00	2.38	182	185	2.28	46.2	48.5	1,905	225,012	226,917	204	12.2	188	235,846
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	68.4	100	720	1.73	1.47	155	157	1.38	39.4	40.7	—	177,020	177,020	7.43	8.92	317	180,182
Area	92.1	0.63	67.2	< 0.005	0.06	—	0.06	0.05	—	0.05	—	209	209	0.01	< 0.005	—	210
Energy	0.47	8.48	7.12	0.05	0.64	—	0.64	0.64	—	0.64	—	24,278	24,278	3.19	0.30	—	24,446
Water	—	—	—	—	—	—	—	—	—	—	460	823	1,283	47.3	1.14	—	2,804
Waste	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Total	161	110	795	1.78	2.18	155	157	2.07	39.4	41.4	1,905	202,330	204,235	202	10.4	483	212,863
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	12.5	18.3	131	0.32	0.27	28.3	28.6	0.25	7.18	7.43	—	29,308	29,308	1.23	1.48	52.5	29,831
Area	16.8	0.11	12.3	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.7	34.7	< 0.005	< 0.005	—	34.8
Energy	0.09	1.55	1.30	0.01	0.12	—	0.12	0.12	—	0.12	—	4,019	4,019	0.53	0.05	—	4,047
Water	—	—	—	—	—	—	—	—	—	—	76.1	136	212	7.83	0.19	—	464
Waste	—	—	—	—	—	—	—	—	—	—	239	0.00	239	23.9	0.00	—	837
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27.5	27.5
Total	29.4	20.0	145	0.33	0.40	28.3	28.7	0.38	7.18	7.56	315	33,498	33,813	33.5	1.71	80.0	35,242

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Traver Community Plan Urban Development Boundary Amendment Detailed Report, 4/29/2025

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	7.31	7.22	0.01	0.31	—	0.31	0.29	—	0.29	—	1,327	1,327	0.05	0.01	—	1,332
Dust From Material Movement	—	—	—	—	—	1.92	1.92	—	0.99	0.99	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.33	1.32	< 0.005	0.06	—	0.06	0.05	—	0.05	—	220	220	0.01	< 0.005	—	220

Dust From Material Movement	—	—	—	—	—	0.35	0.35	—	0.18	0.18	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.05	0.77	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	103	103	0.01	< 0.005	0.37	105
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.60	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	91.5	91.5	0.01	< 0.005	0.01	93.0
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.16	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	23.8	23.8	< 0.005	< 0.005	0.04	24.2
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.93	3.93	< 0.005	< 0.005	0.01	4.00
Vendor	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
Hauling	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

3.2. Site Preparation (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.14	29.2	28.8	0.05	1.24	—	1.24	1.14	—	1.14	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	7.31	7.22	0.01	0.31	—	0.31	0.29	—	0.29	—	1,327	1,327	0.05	0.01	—	1,332
Dust From Material Movement	—	—	—	—	—	1.92	1.92	—	0.99	0.99	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.14	1.33	1.32	< 0.005	0.06	—	0.06	0.05	—	0.05	—	220	220	0.01	< 0.005	—	220
Dust From Material Movement	—	—	—	—	—	0.35	0.35	—	0.18	0.18	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.05	0.77	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	103	103	0.01	< 0.005	0.37	105
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.60	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	91.5	91.5	0.01	< 0.005	0.01	93.0
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.16	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	23.8	23.8	< 0.005	< 0.005	0.04	24.2
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.93	3.93	< 0.005	< 0.005	0.01	4.00
Vendor	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
Hauling	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

3.3. Site Preparation (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.05	28.0	28.3	0.05	1.17	—	1.17	1.08	—	1.08	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.05	28.0	28.3	0.05	1.17	—	1.17	1.08	—	1.08	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	6.84	6.92	0.01	0.29	—	0.29	0.26	—	0.26	—	1,296	1,296	0.05	0.01	—	1,300
Dust From Material Movement	—	—	—	—	—	1.88	1.88	—	0.96	0.96	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.14	1.25	1.26	< 0.005	0.05	—	0.05	0.05	—	0.05	—	215	215	0.01	< 0.005	—	215
Dust From Material Movement	—	—	—	—	—	0.34	0.34	—	0.18	0.18	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.04	0.71	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	101	101	0.01	< 0.005	0.33	103
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.05	0.55	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	89.6	89.6	< 0.005	< 0.005	0.01	91.1
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.14	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	22.7	22.7	< 0.005	< 0.005	0.04	23.1
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.76	3.76	< 0.005	< 0.005	0.01	3.83
Vendor	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
Hauling	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

3.4. Site Preparation (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.05	28.0	28.3	0.05	1.17	—	1.17	1.08	—	1.08	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.05	28.0	28.3	0.05	1.17	—	1.17	1.08	—	1.08	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	6.84	6.92	0.01	0.29	—	0.29	0.26	—	0.26	—	1,296	1,296	0.05	0.01	—	1,300
Dust From Material Movement	—	—	—	—	—	1.88	1.88	—	0.96	0.96	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.14	1.25	1.26	< 0.005	0.05	—	0.05	0.05	—	0.05	—	215	215	0.01	< 0.005	—	215
Dust From Material Movement	—	—	—	—	—	0.34	0.34	—	0.18	0.18	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.04	0.71	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	101	101	0.01	< 0.005	0.33	103
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.05	0.55	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	89.6	89.6	< 0.005	< 0.005	0.01	91.1
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.14	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	22.7	22.7	< 0.005	< 0.005	0.04	23.1
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.76	3.76	< 0.005	< 0.005	0.01	3.83
Vendor	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
Hauling	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

3.5. Grading (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.38	12.0	12.8	0.03	0.49	—	0.49	0.45	—	0.45	—	3,099	3,099	0.13	0.03	—	3,110
Dust From Material Movement	—	—	—	—	—	1.69	1.69	—	0.67	0.67	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.25	2.19	2.34	0.01	0.09	—	0.09	0.08	—	0.08	—	513	513	0.02	< 0.005	—	515
Dust From Material Movement	—	—	—	—	—	0.31	0.31	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.05	0.81	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	116	116	0.01	0.01	0.38	118
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.06	0.63	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	102	102	< 0.005	0.01	0.01	104
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.31	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	49.9	49.9	< 0.005	< 0.005	0.08	50.8
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.26	8.26	< 0.005	< 0.005	0.01	8.41
Vendor	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
Hauling	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

3.6. Grading (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.38	12.0	12.8	0.03	0.49	—	0.49	0.45	—	0.45	—	3,099	3,099	0.13	0.03	—	3,110
Dust From Material Movement	—	—	—	—	—	1.69	1.69	—	0.67	0.67	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.25	2.19	2.34	0.01	0.09	—	0.09	0.08	—	0.08	—	513	513	0.02	< 0.005	—	515
Dust From Material Movement	—	—	—	—	—	0.31	0.31	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.05	0.81	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	116	116	0.01	0.01	0.38	118
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.06	0.63	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	102	102	< 0.005	0.01	0.01	104
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.31	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	49.9	49.9	< 0.005	< 0.005	0.08	50.8
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.26	8.26	< 0.005	< 0.005	0.01	8.41
Vendor	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
Hauling	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

3.7. Grading (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.88	24.3	27.2	0.06	0.99	—	0.99	0.91	—	0.91	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.88	24.3	27.2	0.06	0.99	—	0.99	0.91	—	0.91	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.06	17.4	19.5	0.04	0.71	—	0.71	0.65	—	0.65	—	4,726	4,726	0.19	0.04	—	4,742
Dust From Material Movement	—	—	—	—	—	2.57	2.57	—	1.02	1.02	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.38	3.18	3.55	0.01	0.13	—	0.13	0.12	—	0.12	—	782	782	0.03	0.01	—	785
Dust From Material Movement	—	—	—	—	—	0.47	0.47	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.04	0.74	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	113	113	0.01	< 0.005	0.34	115
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.06	0.58	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	100	100	< 0.005	0.01	0.01	102
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.03	0.43	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	74.6	74.6	< 0.005	< 0.005	0.11	75.9
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.3	12.3	< 0.005	< 0.005	0.02	12.6
Vendor	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
Hauling	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

3.8. Grading (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.88	24.3	27.2	0.06	0.99	—	0.99	0.91	—	0.91	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.88	24.3	27.2	0.06	0.99	—	0.99	0.91	—	0.91	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.06	17.4	19.5	0.04	0.71	—	0.71	0.65	—	0.65	—	4,726	4,726	0.19	0.04	—	4,742
Dust From Material Movement	—	—	—	—	—	2.57	2.57	—	1.02	1.02	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.38	3.18	3.55	0.01	0.13	—	0.13	0.12	—	0.12	—	782	782	0.03	0.01	—	785
Dust From Material Movement	—	—	—	—	—	0.47	0.47	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.04	0.74	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	113	113	0.01	< 0.005	0.34	115
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.06	0.58	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	100	100	< 0.005	0.01	0.01	102
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.03	0.43	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	74.6	74.6	< 0.005	< 0.005	0.11	75.9
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.3	12.3	< 0.005	< 0.005	0.02	12.6
Vendor	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
Hauling	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

3.9. Grading (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.79	22.7	26.9	0.06	0.92	—	0.92	0.84	—	0.84	—	6,596	6,596	0.27	0.05	—	6,619
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	2.05	2.42	0.01	0.08	—	0.08	0.08	—	0.08	—	594	594	0.02	< 0.005	—	596
Dust From Material Movement	—	—	—	—	—	0.32	0.32	—	0.13	0.13	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.37	0.44	< 0.005	0.02	—	0.02	0.01	—	0.01	—	98.3	98.3	< 0.005	< 0.005	—	98.6
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.05	0.54	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	98.5	98.5	< 0.005	0.01	0.01	100
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.19	9.19	< 0.005	< 0.005	0.01	9.34
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.52	1.52	< 0.005	< 0.005	< 0.005	1.55
Vendor	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
Hauling	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

3.10. Grading (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.79	22.7	26.9	0.06	0.92	—	0.92	0.84	—	0.84	—	6,596	6,596	0.27	0.05	—	6,619

Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	2.05	2.42	0.01	0.08	—	0.08	0.08	—	0.08	—	594	594	0.02	< 0.005	—	596
Dust From Material Movement	—	—	—	—	—	0.32	0.32	—	0.13	0.13	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.37	0.44	< 0.005	0.02	—	0.02	0.01	—	0.01	—	98.3	98.3	< 0.005	< 0.005	—	98.6
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.05	0.54	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	98.5	98.5	< 0.005	0.01	0.01	100
Vendor	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
Hauling	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.19	9.19	< 0.005	< 0.005	0.01	9.34
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.52	1.52	< 0.005	< 0.005	< 0.005	1.55
Vendor	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
Hauling	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

3.11. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	5.36	8.05	0.01	0.17	—	0.17	0.16	—	0.16	—	1,496	1,496	0.06	0.01	—	1,501

Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.98	1.47	< 0.005	0.03	—	0.03	0.03	—	0.03	—	248	248	0.01	< 0.005	—	249
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.76	2.40	40.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,617	6,617	0.18	0.28	18.3	6,724
Vendor	0.21	8.58	3.25	0.05	0.10	1.91	2.01	0.10	0.53	0.63	—	6,577	6,577	0.14	1.01	11.9	6,895
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.18	2.94	32.2	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,862	5,862	0.26	0.31	0.48	5,961
Vendor	0.18	9.12	3.37	0.05	0.10	1.91	2.01	0.10	0.53	0.63	—	6,585	6,585	0.14	1.01	0.31	6,892
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.66	1.64	20.6	0.00	0.00	3.98	3.98	0.00	0.93	0.93	—	3,795	3,795	0.13	0.18	4.94	3,855
Vendor	0.12	5.56	2.06	0.03	0.06	1.18	1.24	0.06	0.33	0.39	—	4,108	4,108	0.09	0.63	3.19	4,302
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.49	0.30	3.77	0.00	0.00	0.73	0.73	0.00	0.17	0.17	—	628	628	0.02	0.03	0.82	638
Vendor	0.02	1.01	0.38	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	680	680	0.01	0.10	0.53	712
Hauling	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

3.12. Building Construction (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	5.36	8.05	0.01	0.17	—	0.17	0.16	—	0.16	—	1,496	1,496	0.06	0.01	—	1,501
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.98	1.47	< 0.005	0.03	—	0.03	0.03	—	0.03	—	248	248	0.01	< 0.005	—	249
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.76	2.40	40.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,617	6,617	0.18	0.28	18.3	6,724
Vendor	0.21	8.58	3.25	0.05	0.10	1.91	2.01	0.10	0.53	0.63	—	6,577	6,577	0.14	1.01	11.9	6,895

Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.18	2.94	32.2	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,862	5,862	0.26	0.31	0.48	5,961
Vendor	0.18	9.12	3.37	0.05	0.10	1.91	2.01	0.10	0.53	0.63	—	6,585	6,585	0.14	1.01	0.31	6,892
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.66	1.64	20.6	0.00	0.00	3.98	3.98	0.00	0.93	0.93	—	3,795	3,795	0.13	0.18	4.94	3,855
Vendor	0.12	5.56	2.06	0.03	0.06	1.18	1.24	0.06	0.33	0.39	—	4,108	4,108	0.09	0.63	3.19	4,302
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.49	0.30	3.77	0.00	0.00	0.73	0.73	0.00	0.17	0.17	—	628	628	0.02	0.03	0.82	638
Vendor	0.02	1.01	0.38	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	680	680	0.01	0.10	0.53	712
Hauling	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

3.13. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Traver Community Plan Urban Development Boundary Amendment Detailed Report, 4/29/2025

Off-Road Equipment	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	5.99	9.20	0.02	0.19	—	0.19	0.17	—	0.17	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.09	1.68	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.47	2.15	37.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,496	6,496	0.18	0.28	16.4	6,600
Vendor	0.21	8.22	3.14	0.05	0.10	1.91	2.01	0.10	0.53	0.63	—	6,384	6,384	0.14	0.96	10.4	6,684
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.95	2.68	29.6	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,756	5,756	0.24	0.31	0.42	5,854
Vendor	0.18	8.81	3.25	0.05	0.10	1.91	2.01	0.10	0.53	0.63	—	6,393	6,393	0.14	0.96	0.27	6,684
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.86	1.72	21.9	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	4,263	4,263	0.15	0.20	5.06	4,332
Vendor	0.14	6.14	2.28	0.04	0.07	1.35	1.42	0.07	0.37	0.45	—	4,563	4,563	0.10	0.69	3.20	4,774
Hauling	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.52	0.31	4.00	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	706	706	0.02	0.03	0.84	717
Vendor	0.03	1.12	0.42	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	755	755	0.02	0.11	0.53	790
Hauling	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

3.14. Building Construction (2030) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	5.99	9.20	0.02	0.19	—	0.19	0.17	—	0.17	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.09	1.68	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284

Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.47	2.15	37.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,496	6,496	0.18	0.28	16.4	6,600
Vendor	0.21	8.22	3.14	0.05	0.10	1.91	2.01	0.10	0.53	0.63	—	6,384	6,384	0.14	0.96	10.4	6,684
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.95	2.68	29.6	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,756	5,756	0.24	0.31	0.42	5,854
Vendor	0.18	8.81	3.25	0.05	0.10	1.91	2.01	0.10	0.53	0.63	—	6,393	6,393	0.14	0.96	0.27	6,684
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.86	1.72	21.9	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	4,263	4,263	0.15	0.20	5.06	4,332
Vendor	0.14	6.14	2.28	0.04	0.07	1.35	1.42	0.07	0.37	0.45	—	4,563	4,563	0.10	0.69	3.20	4,774
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.52	0.31	4.00	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	706	706	0.02	0.03	0.84	717
Vendor	0.03	1.12	0.42	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	755	755	0.02	0.11	0.53	790
Hauling	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

3.15. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66	5.80	9.18	0.02	0.17	—	0.17	0.16	—	0.16	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.06	1.67	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.98	1.89	34.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,385	6,385	0.16	0.28	14.5	6,487
Vendor	0.20	7.97	3.08	0.05	0.10	1.91	2.01	0.10	0.53	0.63	—	6,182	6,182	0.09	0.96	8.99	6,478
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	3.48	2.43	27.3	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,659	5,659	0.21	0.28	0.38	5,749
Vendor	0.18	8.46	3.19	0.05	0.10	1.91	2.01	0.10	0.53	0.63	—	6,190	6,190	0.09	0.96	0.23	6,480
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.52	1.54	20.1	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	4,191	4,191	0.13	0.20	4.48	4,259
Vendor	0.14	5.89	2.23	0.04	0.07	1.35	1.42	0.07	0.37	0.45	—	4,418	4,418	0.07	0.68	2.78	4,626
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.28	3.67	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	694	694	0.02	0.03	0.74	705
Vendor	0.03	1.08	0.41	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	731	731	0.01	0.11	0.46	766
Hauling	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

3.16. Building Construction (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66	5.80	9.18	0.02	0.17	—	0.17	0.16	—	0.16	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.06	1.67	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.98	1.89	34.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,385	6,385	0.16	0.28	14.5	6,487
Vendor	0.20	7.97	3.08	0.05	0.10	1.91	2.01	0.10	0.53	0.63	—	6,182	6,182	0.09	0.96	8.99	6,478
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.48	2.43	27.3	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,659	5,659	0.21	0.28	0.38	5,749
Vendor	0.18	8.46	3.19	0.05	0.10	1.91	2.01	0.10	0.53	0.63	—	6,190	6,190	0.09	0.96	0.23	6,480
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.52	1.54	20.1	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	4,191	4,191	0.13	0.20	4.48	4,259
Vendor	0.14	5.89	2.23	0.04	0.07	1.35	1.42	0.07	0.37	0.45	—	4,418	4,418	0.07	0.68	2.78	4,626
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.28	3.67	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	694	694	0.02	0.03	0.74	705
Vendor	0.03	1.08	0.41	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	731	731	0.01	0.11	0.46	766

Hauling	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

3.17. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	5.64	9.16	0.02	0.16	—	0.16	0.15	—	0.15	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.03	1.67	< 0.005	0.03	—	0.03	0.03	—	0.03	—	284	284	0.01	< 0.005	—	285
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.67	1.67	32.2	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,278	6,278	0.16	0.28	12.8	6,378
Vendor	0.20	7.66	3.02	0.05	0.10	1.91	2.01	0.05	0.53	0.58	—	5,984	5,984	0.09	0.91	7.77	6,264
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.25	2.18	25.3	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,566	5,566	0.21	0.28	0.33	5,655
Vendor	0.18	8.16	3.13	0.05	0.10	1.91	2.01	0.05	0.53	0.58	—	5,992	5,992	0.09	0.91	0.20	6,265
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.36	1.36	18.7	0.00	0.00	4.57	4.57	0.00	1.07	1.07	—	4,133	4,133	0.13	0.20	3.95	4,200
Vendor	0.14	5.73	2.20	0.04	0.07	1.35	1.43	0.04	0.37	0.41	—	4,288	4,288	0.07	0.65	2.40	4,486
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.25	3.40	0.00	0.00	0.83	0.83	0.00	0.20	0.20	—	684	684	0.02	0.03	0.65	695
Vendor	0.03	1.05	0.40	0.01	0.01	0.25	0.26	0.01	0.07	0.07	—	710	710	0.01	0.11	0.40	743
Hauling	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

3.18. Building Construction (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405

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Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	5.64	9.16	0.02	0.16	—	0.16	0.15	—	0.15	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.03	1.67	< 0.005	0.03	—	0.03	0.03	—	0.03	—	284	284	0.01	< 0.005	—	285
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.67	1.67	32.2	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,278	6,278	0.16	0.28	12.8	6,378
Vendor	0.20	7.66	3.02	0.05	0.10	1.91	2.01	0.05	0.53	0.58	—	5,984	5,984	0.09	0.91	7.77	6,264
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.25	2.18	25.3	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,566	5,566	0.21	0.28	0.33	5,655
Vendor	0.18	8.16	3.13	0.05	0.10	1.91	2.01	0.05	0.53	0.58	—	5,992	5,992	0.09	0.91	0.20	6,265
Hauling	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.36	1.36	18.7	0.00	0.00	4.57	4.57	0.00	1.07	1.07	—	4,133	4,133	0.13	0.20	3.95	4,200
Vendor	0.14	5.73	2.20	0.04	0.07	1.35	1.43	0.04	0.37	0.41	—	4,288	4,288	0.07	0.65	2.40	4,486
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.25	3.40	0.00	0.00	0.83	0.83	0.00	0.20	0.20	—	684	684	0.02	0.03	0.65	695
Vendor	0.03	1.05	0.40	0.01	0.01	0.25	0.26	0.01	0.07	0.07	—	710	710	0.01	0.11	0.40	743
Hauling	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

3.19. Building Construction (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	5.48	9.13	0.02	0.15	—	0.15	0.13	—	0.13	—	1,712	1,712	0.07	0.01	—	1,718

Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	1.00	1.67	< 0.005	0.03	—	0.03	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.46	1.61	29.9	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,183	6,183	0.13	0.08	11.2	6,221
Vendor	0.21	7.42	2.97	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,796	5,796	0.09	0.86	6.60	6,060
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.09	1.92	23.5	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,483	5,483	0.18	0.28	0.29	5,572
Vendor	0.18	7.91	3.06	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,805	5,805	0.09	0.86	0.17	6,062
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.24	1.19	17.3	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	4,060	4,060	0.11	0.20	3.45	4,126
Vendor	0.14	5.50	2.15	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	4,143	4,143	0.07	0.61	2.03	4,329
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.22	3.16	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	672	672	0.02	0.03	0.57	683
Vendor	0.03	1.00	0.39	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	686	686	0.01	0.10	0.34	717
Hauling	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

3.20. Building Construction (2033) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	5.48	9.13	0.02	0.15	—	0.15	0.13	—	0.13	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	1.00	1.67	< 0.005	0.03	—	0.03	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.46	1.61	29.9	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,183	6,183	0.13	0.08	11.2	6,221
Vendor	0.21	7.42	2.97	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,796	5,796	0.09	0.86	6.60	6,060

Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.09	1.92	23.5	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,483	5,483	0.18	0.28	0.29	5,572
Vendor	0.18	7.91	3.06	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,805	5,805	0.09	0.86	0.17	6,062
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.24	1.19	17.3	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	4,060	4,060	0.11	0.20	3.45	4,126
Vendor	0.14	5.50	2.15	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	4,143	4,143	0.07	0.61	2.03	4,329
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.22	3.16	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	672	672	0.02	0.03	0.57	683
Vendor	0.03	1.00	0.39	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	686	686	0.01	0.10	0.34	717
Hauling	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

3.21. Building Construction (2034) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	5.37	9.12	0.02	0.14	—	0.14	0.13	—	0.13	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.98	1.66	< 0.005	0.03	—	0.03	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.19	1.39	27.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,097	6,097	0.13	0.08	9.74	6,133
Vendor	0.21	7.22	2.97	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,618	5,618	0.09	0.86	5.56	5,881
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.88	1.69	21.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,407	5,407	0.18	0.28	0.25	5,496
Vendor	0.18	7.68	3.01	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,626	5,626	0.09	0.86	0.14	5,884
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.08	1.17	16.0	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	4,004	4,004	0.11	0.06	3.01	4,026
Vendor	0.14	5.37	2.11	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	4,015	4,015	0.07	0.61	1.72	4,201
Hauling	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.21	2.93	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	663	663	0.02	0.01	0.50	667
Vendor	0.02	0.98	0.39	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	665	665	0.01	0.10	0.28	696
Hauling	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

3.22. Building Construction (2034) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	5.37	9.12	0.02	0.14	—	0.14	0.13	—	0.13	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.98	1.66	< 0.005	0.03	—	0.03	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284

Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.19	1.39	27.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,097	6,097	0.13	0.08	9.74	6,133
Vendor	0.21	7.22	2.97	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,618	5,618	0.09	0.86	5.56	5,881
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.88	1.69	21.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,407	5,407	0.18	0.28	0.25	5,496
Vendor	0.18	7.68	3.01	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,626	5,626	0.09	0.86	0.14	5,884
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.08	1.17	16.0	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	4,004	4,004	0.11	0.06	3.01	4,026
Vendor	0.14	5.37	2.11	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	4,015	4,015	0.07	0.61	1.72	4,201
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.21	2.93	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	663	663	0.02	0.01	0.50	667
Vendor	0.02	0.98	0.39	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	665	665	0.01	0.10	0.28	696
Hauling	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

3.23. Building Construction (2035) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	5.24	9.06	0.02	0.13	—	0.13	0.12	—	0.12	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.96	1.65	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.06	1.36	26.0	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,020	6,020	0.13	0.08	8.44	6,055
Vendor	0.21	6.98	2.92	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,450	5,450	0.09	0.81	4.62	5,697
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	2.80	1.67	20.4	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,340	5,340	0.16	0.08	0.22	5,368
Vendor	0.18	7.49	3.01	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,459	5,459	0.09	0.81	0.12	5,702
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.00	1.01	15.0	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,954	3,954	0.09	0.06	2.60	3,976
Vendor	0.14	5.19	2.11	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,896	3,896	0.07	0.58	1.43	4,070
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.37	0.18	2.74	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	655	655	0.02	0.01	0.43	658
Vendor	0.02	0.95	0.39	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	645	645	0.01	0.10	0.24	674
Hauling	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

3.24. Building Construction (2035) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	5.24	9.06	0.02	0.13	—	0.13	0.12	—	0.12	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.96	1.65	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.06	1.36	26.0	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	6,020	6,020	0.13	0.08	8.44	6,055
Vendor	0.21	6.98	2.92	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,450	5,450	0.09	0.81	4.62	5,697
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.80	1.67	20.4	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,340	5,340	0.16	0.08	0.22	5,368
Vendor	0.18	7.49	3.01	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,459	5,459	0.09	0.81	0.12	5,702
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.00	1.01	15.0	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,954	3,954	0.09	0.06	2.60	3,976
Vendor	0.14	5.19	2.11	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,896	3,896	0.07	0.58	1.43	4,070
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.37	0.18	2.74	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	655	655	0.02	0.01	0.43	658
Vendor	0.02	0.95	0.39	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	645	645	0.01	0.10	0.24	674

Hauling	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

3.25. Building Construction (2036) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	5.10	9.03	0.02	0.12	—	0.12	0.11	—	0.11	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.93	1.65	< 0.005	0.02	—	0.02	0.02	—	0.02	—	284	284	0.01	< 0.005	—	285
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.91	1.16	24.4	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,951	5,951	0.10	0.08	7.25	5,984
Vendor	0.20	6.79	2.87	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,299	5,299	0.09	0.81	3.80	5,545
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.67	1.44	19.1	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,279	5,279	0.16	0.08	0.19	5,306
Vendor	0.18	7.31	2.96	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,308	5,308	0.09	0.81	0.10	5,550
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.95	0.99	14.2	0.00	0.00	4.57	4.57	0.00	1.07	1.07	—	3,919	3,919	0.09	0.06	2.24	3,941
Vendor	0.14	5.07	2.08	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,798	3,798	0.07	0.58	1.17	3,973
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.18	2.58	0.00	0.00	0.83	0.83	0.00	0.20	0.20	—	649	649	0.02	0.01	0.37	652
Vendor	0.02	0.93	0.38	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	629	629	0.01	0.10	0.19	658
Hauling	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

3.26. Building Construction (2036) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405

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Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	5.10	9.03	0.02	0.12	—	0.12	0.11	—	0.11	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.93	1.65	< 0.005	0.02	—	0.02	0.02	—	0.02	—	284	284	0.01	< 0.005	—	285
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.91	1.16	24.4	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,951	5,951	0.10	0.08	7.25	5,984
Vendor	0.20	6.79	2.87	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,299	5,299	0.09	0.81	3.80	5,545
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.67	1.44	19.1	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,279	5,279	0.16	0.08	0.19	5,306
Vendor	0.18	7.31	2.96	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,308	5,308	0.09	0.81	0.10	5,550
Hauling	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.95	0.99	14.2	0.00	0.00	4.57	4.57	0.00	1.07	1.07	—	3,919	3,919	0.09	0.06	2.24	3,941
Vendor	0.14	5.07	2.08	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,798	3,798	0.07	0.58	1.17	3,973
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.18	2.58	0.00	0.00	0.83	0.83	0.00	0.20	0.20	—	649	649	0.02	0.01	0.37	652
Vendor	0.02	0.93	0.38	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	629	629	0.01	0.10	0.19	658
Hauling	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

3.27. Building Construction (2037) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	4.99	8.93	0.02	0.11	—	0.11	0.10	—	0.10	—	1,712	1,712	0.07	0.01	—	1,718

Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.91	1.63	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.75	1.13	23.1	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,890	5,890	0.10	0.08	6.21	5,922
Vendor	0.20	6.66	2.87	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,164	5,164	0.09	0.81	3.09	5,409
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.51	1.41	18.0	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,225	5,225	0.16	0.08	0.16	5,253
Vendor	0.18	7.12	2.96	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,173	5,173	0.09	0.81	0.08	5,415
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	0.83	13.4	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,869	3,869	0.09	0.06	1.91	3,890
Vendor	0.14	4.96	2.07	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,691	3,691	0.07	0.58	0.95	3,865
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.15	2.45	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	641	641	0.02	0.01	0.32	644
Vendor	0.02	0.91	0.38	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	611	611	0.01	0.10	0.16	640
Hauling	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

3.28. Building Construction (2037) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	4.99	8.93	0.02	0.11	—	0.11	0.10	—	0.10	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.91	1.63	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.75	1.13	23.1	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,890	5,890	0.10	0.08	6.21	5,922
Vendor	0.20	6.66	2.87	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,164	5,164	0.09	0.81	3.09	5,409

Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.51	1.41	18.0	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,225	5,225	0.16	0.08	0.16	5,253
Vendor	0.18	7.12	2.96	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,173	5,173	0.09	0.81	0.08	5,415
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	0.83	13.4	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,869	3,869	0.09	0.06	1.91	3,890
Vendor	0.14	4.96	2.07	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,691	3,691	0.07	0.58	0.95	3,865
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.15	2.45	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	641	641	0.02	0.01	0.32	644
Vendor	0.02	0.91	0.38	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	611	611	0.01	0.10	0.16	640
Hauling	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

3.29. Building Construction (2038) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81	6.89	12.5	0.02	0.15	—	0.15	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.81	6.89	12.5	0.02	0.15	—	0.15	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	4.92	8.90	0.02	0.11	—	0.11	0.10	—	0.10	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.90	1.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.59	1.10	22.0	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,841	5,841	0.10	0.08	5.29	5,873
Vendor	0.20	6.53	2.82	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,043	5,043	0.09	0.76	2.47	5,273
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.43	1.41	17.2	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,183	5,183	0.13	0.08	0.14	5,210
Vendor	0.18	6.98	2.90	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,052	5,052	0.09	0.76	0.06	5,279
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.72	0.81	12.8	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,837	3,837	0.09	0.06	1.63	3,858
Vendor	0.14	4.83	2.04	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,605	3,605	0.07	0.54	0.76	3,768
Hauling	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.15	2.33	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	635	635	0.02	0.01	0.27	639
Vendor	0.02	0.88	0.37	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	597	597	0.01	0.09	0.13	624
Hauling	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

3.30. Building Construction (2038) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81	6.89	12.5	0.02	0.15	—	0.15	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81	6.89	12.5	0.02	0.15	—	0.15	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58	4.92	8.90	0.02	0.11	—	0.11	0.10	—	0.10	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.90	1.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284

Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.59	1.10	22.0	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,841	5,841	0.10	0.08	5.29	5,873
Vendor	0.20	6.53	2.82	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,043	5,043	0.09	0.76	2.47	5,273
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.43	1.41	17.2	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,183	5,183	0.13	0.08	0.14	5,210
Vendor	0.18	6.98	2.90	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	5,052	5,052	0.09	0.76	0.06	5,279
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.72	0.81	12.8	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,837	3,837	0.09	0.06	1.63	3,858
Vendor	0.14	4.83	2.04	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,605	3,605	0.07	0.54	0.76	3,768
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.15	2.33	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	635	635	0.02	0.01	0.27	639
Vendor	0.02	0.88	0.37	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	597	597	0.01	0.09	0.13	624
Hauling	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

3.31. Building Construction (2039) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	6.78	12.4	0.02	0.15	—	0.15	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	6.78	12.4	0.02	0.15	—	0.15	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	4.84	8.86	0.02	0.10	—	0.10	0.10	—	0.10	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.88	1.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.41	1.10	21.2	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,794	5,794	0.10	0.08	4.51	5,825
Vendor	0.20	6.39	2.82	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,936	4,936	0.09	0.76	1.96	5,165
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	2.07	1.18	16.3	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,142	5,142	0.13	0.08	0.12	5,168
Vendor	0.18	6.85	2.90	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,945	4,945	0.09	0.76	0.05	5,172
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.48	0.81	12.1	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,807	3,807	0.07	0.06	1.38	3,827
Vendor	0.14	4.74	2.04	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,528	3,528	0.06	0.54	0.61	3,691
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.15	2.22	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	630	630	0.01	0.01	0.23	634
Vendor	0.02	0.86	0.37	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	584	584	0.01	0.09	0.10	611
Hauling	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

3.32. Building Construction (2039) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	6.78	12.4	0.02	0.15	—	0.15	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	6.78	12.4	0.02	0.15	—	0.15	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	4.84	8.86	0.02	0.10	—	0.10	0.10	—	0.10	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.88	1.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.41	1.10	21.2	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,794	5,794	0.10	0.08	4.51	5,825
Vendor	0.20	6.39	2.82	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,936	4,936	0.09	0.76	1.96	5,165
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.07	1.18	16.3	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,142	5,142	0.13	0.08	0.12	5,168
Vendor	0.18	6.85	2.90	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,945	4,945	0.09	0.76	0.05	5,172
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.48	0.81	12.1	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,807	3,807	0.07	0.06	1.38	3,827
Vendor	0.14	4.74	2.04	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,528	3,528	0.06	0.54	0.61	3,691
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.15	2.22	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	630	630	0.01	0.01	0.23	634
Vendor	0.02	0.86	0.37	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	584	584	0.01	0.09	0.10	611

Hauling	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

3.33. Building Construction (2040) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	6.71	12.4	0.02	0.14	—	0.14	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	6.71	12.4	0.02	0.14	—	0.14	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	4.80	8.87	0.02	0.10	—	0.10	0.09	—	0.09	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.88	1.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	284	284	0.01	< 0.005	—	285
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.07	0.88	20.4	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,754	5,754	0.10	0.08	3.81	5,784
Vendor	0.20	6.27	2.77	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,841	4,841	0.09	0.76	1.54	5,070
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.97	1.16	15.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,106	5,106	0.13	0.08	0.10	5,133
Vendor	0.18	6.73	2.85	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,850	4,850	0.09	0.76	0.04	5,077
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.39	0.79	11.7	0.00	0.00	4.57	4.57	0.00	1.07	1.07	—	3,791	3,791	0.08	0.06	1.18	3,811
Vendor	0.14	4.66	2.01	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,470	3,470	0.06	0.54	0.48	3,633
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.14	2.14	0.00	0.00	0.83	0.83	0.00	0.20	0.20	—	628	628	0.01	0.01	0.19	631
Vendor	0.02	0.85	0.37	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	574	574	0.01	0.09	0.08	602
Hauling	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

3.34. Building Construction (2040) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	6.71	12.4	0.02	0.14	—	0.14	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405

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Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	6.71	12.4	0.02	0.14	—	0.14	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	4.80	8.87	0.02	0.10	—	0.10	0.09	—	0.09	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.88	1.62	< 0.005	0.02	—	0.02	0.02	—	0.02	—	284	284	0.01	< 0.005	—	285
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.07	0.88	20.4	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,754	5,754	0.10	0.08	3.81	5,784
Vendor	0.20	6.27	2.77	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,841	4,841	0.09	0.76	1.54	5,070
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.97	1.16	15.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,106	5,106	0.13	0.08	0.10	5,133
Vendor	0.18	6.73	2.85	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,850	4,850	0.09	0.76	0.04	5,077
Hauling	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.39	0.79	11.7	0.00	0.00	4.57	4.57	0.00	1.07	1.07	—	3,791	3,791	0.08	0.06	1.18	3,811
Vendor	0.14	4.66	2.01	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,470	3,470	0.06	0.54	0.48	3,633
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.14	2.14	0.00	0.00	0.83	0.83	0.00	0.20	0.20	—	628	628	0.01	0.01	0.19	631
Vendor	0.02	0.85	0.37	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	574	574	0.01	0.09	0.08	602
Hauling	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

3.35. Building Construction (2041) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	6.65	12.3	0.02	0.14	—	0.14	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	6.65	12.3	0.02	0.14	—	0.14	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	4.75	8.81	0.02	0.10	—	0.10	0.09	—	0.09	—	1,712	1,712	0.07	0.01	—	1,718

Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.87	1.61	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.94	0.88	19.7	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,718	5,718	0.08	0.08	3.21	5,747
Vendor	0.19	6.19	2.77	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,755	4,755	0.09	0.76	1.19	4,984
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.86	1.16	15.2	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,074	5,074	0.13	0.08	0.08	5,101
Vendor	0.18	6.60	2.85	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,765	4,765	0.09	0.76	0.03	4,992
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.33	0.64	11.3	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,757	3,757	0.07	0.06	0.99	3,777
Vendor	0.13	4.59	2.01	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,399	3,399	0.06	0.54	0.37	3,562
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.12	2.06	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	622	622	0.01	0.01	0.16	625
Vendor	0.02	0.84	0.37	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	563	563	0.01	0.09	0.06	590
Hauling	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

3.36. Building Construction (2041) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	6.65	12.3	0.02	0.14	—	0.14	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	6.65	12.3	0.02	0.14	—	0.14	0.13	—	0.13	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	4.75	8.81	0.02	0.10	—	0.10	0.09	—	0.09	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.87	1.61	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.94	0.88	19.7	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,718	5,718	0.08	0.08	3.21	5,747
Vendor	0.19	6.19	2.77	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,755	4,755	0.09	0.76	1.19	4,984

Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.86	1.16	15.2	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,074	5,074	0.13	0.08	0.08	5,101
Vendor	0.18	6.60	2.85	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,765	4,765	0.09	0.76	0.03	4,992
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.33	0.64	11.3	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,757	3,757	0.07	0.06	0.99	3,777
Vendor	0.13	4.59	2.01	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,399	3,399	0.06	0.54	0.37	3,562
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.12	2.06	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	622	622	0.01	0.01	0.16	625
Vendor	0.02	0.84	0.37	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	563	563	0.01	0.09	0.06	590
Hauling	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

3.37. Building Construction (2042) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	6.60	12.3	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.79	6.60	12.3	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	4.72	8.81	0.02	0.10	—	0.10	0.09	—	0.09	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.86	1.61	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.86	0.85	19.1	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,687	5,687	0.08	0.08	2.69	5,715
Vendor	0.19	6.07	2.72	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,679	4,679	0.09	0.71	0.92	4,893
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	1.13	14.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,047	5,047	0.10	0.08	0.07	5,073
Vendor	0.18	6.53	2.80	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,689	4,689	0.09	0.71	0.02	4,901
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.26	0.63	11.0	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,737	3,737	0.07	0.06	0.83	3,756
Vendor	0.13	4.54	1.98	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,345	3,345	0.06	0.50	0.28	3,497
Hauling	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.11	2.01	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	619	619	0.01	0.01	0.14	622
Vendor	0.02	0.83	0.36	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	554	554	0.01	0.08	0.05	579
Hauling	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

3.38. Building Construction (2042) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	6.60	12.3	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	6.60	12.3	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	4.72	8.81	0.02	0.10	—	0.10	0.09	—	0.09	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.86	1.61	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284

Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.86	0.85	19.1	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,687	5,687	0.08	0.08	2.69	5,715
Vendor	0.19	6.07	2.72	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,679	4,679	0.09	0.71	0.92	4,893
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	1.13	14.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,047	5,047	0.10	0.08	0.07	5,073
Vendor	0.18	6.53	2.80	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,689	4,689	0.09	0.71	0.02	4,901
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.26	0.63	11.0	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,737	3,737	0.07	0.06	0.83	3,756
Vendor	0.13	4.54	1.98	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,345	3,345	0.06	0.50	0.28	3,497
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.11	2.01	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	619	619	0.01	0.01	0.14	622
Vendor	0.02	0.83	0.36	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	554	554	0.01	0.08	0.05	579
Hauling	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

3.39. Building Construction (2043) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	6.55	12.3	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	6.55	12.3	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	4.68	8.77	0.02	0.09	—	0.09	0.09	—	0.09	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.85	1.60	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	0.85	18.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,659	5,659	0.08	0.08	2.24	5,687
Vendor	0.19	6.00	2.73	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,613	4,613	0.09	0.71	0.71	4,826
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	1.76	0.93	14.4	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,023	5,023	0.10	0.08	0.06	5,049
Vendor	0.18	6.46	2.81	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,622	4,622	0.09	0.71	0.02	4,834
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.22	0.63	10.8	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,719	3,719	0.07	0.06	0.69	3,738
Vendor	0.13	4.46	1.98	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,298	3,298	0.06	0.50	0.22	3,449
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.11	1.97	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	616	616	0.01	0.01	0.11	619
Vendor	0.02	0.81	0.36	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	546	546	0.01	0.08	0.04	571
Hauling	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

3.40. Building Construction (2043) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	6.55	12.3	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	6.55	12.3	0.02	0.13	—	0.13	0.12	—	0.12	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	4.68	8.77	0.02	0.09	—	0.09	0.09	—	0.09	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.85	1.60	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	0.85	18.8	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,659	5,659	0.08	0.08	2.24	5,687
Vendor	0.19	6.00	2.73	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,613	4,613	0.09	0.71	0.71	4,826
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.76	0.93	14.4	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,023	5,023	0.10	0.08	0.06	5,049
Vendor	0.18	6.46	2.81	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,622	4,622	0.09	0.71	0.02	4,834
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.22	0.63	10.8	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,719	3,719	0.07	0.06	0.69	3,738
Vendor	0.13	4.46	1.98	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,298	3,298	0.06	0.50	0.22	3,449
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.11	1.97	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	616	616	0.01	0.01	0.11	619
Vendor	0.02	0.81	0.36	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	546	546	0.01	0.08	0.04	571

Hauling	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

3.41. Building Construction (2044) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	6.48	12.2	0.02	0.12	—	0.12	0.11	—	0.11	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	6.48	12.2	0.02	0.12	—	0.12	0.11	—	0.11	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	4.64	8.76	0.02	0.09	—	0.09	0.08	—	0.08	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.85	1.60	< 0.005	0.02	—	0.02	0.01	—	0.01	—	284	284	0.01	< 0.005	—	285
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.76	0.85	18.6	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,637	5,637	0.08	0.08	1.88	5,664
Vendor	0.19	5.94	2.73	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,554	4,554	0.09	0.71	0.54	4,767
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.65	0.90	14.3	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,003	5,003	0.10	0.08	0.05	5,029
Vendor	0.18	6.35	2.81	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,564	4,564	0.09	0.71	0.01	4,776
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.20	0.63	10.6	0.00	0.00	4.57	4.57	0.00	1.07	1.07	—	3,714	3,714	0.08	0.06	0.58	3,733
Vendor	0.13	4.42	1.98	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,265	3,265	0.06	0.51	0.17	3,417
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.11	1.93	0.00	0.00	0.83	0.83	0.00	0.20	0.20	—	615	615	0.01	0.01	0.10	618
Vendor	0.02	0.81	0.36	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	541	541	0.01	0.08	0.03	566
Hauling	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

3.42. Building Construction (2044) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	6.48	12.2	0.02	0.12	—	0.12	0.11	—	0.11	—	2,397	2,397	0.10	0.02	—	2,405

Traver Community Plan Urban Development Boundary Amendment Detailed Report, 4/29/2025

Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	6.48	12.2	0.02	0.12	—	0.12	0.11	—	0.11	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	4.64	8.76	0.02	0.09	—	0.09	0.08	—	0.08	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.85	1.60	< 0.005	0.02	—	0.02	0.01	—	0.01	—	284	284	0.01	< 0.005	—	285
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.76	0.85	18.6	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,637	5,637	0.08	0.08	1.88	5,664
Vendor	0.19	5.94	2.73	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,554	4,554	0.09	0.71	0.54	4,767
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.65	0.90	14.3	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,003	5,003	0.10	0.08	0.05	5,029
Vendor	0.18	6.35	2.81	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,564	4,564	0.09	0.71	0.01	4,776
Hauling	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.20	0.63	10.6	0.00	0.00	4.57	4.57	0.00	1.07	1.07	—	3,714	3,714	0.08	0.06	0.58	3,733
Vendor	0.13	4.42	1.98	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,265	3,265	0.06	0.51	0.17	3,417
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.11	1.93	0.00	0.00	0.83	0.83	0.00	0.20	0.20	—	615	615	0.01	0.01	0.10	618
Vendor	0.02	0.81	0.36	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	541	541	0.01	0.08	0.03	566
Hauling	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

3.43. Building Construction (2045) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	6.42	12.2	0.02	0.12	—	0.12	0.11	—	0.11	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	6.42	12.2	0.02	0.12	—	0.12	0.11	—	0.11	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	4.59	8.68	0.02	0.09	—	0.09	0.08	—	0.08	—	1,712	1,712	0.07	0.01	—	1,718

Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.84	1.58	< 0.005	0.02	—	0.02	0.01	—	0.01	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.68	0.82	18.3	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,616	5,616	0.08	0.08	1.56	5,643
Vendor	0.19	5.87	2.74	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,504	4,504	0.09	0.71	0.40	4,717
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.63	0.90	14.0	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	4,985	4,985	0.10	0.08	0.04	5,011
Vendor	0.18	6.29	2.82	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,514	4,514	0.09	0.71	0.01	4,726
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.16	0.61	10.5	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,691	3,691	0.06	0.06	0.48	3,709
Vendor	0.13	4.36	1.98	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,220	3,220	0.06	0.50	0.12	3,372
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.11	1.92	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	611	611	0.01	0.01	0.08	614
Vendor	0.02	0.80	0.36	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	533	533	0.01	0.08	0.02	558
Hauling	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

3.44. Building Construction (2045) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	6.42	12.2	0.02	0.12	—	0.12	0.11	—	0.11	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	6.42	12.2	0.02	0.12	—	0.12	0.11	—	0.11	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	4.59	8.68	0.02	0.09	—	0.09	0.08	—	0.08	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.84	1.58	< 0.005	0.02	—	0.02	0.01	—	0.01	—	283	283	0.01	< 0.005	—	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.68	0.82	18.3	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,616	5,616	0.08	0.08	1.56	5,643
Vendor	0.19	5.87	2.74	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,504	4,504	0.09	0.71	0.40	4,717

Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.63	0.90	14.0	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	4,985	4,985	0.10	0.08	0.04	5,011
Vendor	0.18	6.29	2.82	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,514	4,514	0.09	0.71	0.01	4,726
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.16	0.61	10.5	0.00	0.00	4.56	4.56	0.00	1.07	1.07	—	3,691	3,691	0.06	0.06	0.48	3,709
Vendor	0.13	4.36	1.98	0.04	0.04	1.35	1.39	0.04	0.37	0.41	—	3,220	3,220	0.06	0.50	0.12	3,372
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.11	1.92	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	611	611	0.01	0.01	0.08	614
Vendor	0.02	0.80	0.36	0.01	0.01	0.25	0.25	0.01	0.07	0.07	—	533	533	0.01	0.08	0.02	558
Hauling	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

3.45. Building Construction (2046) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	6.38	12.1	0.02	0.12	—	0.12	0.11	—	0.11	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.77	6.38	12.1	0.02	0.12	—	0.12	0.11	—	0.11	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	4.34	8.25	0.02	0.08	—	0.08	0.07	—	0.07	—	1,632	1,632	0.07	0.01	—	1,638
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.79	1.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	270	270	0.01	< 0.005	—	271
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.65	0.82	18.0	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,599	5,599	0.08	0.08	1.30	5,626
Vendor	0.19	5.81	2.69	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,461	4,461	0.09	0.71	0.30	4,674
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.60	0.90	14.0	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	4,970	4,970	0.10	0.08	0.03	4,996
Vendor	0.18	6.27	2.77	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,470	4,470	0.09	0.71	0.01	4,683
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.09	0.58	9.85	0.00	0.00	4.34	4.34	0.00	1.02	1.02	—	3,508	3,508	0.05	0.05	0.38	3,526
Vendor	0.12	4.15	1.86	0.03	0.03	1.29	1.32	0.03	0.36	0.39	—	3,041	3,041	0.06	0.48	0.09	3,185
Hauling	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.11	1.80	0.00	0.00	0.79	0.79	0.00	0.19	0.19	—	581	581	0.01	0.01	0.06	584
Vendor	0.02	0.76	0.34	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	503	503	0.01	0.08	0.01	527
Hauling	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

3.46. Building Construction (2046) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	6.38	12.1	0.02	0.12	—	0.12	0.11	—	0.11	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	6.38	12.1	0.02	0.12	—	0.12	0.11	—	0.11	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	4.34	8.25	0.02	0.08	—	0.08	0.07	—	0.07	—	1,632	1,632	0.07	0.01	—	1,638
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.79	1.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	270	270	0.01	< 0.005	—	271

Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.65	0.82	18.0	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	5,599	5,599	0.08	0.08	1.30	5,626
Vendor	0.19	5.81	2.69	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,461	4,461	0.09	0.71	0.30	4,674
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.60	0.90	14.0	0.00	0.00	6.48	6.48	0.00	1.52	1.52	—	4,970	4,970	0.10	0.08	0.03	4,996
Vendor	0.18	6.27	2.77	0.05	0.05	1.91	1.96	0.05	0.53	0.58	—	4,470	4,470	0.09	0.71	0.01	4,683
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.09	0.58	9.85	0.00	0.00	4.34	4.34	0.00	1.02	1.02	—	3,508	3,508	0.05	0.05	0.38	3,526
Vendor	0.12	4.15	1.86	0.03	0.03	1.29	1.32	0.03	0.36	0.39	—	3,041	3,041	0.06	0.48	0.09	3,185
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.11	1.80	0.00	0.00	0.79	0.79	0.00	0.19	0.19	—	581	581	0.01	0.01	0.06	584
Vendor	0.02	0.76	0.34	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	503	503	0.01	0.08	0.01	527
Hauling	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

3.47. Paving (2046) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45	5.02	9.71	0.01	0.07	—	0.07	0.07	—	0.07	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.17	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	50.3	50.3	< 0.005	< 0.005	—	50.4
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.32	8.32	< 0.005	< 0.005	—	8.35
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.18	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	62.6	62.6	< 0.005	< 0.005	< 0.005	63.0
Vendor	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
Hauling	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.16	2.16	< 0.005	< 0.005	< 0.005	2.17
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	0.36
Vendor	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
Hauling	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

3.48. Paving (2046) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45	5.02	9.71	0.01	0.07	—	0.07	0.07	—	0.07	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.17	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	50.3	50.3	< 0.005	< 0.005	—	50.4
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.32	8.32	< 0.005	< 0.005	—	8.35
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.18	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	62.6	62.6	< 0.005	< 0.005	< 0.005	63.0
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.16	2.16	< 0.005	< 0.005	< 0.005	2.17
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	0.36
Vendor	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
Hauling	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

3.49. Paving (2047) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	5.00	9.71	0.01	0.07	—	0.07	0.07	—	0.07	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	5.00	9.71	0.01	0.07	—	0.07	0.07	—	0.07	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	3.57	6.93	0.01	0.05	—	0.05	0.05	—	0.05	—	1,079	1,079	0.04	0.01	—	1,083
Paving	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.65	1.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	179	179	0.01	< 0.005	—	179
Paving	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.23	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	70.4	70.4	< 0.005	< 0.005	0.01	70.7

Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.18	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	62.5	62.5	< 0.005	< 0.005	< 0.005	62.8
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	46.2	46.2	< 0.005	< 0.005	< 0.005	46.5
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.66	7.66	< 0.005	< 0.005	< 0.005	7.70
Vendor	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
Hauling	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

3.50. Paving (2047) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	5.00	9.71	0.01	0.07	—	0.07	0.07	—	0.07	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	5.00	9.71	0.01	0.07	—	0.07	0.07	—	0.07	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	3.57	6.93	0.01	0.05	—	0.05	0.05	—	0.05	—	1,079	1,079	0.04	0.01	—	1,083
Paving	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.65	1.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	179	179	0.01	< 0.005	—	179
Paving	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.23	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	70.4	70.4	< 0.005	< 0.005	0.01	70.7
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.18	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	62.5	62.5	< 0.005	< 0.005	< 0.005	62.8
Vendor	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

Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	46.2	46.2	< 0.005	< 0.005	< 0.005	46.5
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.66	7.66	< 0.005	< 0.005	< 0.005	7.70
Vendor	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
Hauling	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

3.51. Paving (2048) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	4.91	9.68	0.01	0.07	—	0.07	0.06	—	0.06	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.78	1.53	< 0.005	0.01	—	0.01	0.01	—	0.01	—	239	239	0.01	< 0.005	—	240
Paving	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.14	0.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	39.6	39.6	< 0.005	< 0.005	—	39.8
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.17	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	62.3	62.3	< 0.005	< 0.005	< 0.005	62.7
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	< 0.005	10.3
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.70	1.70	< 0.005	< 0.005	< 0.005	1.70
Vendor	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
Hauling	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

3.52. Paving (2048) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	4.91	9.68	0.01	0.07	—	0.07	0.06	—	0.06	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.78	1.53	< 0.005	0.01	—	0.01	0.01	—	0.01	—	239	239	0.01	< 0.005	—	240
Paving	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.14	0.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	39.6	39.6	< 0.005	< 0.005	—	39.8
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.17	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	62.3	62.3	< 0.005	< 0.005	< 0.005	62.7
Vendor	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

Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	< 0.005	10.3
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.70	1.70	< 0.005	< 0.005	< 0.005	1.70
Vendor	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
Hauling	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

3.53. Architectural Coating (2048) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	65.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134

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Architectural Coatings	65.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.41	0.61	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	74.5	74.5	< 0.005	< 0.005	—	74.7
Architectural Coatings	36.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.3	12.3	< 0.005	< 0.005	—	12.4
Architectural Coatings	6.66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.16	3.60	0.00	0.00	1.30	1.30	0.00	0.30	0.30	—	1,115	1,115	0.02	0.02	0.18	1,120
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.18	2.73	0.00	0.00	1.30	1.30	0.00	0.30	0.30	—	989	989	0.02	0.02	< 0.005	995
Vendor	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

Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.09	1.60	0.00	0.00	0.71	0.71	0.00	0.17	0.17	—	572	572	0.01	0.01	0.04	575
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.29	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	94.7	94.7	< 0.005	< 0.005	0.01	95.2
Vendor	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
Hauling	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

3.54. Architectural Coating (2048) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	65.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134

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Architectural Coatings	65.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.41	0.61	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	74.5	74.5	< 0.005	< 0.005	—	74.7
Architectural Coatings	36.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.3	12.3	< 0.005	< 0.005	—	12.4
Architectural Coatings	6.66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.16	3.60	0.00	0.00	1.30	1.30	0.00	0.30	0.30	—	1,115	1,115	0.02	0.02	0.18	1,120
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.18	2.73	0.00	0.00	1.30	1.30	0.00	0.30	0.30	—	989	989	0.02	0.02	< 0.005	995
Vendor	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

Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.09	1.60	0.00	0.00	0.71	0.71	0.00	0.17	0.17	—	572	572	0.01	0.01	0.04	575
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.29	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	94.7	94.7	< 0.005	< 0.005	0.01	95.2
Vendor	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
Hauling	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

3.55. Architectural Coating (2049) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	65.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134

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Architectural Coatings	65.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	0.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	46.5	46.5	< 0.005	< 0.005	—	46.7
Architectural Coatings	22.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.70	7.70	< 0.005	< 0.005	—	7.73
Architectural Coatings	4.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.16	3.59	0.00	0.00	1.30	1.30	0.00	0.30	0.30	—	1,113	1,113	0.02	0.02	0.15	1,118
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.18	2.73	0.00	0.00	1.30	1.30	0.00	0.30	0.30	—	988	988	0.02	0.02	< 0.005	993
Vendor	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

Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.06	1.00	0.00	0.00	0.44	0.44	0.00	0.10	0.10	—	357	357	0.01	0.01	0.02	358
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.18	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	59.1	59.1	< 0.005	< 0.005	< 0.005	59.3
Vendor	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
Hauling	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

3.56. Architectural Coating (2049) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	65.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.74	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134

Architectural Coatings	65.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	0.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	46.5	46.5	< 0.005	< 0.005	—	46.7
Architectural Coatings	22.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.70	7.70	< 0.005	< 0.005	—	7.73
Architectural Coatings	4.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.16	3.59	0.00	0.00	1.30	1.30	0.00	0.30	0.30	—	1,113	1,113	0.02	0.02	0.15	1,118
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.18	2.73	0.00	0.00	1.30	1.30	0.00	0.30	0.30	—	988	988	0.02	0.02	< 0.005	993
Vendor	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

Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.06	1.00	0.00	0.00	0.44	0.44	0.00	0.10	0.10	—	357	357	0.01	0.01	0.02	358
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.18	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	59.1	59.1	< 0.005	< 0.005	< 0.005	59.3
Vendor	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
Hauling	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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	9.38	12.0	100	0.22	0.20	18.0	18.3	0.19	4.59	4.78	—	22,556	22,556	0.79	1.03	89.7	22,972
Apartments Low Rise	11.9	13.4	154	0.30	0.20	26.3	26.5	0.19	6.65	6.84	—	30,503	30,503	1.23	1.36	115	31,055
Single Family Housing	28.6	32.4	371	0.72	0.48	63.4	63.8	0.45	16.1	16.5	—	73,619	73,619	2.97	3.29	278	74,951
City Park	0.13	0.16	1.34	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	302	302	0.01	0.01	1.20	308

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Element School	4.60	5.88	49.2	0.11	0.10	8.85	8.95	0.09	2.25	2.34	—	11,063	11,063	0.39	0.50	44.0	11,267
Government Office Building	1.68	2.14	17.9	0.04	0.04	3.23	3.26	0.03	0.82	0.85	—	4,033	4,033	0.14	0.18	16.0	4,107
Strip Mall	38.8	49.6	415	0.91	0.83	74.7	75.5	0.79	19.0	19.8	—	93,324	93,324	3.26	4.25	371	95,044
Parking Lot	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
Total	95.1	116	1,108	2.30	1.85	195	197	1.74	49.4	51.1	—	235,401	235,401	8.79	10.6	915	239,704
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	8.38	13.8	79.2	0.20	0.20	18.0	18.3	0.19	4.59	4.78	—	20,618	20,618	0.87	1.11	2.32	20,972
Apartments Low Rise	10.2	15.9	113	0.27	0.20	26.3	26.5	0.19	6.65	6.84	—	27,416	27,416	1.35	1.49	2.98	27,896
Single Family Housing	24.6	38.3	272	0.64	0.48	63.4	63.8	0.45	16.1	16.5	—	66,168	66,168	3.25	3.59	7.20	67,326
City Park	0.11	0.18	1.06	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	276	276	0.01	0.01	0.03	281
Elementary School	4.11	6.77	38.8	0.10	0.10	8.85	8.95	0.09	2.25	2.34	—	10,112	10,112	0.43	0.54	1.14	10,286
Government Office Building	1.50	2.47	14.2	0.04	0.04	3.23	3.26	0.03	0.82	0.85	—	3,686	3,686	0.16	0.20	0.42	3,749
Strip Mall	34.7	57.1	327	0.84	0.84	74.7	75.5	0.79	19.0	19.8	—	85,303	85,303	3.59	4.59	9.62	86,770
Parking Lot	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
Total	83.6	134	846	2.09	1.85	195	197	1.74	49.4	51.2	—	213,580	213,580	9.64	11.5	23.7	217,281

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	1.33	2.04	12.9	0.03	0.03	2.79	2.82	0.03	0.71	0.74	—	3,009	3,009	0.12	0.15	5.50	3,063
Apartments Low Rise	1.71	2.39	19.6	0.04	0.03	4.21	4.25	0.03	1.07	1.10	—	4,182	4,182	0.19	0.21	7.34	4,257
Single Family Housing	4.53	6.34	52.0	0.12	0.09	11.2	11.3	0.08	2.83	2.91	—	11,097	11,097	0.50	0.56	19.5	11,295
City Park	0.01	0.02	0.11	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	24.7	24.7	< 0.005	< 0.005	0.05	25.1
Elementary School	0.54	0.83	5.27	0.01	0.01	1.14	1.15	0.01	0.29	0.30	—	1,228	1,228	0.05	0.06	2.25	1,250
Government Office Building	0.28	0.42	2.69	0.01	0.01	0.58	0.59	0.01	0.15	0.15	—	627	627	0.02	0.03	1.15	638
Strip Mall	4.93	7.54	47.8	0.12	0.12	10.3	10.4	0.11	2.62	2.73	—	11,144	11,144	0.43	0.56	20.4	11,343
Parking Lot	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
Total	13.3	19.6	140	0.34	0.29	30.2	30.5	0.27	7.67	7.94	—	31,312	31,312	1.31	1.58	56.1	31,871

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	8.78	11.2	93.8	0.21	0.19	16.9	17.1	0.18	4.29	4.47	—	21,113	21,113	0.74	0.96	83.9	21,502

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Apartments	11.1	12.5	144	0.28	0.19	24.6	24.8	0.17	6.23	6.40	—	28,551	28,551	1.15	1.27	108	29,068
Single Family Housing	26.8	30.3	347	0.67	0.45	59.3	59.8	0.42	15.0	15.4	—	68,908	68,908	2.78	3.08	260	70,154
City Park	0.12	0.15	1.26	< 0.005	< 0.005	0.23	0.23	< 0.005	0.06	0.06	—	283	283	0.01	0.01	1.13	288
Elementary School	4.31	5.50	46.0	0.10	0.09	8.29	8.38	0.09	2.11	2.19	—	10,355	10,355	0.36	0.47	41.2	10,546
Government Office Building	1.57	2.01	16.8	0.04	0.03	3.02	3.05	0.03	0.77	0.80	—	3,775	3,775	0.13	0.17	15.0	3,844
Strip Mall	36.3	46.4	388	0.86	0.78	69.9	70.7	0.74	17.8	18.5	—	87,351	87,351	3.05	3.98	347	88,961
Parking Lot	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
Total	89.0	108	1,037	2.15	1.73	182	184	1.63	46.2	47.9	—	220,335	220,335	8.23	9.95	856	224,363
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	7.84	12.9	74.1	0.19	0.19	16.9	17.1	0.18	4.29	4.47	—	19,298	19,298	0.81	1.04	2.18	19,630
Apartments Low Rise	9.55	14.8	106	0.25	0.19	24.6	24.8	0.17	6.23	6.40	—	25,662	25,662	1.26	1.39	2.79	26,111
Single Family Housing	23.1	35.8	255	0.60	0.45	59.3	59.8	0.42	15.0	15.4	—	61,934	61,934	3.04	3.36	6.74	63,017
City Park	0.11	0.17	0.99	< 0.005	< 0.005	0.23	0.23	< 0.005	0.06	0.06	—	259	259	0.01	0.01	0.03	263
Elementary School	3.85	6.33	36.3	0.09	0.09	8.29	8.38	0.09	2.11	2.19	—	9,465	9,465	0.40	0.51	1.07	9,628

Governm ent Office Building	1.40	2.31	13.2	0.03	0.03	3.02	3.05	0.03	0.77	0.80	—	3,450	3,450	0.15	0.19	0.39	3,509
Strip Mall	32.4	53.4	307	0.78	0.78	69.9	70.7	0.74	17.8	18.5	—	79,844	79,844	3.36	4.30	9.00	81,217
Parking Lot	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
Total	78.2	126	792	1.95	1.74	182	184	1.63	46.2	47.9	—	199,911	199,911	9.02	10.8	22.2	203,375
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	1.25	1.91	12.1	0.03	0.03	2.61	2.64	0.03	0.66	0.69	—	2,816	2,816	0.11	0.14	5.15	2,867
Apartme nts Low Rise	1.60	2.24	18.4	0.04	0.03	3.94	3.97	0.03	1.00	1.03	—	3,915	3,915	0.18	0.20	6.87	3,985
Single Family Housing	4.24	5.94	48.7	0.11	0.08	10.5	10.5	0.08	2.65	2.73	—	10,386	10,386	0.47	0.52	18.2	10,572
City Park	0.01	0.02	0.10	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	23.1	23.1	< 0.005	< 0.005	0.04	23.5
Element ary School	0.51	0.78	4.93	0.01	0.01	1.06	1.08	0.01	0.27	0.28	—	1,150	1,150	0.04	0.06	2.10	1,170
Governm ent Office Building	0.26	0.40	2.52	0.01	0.01	0.54	0.55	0.01	0.14	0.14	—	587	587	0.02	0.03	1.07	597
Strip Mall	4.62	7.06	44.8	0.11	0.11	9.66	9.77	0.10	2.46	2.56	—	10,431	10,431	0.41	0.53	19.1	10,617
Parking Lot	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
Total	12.5	18.3	131	0.32	0.27	28.3	28.6	0.25	7.18	7.43	—	29,308	29,308	1.23	1.48	52.5	29,831

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3,682	3,682	0.60	0.07	—	3,719
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1,692	1,692	0.27	0.03	—	1,709
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	5,521	5,521	0.89	0.11	—	5,576
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	134	134	0.02	< 0.005	—	136
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	1,355	1,355	0.22	0.03	—	1,369
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1,455	1,455	0.24	0.03	—	1,469
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	316	316	0.05	0.01	—	319
Total	—	—	—	—	—	—	—	—	—	—	—	14,156	14,156	2.29	0.28	—	14,296
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3,682	3,682	0.60	0.07	—	3,719

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	1,692	1,692	0.27	0.03	—	1,709
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	5,521	5,521	0.89	0.11	—	5,576
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	134	134	0.02	< 0.005	—	136
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	1,355	1,355	0.22	0.03	—	1,369
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1,455	1,455	0.24	0.03	—	1,469
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	316	316	0.05	0.01	—	319
Total	—	—	—	—	—	—	—	—	—	—	—	14,156	14,156	2.29	0.28	—	14,296
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	610	610	0.10	0.01	—	616
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	280	280	0.05	0.01	—	283
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	914	914	0.15	0.02	—	923
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	22.2	22.2	< 0.005	< 0.005	—	22.5
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	224	224	0.04	< 0.005	—	227

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	241	241	0.04	< 0.005	—	243
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	52.3	52.3	0.01	< 0.005	—	52.8
Total	—	—	—	—	—	—	—	—	—	—	—	2,344	2,344	0.38	0.05	—	2,367

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3,682	3,682	0.60	0.07	—	3,719
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1,693	1,693	0.27	0.03	—	1,710
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	5,526	5,526	0.89	0.11	—	5,580
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	134	134	0.02	< 0.005	—	136
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	1,355	1,355	0.22	0.03	—	1,369
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1,455	1,455	0.24	0.03	—	1,469
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	316	316	0.05	0.01	—	319
Total	—	—	—	—	—	—	—	—	—	—	—	14,161	14,161	2.29	0.28	—	14,301

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3,682	3,682	0.60	0.07	—	3,719
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1,693	1,693	0.27	0.03	—	1,710
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	5,526	5,526	0.89	0.11	—	5,580
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	134	134	0.02	< 0.005	—	136
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	1,355	1,355	0.22	0.03	—	1,369
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1,455	1,455	0.24	0.03	—	1,469
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	316	316	0.05	0.01	—	319
Total	—	—	—	—	—	—	—	—	—	—	—	14,161	14,161	2.29	0.28	—	14,301
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	610	610	0.10	0.01	—	616
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	280	280	0.05	0.01	—	283
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	915	915	0.15	0.02	—	924
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Element School	—	—	—	—	—	—	—	—	—	—	—	22.2	22.2	< 0.005	< 0.005	—	22.5
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	224	224	0.04	< 0.005	—	227
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	241	241	0.04	< 0.005	—	243
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	52.3	52.3	0.01	< 0.005	—	52.8
Total	—	—	—	—	—	—	—	—	—	—	—	2,345	2,345	0.38	0.05	—	2,368

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.34	6.11	5.13	0.04	0.46	—	0.46	0.46	—	0.46	—	7,293	7,293	0.65	0.01	—	7,313
Apartments Low Rise	0.25	4.30	1.83	0.03	0.35	—	0.35	0.35	—	0.35	—	5,459	5,459	0.48	0.01	—	5,474
Single Family Housing	0.61	10.4	4.42	0.07	0.84	—	0.84	0.84	—	0.84	—	13,182	13,182	1.17	0.02	—	13,218
City Park	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
Elementary School	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	726	726	0.06	< 0.005	—	728
Government Office Building	0.06	1.11	0.93	0.01	0.08	—	0.08	0.08	—	0.08	—	1,324	1,324	0.12	< 0.005	—	1,328

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Strip Mall	0.04	0.65	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	774	774	0.07	< 0.005	—	776
Parking Lot	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
Total	1.33	23.2	13.4	0.14	1.83	—	1.83	1.83	—	1.83	—	28,756	28,756	2.54	0.05	—	28,836
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.34	6.11	5.13	0.04	0.46	—	0.46	0.46	—	0.46	—	7,293	7,293	0.65	0.01	—	7,313
Apartments Low Rise	0.25	4.30	1.83	0.03	0.35	—	0.35	0.35	—	0.35	—	5,459	5,459	0.48	0.01	—	5,474
Single Family Housing	0.61	10.4	4.42	0.07	0.84	—	0.84	0.84	—	0.84	—	13,182	13,182	1.17	0.02	—	13,218
City Park	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
Elementary School	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	726	726	0.06	< 0.005	—	728
Government Office Building	0.06	1.11	0.93	0.01	0.08	—	0.08	0.08	—	0.08	—	1,324	1,324	0.12	< 0.005	—	1,328
Strip Mall	0.04	0.65	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	774	774	0.07	< 0.005	—	776
Parking Lot	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
Total	1.33	23.2	13.4	0.14	1.83	—	1.83	1.83	—	1.83	—	28,756	28,756	2.54	0.05	—	28,836
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.06	1.12	0.94	0.01	0.08	—	0.08	0.08	—	0.08	—	1,207	1,207	0.11	< 0.005	—	1,211

Apartments Low Rise	0.05	0.78	0.33	0.01	0.06	—	0.06	0.06	—	0.06	—	904	904	0.08	< 0.005	—	906
Single Family Housing	0.11	1.90	0.81	0.01	0.15	—	0.15	0.15	—	0.15	—	2,182	2,182	0.19	< 0.005	—	2,188
City Park	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
Elementary School	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	120	120	0.01	< 0.005	—	120
Government Office Building	0.01	0.20	0.17	< 0.005	0.02	—	0.02	0.02	—	0.02	—	219	219	0.02	< 0.005	—	220
Strip Mall	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	128	128	0.01	< 0.005	—	128
Parking Lot	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
Total	0.24	4.23	2.44	0.03	0.33	—	0.33	0.33	—	0.33	—	4,761	4,761	0.42	0.01	—	4,774

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.34	6.11	5.13	0.04	0.46	—	0.46	0.46	—	0.46	—	7,293	7,293	0.65	0.01	—	7,313
Apartments Low Rise	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
Single Family Housing	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

City Park	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
Element ary School	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	726	726	0.06	< 0.005	—	728
Governm ent Office Building	0.06	1.11	0.93	0.01	0.08	—	0.08	0.08	—	0.08	—	1,324	1,324	0.12	< 0.005	—	1,328
Strip Mall	0.04	0.65	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	774	774	0.07	< 0.005	—	776
Parking Lot	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
Total	0.47	8.48	7.12	0.05	0.64	—	0.64	0.64	—	0.64	—	10,116	10,116	0.90	0.02	—	10,144
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.34	6.11	5.13	0.04	0.46	—	0.46	0.46	—	0.46	—	7,293	7,293	0.65	0.01	—	7,313
Apartme nts Low Rise	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
Single Family Housing	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
City Park	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
Element ary School	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	726	726	0.06	< 0.005	—	728
Governm ent Office Building	0.06	1.11	0.93	0.01	0.08	—	0.08	0.08	—	0.08	—	1,324	1,324	0.12	< 0.005	—	1,328
Strip Mall	0.04	0.65	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	774	774	0.07	< 0.005	—	776
Parking Lot	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

Total	0.47	8.48	7.12	0.05	0.64	—	0.64	0.64	—	0.64	—	10,116	10,116	0.90	0.02	—	10,144
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.06	1.12	0.94	0.01	0.08	—	0.08	0.08	—	0.08	—	1,207	1,207	0.11	< 0.005	—	1,211
Apartments Low Rise	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
Single Family Housing	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
City Park	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
Elementary School	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	120	120	0.01	< 0.005	—	120
Government Office Building	0.01	0.20	0.17	< 0.005	0.02	—	0.02	0.02	—	0.02	—	219	219	0.02	< 0.005	—	220
Strip Mall	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	128	128	0.01	< 0.005	—	128
Parking Lot	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
Total	0.09	1.55	1.30	0.01	0.12	—	0.12	0.12	—	0.12	—	1,675	1,675	0.15	< 0.005	—	1,680

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer	78.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	5.92	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	15.3	1.28	136	0.01	0.12	—	0.12	0.09	—	0.09	—	425	425	0.02	< 0.005	—	426
Total	99.8	1.28	136	0.01	0.12	—	0.12	0.09	—	0.09	—	425	425	0.02	< 0.005	—	426
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	78.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	5.92	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	84.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	14.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.38	0.11	12.3	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.7	34.7	< 0.005	< 0.005	—	34.8
Total	16.8	0.11	12.3	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.7	34.7	< 0.005	< 0.005	—	34.8

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	78.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	5.92	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	15.3	1.28	136	0.01	0.12	—	0.12	0.09	—	0.09	—	425	425	0.02	< 0.005	—	426
Total	99.8	1.28	136	0.01	0.12	—	0.12	0.09	—	0.09	—	425	425	0.02	< 0.005	—	426
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	78.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	5.92	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	84.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	14.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.38	0.11	12.3	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.7	34.7	< 0.005	< 0.005	—	34.8

Total	16.8	0.11	12.3	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.7	34.7	< 0.005	< 0.005	—	34.8

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	246	283	529	25.3	0.61	—	1,341
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	50.2	57.7	108	5.16	0.12	—	274
Single Family Housing	—	—	—	—	—	—	—	—	—	—	86.2	394	481	8.90	0.22	—	768
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	2.79	3.20	5.99	0.29	0.01	—	15.2
Government Office Building	—	—	—	—	—	—	—	—	—	—	39.4	45.2	84.6	4.04	0.10	—	215
Strip Mall	—	—	—	—	—	—	—	—	—	—	35.0	40.2	75.2	3.59	0.09	—	191
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	460	823	1,283	47.3	1.14	—	2,804

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	246	283	529	25.3	0.61	—	1,341
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	50.2	57.7	108	5.16	0.12	—	274
Single Family Housing	—	—	—	—	—	—	—	—	—	—	86.2	394	481	8.90	0.22	—	768
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	2.79	3.20	5.99	0.29	0.01	—	15.2
Government Office Building	—	—	—	—	—	—	—	—	—	—	39.4	45.2	84.6	4.04	0.10	—	215
Strip Mall	—	—	—	—	—	—	—	—	—	—	35.0	40.2	75.2	3.59	0.09	—	191
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	460	823	1,283	47.3	1.14	—	2,804
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	40.7	46.8	87.6	4.19	0.10	—	222
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	8.32	9.56	17.9	0.85	0.02	—	45.3
Single Family Housing	—	—	—	—	—	—	—	—	—	—	14.3	65.3	79.6	1.47	0.04	—	127
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Element School	—	—	—	—	—	—	—	—	—	—	0.46	0.53	0.99	0.05	< 0.005	—	2.51
Government Office Building	—	—	—	—	—	—	—	—	—	—	6.52	7.49	14.0	0.67	0.02	—	35.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	5.79	6.66	12.4	0.60	0.01	—	31.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	76.1	136	212	7.83	0.19	—	464

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	246	283	529	25.3	0.61	—	1,341
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	50.2	57.7	108	5.16	0.12	—	274
Single Family Housing	—	—	—	—	—	—	—	—	—	—	86.2	394	481	8.90	0.22	—	768
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	2.79	3.20	5.99	0.29	0.01	—	15.2
Government Office Building	—	—	—	—	—	—	—	—	—	—	39.4	45.2	84.6	4.04	0.10	—	215

Strip Mall	—	—	—	—	—	—	—	—	—	—	35.0	40.2	75.2	3.59	0.09	—	191
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	460	823	1,283	47.3	1.14	—	2,804
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	246	283	529	25.3	0.61	—	1,341
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	50.2	57.7	108	5.16	0.12	—	274
Single Family Housing	—	—	—	—	—	—	—	—	—	—	86.2	394	481	8.90	0.22	—	768
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	2.79	3.20	5.99	0.29	0.01	—	15.2
Government Office Building	—	—	—	—	—	—	—	—	—	—	39.4	45.2	84.6	4.04	0.10	—	215
Strip Mall	—	—	—	—	—	—	—	—	—	—	35.0	40.2	75.2	3.59	0.09	—	191
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	460	823	1,283	47.3	1.14	—	2,804
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	40.7	46.8	87.6	4.19	0.10	—	222

Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	8.32	9.56	17.9	0.85	0.02	—	45.3
Single Family Housing	—	—	—	—	—	—	—	—	—	—	14.3	65.3	79.6	1.47	0.04	—	127
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	0.46	0.53	0.99	0.05	< 0.005	—	2.51
Government Office Building	—	—	—	—	—	—	—	—	—	—	6.52	7.49	14.0	0.67	0.02	—	35.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	5.79	6.66	12.4	0.60	0.01	—	31.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	76.1	136	212	7.83	0.19	—	464

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	371	0.00	371	37.1	0.00	—	1,299
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	246	0.00	246	24.6	0.00	—	861

Single Family Housing	—	—	—	—	—	—	—	—	—	—	576	0.00	576	57.6	0.00	—	2,017
City Park	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.76
Element ary School	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.90	0.00	—	206
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	51.8	0.00	51.8	5.18	0.00	—	181
Strip Mall	—	—	—	—	—	—	—	—	—	—	140	0.00	140	13.9	0.00	—	488
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	371	0.00	371	37.1	0.00	—	1,299
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	246	0.00	246	24.6	0.00	—	861
Single Family Housing	—	—	—	—	—	—	—	—	—	—	576	0.00	576	57.6	0.00	—	2,017
City Park	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.76
Element ary School	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.90	0.00	—	206
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	51.8	0.00	51.8	5.18	0.00	—	181

Strip Mall	—	—	—	—	—	—	—	—	—	—	140	0.00	140	13.9	0.00	—	488
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	61.4	0.00	61.4	6.14	0.00	—	215
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	40.8	0.00	40.8	4.07	0.00	—	143
Single Family Housing	—	—	—	—	—	—	—	—	—	—	95.4	0.00	95.4	9.54	0.00	—	334
City Park	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.46
Elementary School	—	—	—	—	—	—	—	—	—	—	9.77	0.00	9.77	0.98	0.00	—	34.2
Government Office Building	—	—	—	—	—	—	—	—	—	—	8.58	0.00	8.58	0.86	0.00	—	30.0
Strip Mall	—	—	—	—	—	—	—	—	—	—	23.1	0.00	23.1	2.31	0.00	—	80.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	239	0.00	239	23.9	0.00	—	837

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	371	0.00	371	37.1	0.00	—	1,299
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	246	0.00	246	24.6	0.00	—	861
Single Family Housing	—	—	—	—	—	—	—	—	—	—	576	0.00	576	57.6	0.00	—	2,017
City Park	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.76
Elementary School	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.90	0.00	—	206
Government Office Building	—	—	—	—	—	—	—	—	—	—	51.8	0.00	51.8	5.18	0.00	—	181
Strip Mall	—	—	—	—	—	—	—	—	—	—	140	0.00	140	13.9	0.00	—	488
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	371	0.00	371	37.1	0.00	—	1,299
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	246	0.00	246	24.6	0.00	—	861
Single Family Housing	—	—	—	—	—	—	—	—	—	—	576	0.00	576	57.6	0.00	—	2,017

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City Park	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.76
Elementary School	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.90	0.00	—	206
Government Office Building	—	—	—	—	—	—	—	—	—	—	51.8	0.00	51.8	5.18	0.00	—	181
Strip Mall	—	—	—	—	—	—	—	—	—	—	140	0.00	140	13.9	0.00	—	488
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	61.4	0.00	61.4	6.14	0.00	—	215
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	40.8	0.00	40.8	4.07	0.00	—	143
Single Family Housing	—	—	—	—	—	—	—	—	—	—	95.4	0.00	95.4	9.54	0.00	—	334
City Park	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.46
Elementary School	—	—	—	—	—	—	—	—	—	—	9.77	0.00	9.77	0.98	0.00	—	34.2
Government Office Building	—	—	—	—	—	—	—	—	—	—	8.58	0.00	8.58	0.86	0.00	—	30.0
Strip Mall	—	—	—	—	—	—	—	—	—	—	23.1	0.00	23.1	2.31	0.00	—	80.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	239	0.00	239	23.9	0.00	—	837

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	145	145
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.68	4.68
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.8	14.8
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.54	1.54
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	145	145

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.68	4.68
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.8	14.8
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.54	1.54
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.9	23.9
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.77	0.77
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.44	2.44
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27.5	27.5

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	145	145
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.68	4.68
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.8	14.8
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.54	1.54
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	145	145

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.68	4.68
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.8	14.8
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.54	1.54
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.9	23.9
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.77	0.77
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.44	2.44
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27.5	27.5

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	8/26/2026	5/5/2027	5.00	180	—
Grading	Grading	5/6/2027	2/15/2029	5.00	465	—
Building Construction	Building Construction	2/16/2029	12/14/2046	5.00	4,650	—
Paving	Paving	12/15/2046	3/21/2048	5.00	330	—
Architectural Coating	Architectural Coating	3/22/2048	6/27/2049	5.00	330	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Back hoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37

Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Back hoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	7.70	LDA,LDT1,LDT2
Site Preparation	Vendor	—	6.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	7.70	LDA,LDT1,LDT2
Grading	Vendor	—	6.80	HHDT,MHDT

Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1,190	7.70	LDA,LDT1,LDT2
Building Construction	Vendor	335	6.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	7.70	LDA,LDT1,LDT2
Paving	Vendor	—	6.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	238	7.70	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	6.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	7.70	LDA,LDT1,LDT2
Site Preparation	Vendor	—	6.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	7.70	LDA,LDT1,LDT2
Grading	Vendor	—	6.80	HHDT,MHDT

Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1,190	7.70	LDA,LDT1,LDT2
Building Construction	Vendor	335	6.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	7.70	LDA,LDT1,LDT2
Paving	Vendor	—	6.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	238	7.70	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	6.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	5,496,073	1,832,024	1,433,297	477,766	38,681

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	270	0.00	—
Grading	0.00	0.00	1,395	0.00	—
Paving	0.00	0.00	0.00	0.00	26.4

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
General Light Industry	0.00	0%
Apartments Low Rise	—	0%
Single Family Housing	6.79	0%
City Park	0.00	0%
Elementary School	0.00	0%
Government Office Building	0.00	0%
Single Family Housing	4.86	0%
Strip Mall	0.00	0%
General Light Industry	0.00	0%
Parking Lot	14.8	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O

2026	0.00	204	0.03	< 0.005
2027	0.00	204	0.03	< 0.005
2028	0.00	204	0.03	< 0.005
2029	0.00	204	0.03	< 0.005
2030	0.00	204	0.03	< 0.005
2031	0.00	204	0.03	< 0.005
2032	0.00	204	0.03	< 0.005
2033	0.00	204	0.03	< 0.005
2034	0.00	204	0.03	< 0.005
2035	0.00	204	0.03	< 0.005
2036	0.00	204	0.03	< 0.005
2037	0.00	204	0.03	< 0.005
2038	0.00	204	0.03	< 0.005
2039	0.00	204	0.03	< 0.005
2040	0.00	204	0.03	< 0.005
2041	0.00	204	0.03	< 0.005
2042	0.00	204	0.03	< 0.005
2043	0.00	204	0.03	< 0.005
2044	0.00	204	0.03	< 0.005
2045	0.00	204	0.03	< 0.005
2046	0.00	204	0.03	< 0.005
2047	0.00	204	0.03	< 0.005
2048	0.00	204	0.03	< 0.005
2049	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Light Industry	627	88.9	644	201,794	8,820	1,250	9,055	2,836,773
Apartments Low Rise	2,699	1,822	1,546	879,173	37,251	25,147	21,333	12,135,398
Single Family Housing	3,776	3,796	3,395	1,359,367	52,118	52,394	46,867	18,763,614
City Park	8.62	21.7	24.2	4,638	121	304	340	65,203
Elementary School	885	0.00	0.00	230,810	12,445	0.00	0.00	3,244,685
Government Office Building	323	323	323	117,785	4,536	4,536	4,536	1,655,797
Single Family Housing	2,703	2,717	2,431	973,183	37,312	37,509	33,553	13,433,042
Strip Mall	5,931	7,468	3,040	2,094,252	83,379	104,984	42,737	29,440,566
General Light Industry	1,131	160	1,161	363,672	15,895	2,252	16,319	5,112,426
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Light Industry	587	83.2	603	188,879	8,255	1,170	8,476	2,655,220
Apartments Low Rise	2,526	1,705	1,447	822,906	34,867	23,538	19,968	11,358,733
Single Family Housing	3,534	3,553	3,178	1,272,367	48,782	49,041	43,868	17,562,743
City Park	8.07	20.3	22.7	4,341	113	285	318	61,030
Elementary School	829	0.00	0.00	216,038	11,649	0.00	0.00	3,037,025
Government Office Building	302	302	302	110,247	4,246	4,246	4,246	1,549,826
Single Family Housing	2,530	2,544	2,275	910,899	34,924	35,109	31,405	12,573,327

Strip Mall	5,552	6,990	2,846	1,960,220	78,042	98,265	40,002	27,556,370
General Light Industry	1,058	150	1,087	340,397	14,878	2,108	15,275	4,785,231
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
5496072.75	1,832,024	1,433,297	477,766	38,681

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Light Industry	2,351,447	204	0.0330	0.0040	8,120,632
Apartments Low Rise	3,027,576	204	0.0330	0.0040	17,032,078
Single Family Housing	5,757,494	204	0.0330	0.0040	23,969,989
City Park	0.00	204	0.0330	0.0040	0.00
Elementary School	240,463	204	0.0330	0.0040	2,264,626
Government Office Building	2,425,036	204	0.0330	0.0040	4,130,860
Single Family Housing	4,121,842	204	0.0330	0.0040	17,160,333
Strip Mall	2,603,588	204	0.0330	0.0040	2,414,302
General Light Industry	4,237,773	204	0.0330	0.0040	14,634,985
Parking Lot	564,747	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Light Industry	2,351,447	204	0.0330	0.0040	8,120,632
Apartments Low Rise	3,028,996	204	0.0330	0.0040	0.00
Single Family Housing	5,761,625	204	0.0330	0.0040	0.00
City Park	0.00	204	0.0330	0.0040	0.00
Elementary School	240,463	204	0.0330	0.0040	2,264,626
Government Office Building	2,425,036	204	0.0330	0.0040	4,130,860
Single Family Housing	4,125,973	204	0.0330	0.0040	0.00
Strip Mall	2,603,588	204	0.0330	0.0040	2,414,302
General Light Industry	4,237,773	204	0.0330	0.0040	14,634,985
Parking Lot	564,747	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Light Industry	45,833,288	0.00
Apartments Low Rise	26,218,592	0.00
Single Family Housing	26,218,592	127,268,315
City Park	0.00	0.00
Elementary School	1,454,544	0.00
Government Office Building	20,547,173	0.00
Single Family Housing	18,770,129	91,112,544
Strip Mall	18,262,580	0.00
General Light Industry	82,600,650	0.00
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Light Industry	45,833,288	0.00
Apartments Low Rise	26,218,592	0.00
Single Family Housing	26,218,592	127,268,315
City Park	0.00	0.00
Elementary School	1,454,544	0.00
Government Office Building	20,547,173	0.00
Single Family Housing	18,770,129	91,112,544
Strip Mall	18,262,580	0.00
General Light Industry	82,600,650	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Light Industry	246	—
Apartments Low Rise	457	—
Single Family Housing	623	—
City Park	1.46	—
Elementary School	110	—
Government Office Building	96.2	—
Single Family Housing	446	—
Strip Mall	259	—
General Light Industry	443	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Light Industry	246	—
Apartments Low Rise	457	—
Single Family Housing	623	—
City Park	1.46	—
Elementary School	110	—
Government Office Building	96.2	—
Single Family Housing	446	—
Strip Mall	259	—
General Light Industry	443	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Elementary School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Elementary School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Elementary School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Elementary School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Elementary School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Elementary School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Elementary School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Elementary School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit

Temperature and Extreme Heat	34.6	annual days of extreme heat
Extreme Precipitation	1.05	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	91.1
AQ-PM	96.0
AQ-DPM	34.0
Drinking Water	96.9
Lead Risk Housing	79.9
Pesticides	96.2
Toxic Releases	54.0

Traffic	47.9
Effect Indicators	—
CleanUp Sites	78.0
Groundwater	96.9
Haz Waste Facilities/Generators	4.94
Impaired Water Bodies	33.2
Solid Waste	0.00
Sensitive Population	—
Asthma	67.9
Cardio-vascular	49.5
Low Birth Weights	83.3
Socioeconomic Factor Indicators	—
Education	94.5
Housing	66.5
Linguistic	93.3
Poverty	98.1
Unemployment	87.7

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	1.539843449
Employed	10.13730271
Median HI	5.363788015
Education	—
Bachelor's or higher	3.836776594
High school enrollment	100

Preschool enrollment	49.22366226
Transportation	—
Auto Access	20.53124599
Active commuting	32.74733735
Social	—
2-parent households	41.58860516
Voting	19.14538689
Neighborhood	—
Alcohol availability	36.28897729
Park access	2.194276915
Retail density	2.117284743
Supermarket access	4.837674836
Tree canopy	13.29398178
Housing	—
Homeownership	33.85089183
Housing habitability	19.63300398
Low-inc homeowner severe housing cost burden	38.36776594
Low-inc renter severe housing cost burden	56.70473502
Uncrowded housing	8.879763891
Health Outcomes	—
Insured adults	4.850506865
Arthritis	0.0
Asthma ER Admissions	59.6
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0

Diagnosed Diabetes	0.0
Life Expectancy at Birth	69.1
Cognitively Disabled	54.2
Physically Disabled	41.1
Heart Attack ER Admissions	64.0
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	9.5
Elderly	85.6
English Speaking	5.5
Foreign-born	80.0
Outdoor Workers	0.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	93.5
Traffic Density	42.7
Traffic Access	0.0
Other Indices	—

Hardship	98.5
Other Decision Support	—
2016 Voting	25.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	97.0
Healthy Places Index Score for Project Location (b)	4.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	No demolition needed.
Operations: Vehicle Data	A 35% internal trip capture was applied per the ADT memo
Operations: Fleet Mix	Residential land use fleet mixes adjusted to reflect 2025 Residential Fleet Mix prepared by SJVAPCD Trip rates reduced by 35% per internal trip capture memo

Operations: Hearths	No fireplaces assumed and no wood stoves assumed per SJVAPCD Rule 4901
Land Use	Land areas adjusted per Traver Development Projections

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5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

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5.18.2.1. Unmitigated

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Traver Community Plan Urban Development Boundary Amendment
Operational Year	2030
Lead Agency	County of Tulare
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	1.90
Precipitation (days)	23.2
Location	36.45346379650171, -119.4817110477752
County	Tulare
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2716
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
General Light Industry	198	1000sqft	13.0	198,198	0.00	0.00	—	Proposed Area

Apartments Low Rise	616	Dwelling Unit	42.0	652,960	0.00	0.00	2,088	Proposed Area
Single Family Housing	616	Dwelling Unit	85.0	1,201,200	7,215,120	0.00	2,088	Proposed Area
City Park	17.0	Acre	17.0	0.00	0.00	0.00	—	Proposed Area
Elementary School	600	Student	8.00	50,162	0.00	0.00	—	Proposed Area
Government Office Building	103	1000sqft	2.37	103,429	0.00	0.00	—	Proposed Area
Single Family Housing	441	Dwelling Unit	61.0	859,950	5,165,370	0.00	1,495	Existing Areas
Strip Mall	247	1000sqft	5.66	246,550	0.00	0.00	—	Existing Areas
General Light Industry	357	1000sqft	8.00	357,192	0.00	0.00	—	—
Parking Lot	14.8	Acre	14.8	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Transportation	T-18	Provide Pedestrian Network Improvement
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Energy	E-13	Install Electric Ranges in Place of Gas Ranges
Energy	E-15	Require All-Electric Development
Area Sources	E-14	Limit Wood Burning Devices and Natural Gas/Propane Fireplaces in Residential Development

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	171	104	965	2.22	3.35	194	198	3.24	49.3	52.5	1,905	254,882	256,787	203	10.2	700	265,623
Mit.	166	84.4	907	1.99	2.06	182	184	1.95	46.2	48.1	1,905	222,250	224,154	201	9.64	666	232,723
% Reduced	3%	19%	6%	10%	39%	6%	7%	40%	6%	8%	—	13%	13%	1%	6%	5%	12%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	149	115	637	2.02	3.23	194	198	3.15	49.3	52.5	1,905	234,938	236,842	204	10.9	180	245,371
Mit.	144	94.7	590	1.80	1.94	182	184	1.86	46.2	48.0	1,905	203,554	205,459	202	10.3	179	213,739
% Reduced	3%	18%	7%	11%	40%	6%	7%	41%	6%	8%	—	13%	13%	1%	6%	< 0.5%	13%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	148	97.8	647	1.81	3.08	165	168	2.99	42.0	45.0	1,905	213,278	215,182	203	9.29	364	223,379
Mit.	143	78.2	605	1.60	1.80	155	157	1.72	39.3	41.0	1,905	183,294	185,199	201	8.75	351	193,169
% Reduced	3%	20%	7%	11%	42%	6%	7%	43%	6%	9%	—	14%	14%	1%	6%	3%	14%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	27.0	17.8	118	0.33	0.56	30.2	30.8	0.55	7.66	8.20	315	35,311	35,626	33.5	1.54	60.2	36,983
Mit.	26.2	14.3	110	0.29	0.33	28.3	28.6	0.31	7.17	7.48	315	30,346	30,662	33.2	1.45	58.1	31,981
% Reduced	3%	20%	7%	11%	42%	6%	7%	43%	6%	9%	—	14%	14%	1%	6%	3%	14%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	70.3	80.0	815	2.06	1.40	194	196	1.32	49.3	50.6	—	210,969	210,969	6.78	8.78	534	214,290
Area	99.5	1.24	137	0.01	0.12	—	0.12	0.09	—	0.09	—	425	425	0.02	< 0.005	—	426
Energy	1.33	23.2	13.4	0.14	1.83	—	1.83	1.83	—	1.83	—	42,912	42,912	4.84	0.33	—	43,132
Water	—	—	—	—	—	—	—	—	—	—	460	576	1,036	47.2	1.13	—	2,554
Waste	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Total	171	104	965	2.22	3.35	194	198	3.24	49.3	52.5	1,905	254,882	256,787	203	10.2	700	265,623
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	62.8	92.3	623	1.87	1.40	194	196	1.32	49.3	50.6	—	191,449	191,449	7.40	9.45	13.9	194,464
Area	84.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	1.33	23.2	13.4	0.14	1.83	—	1.83	1.83	—	1.83	—	42,912	42,912	4.84	0.33	—	43,132
Water	—	—	—	—	—	—	—	—	—	—	460	576	1,036	47.2	1.13	—	2,554
Waste	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Total	149	115	637	2.02	3.23	194	198	3.15	49.3	52.5	1,905	234,938	236,842	204	10.9	180	245,371
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	54.6	74.0	566	1.66	1.19	165	167	1.12	42.0	43.1	—	169,580	169,580	6.12	7.82	198	172,262
Area	91.9	0.61	67.5	< 0.005	0.06	—	0.06	0.04	—	0.04	—	209	209	0.01	< 0.005	—	210
Energy	1.33	23.2	13.4	0.14	1.83	—	1.83	1.83	—	1.83	—	42,912	42,912	4.84	0.33	—	43,132
Water	—	—	—	—	—	—	—	—	—	—	460	576	1,036	47.2	1.13	—	2,554
Waste	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Total	148	97.8	647	1.81	3.08	165	168	2.99	42.0	45.0	1,905	213,278	215,182	203	9.29	364	223,379
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	9.97	13.5	103	0.30	0.22	30.2	30.4	0.20	7.66	7.86	—	28,076	28,076	1.01	1.29	32.8	28,520
Area	16.8	0.11	12.3	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.7	34.7	< 0.005	< 0.005	—	34.8
Energy	0.24	4.23	2.44	0.03	0.33	—	0.33	0.33	—	0.33	—	7,105	7,105	0.80	0.05	—	7,141
Water	—	—	—	—	—	—	—	—	—	—	76.1	95.4	171	7.82	0.19	—	423
Waste	—	—	—	—	—	—	—	—	—	—	239	0.00	239	23.9	0.00	—	837
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27.5	27.5
Total	27.0	17.8	118	0.33	0.56	30.2	30.8	0.55	7.66	8.20	315	35,311	35,626	33.5	1.54	60.2	36,983

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	65.8	74.9	763	1.93	1.31	182	183	1.23	46.2	47.4	—	197,467	197,467	6.35	8.22	500	200,575
Area	99.5	1.24	137	0.01	0.12	—	0.12	0.09	—	0.09	—	425	425	0.02	< 0.005	—	426
Energy	0.45	8.26	6.94	0.05	0.63	—	0.63	0.63	—	0.63	—	23,782	23,782	3.12	0.29	—	23,947
Water	—	—	—	—	—	—	—	—	—	—	460	576	1,036	47.2	1.13	—	2,554
Waste	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Total	166	84.4	907	1.99	2.06	182	184	1.95	46.2	48.1	1,905	222,250	224,154	201	9.64	666	232,723
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	58.8	86.4	583	1.75	1.31	182	183	1.23	46.2	47.4	—	179,197	179,197	6.93	8.84	13.0	182,018
Area	84.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.45	8.26	6.94	0.05	0.63	—	0.63	0.63	—	0.63	—	23,782	23,782	3.12	0.29	—	23,947
Water	—	—	—	—	—	—	—	—	—	—	460	576	1,036	47.2	1.13	—	2,554
Waste	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Total	144	94.7	590	1.80	1.94	182	184	1.86	46.2	48.0	1,905	203,554	205,459	202	10.3	179	213,739
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	51.1	69.3	530	1.55	1.12	155	156	1.05	39.3	40.3	—	158,727	158,727	5.73	7.32	185	161,237
Area	91.9	0.61	67.5	< 0.005	0.06	—	0.06	0.04	—	0.04	—	209	209	0.01	< 0.005	—	210
Energy	0.45	8.26	6.94	0.05	0.63	—	0.63	0.63	—	0.63	—	23,782	23,782	3.12	0.29	—	23,947
Water	—	—	—	—	—	—	—	—	—	—	460	576	1,036	47.2	1.13	—	2,554
Waste	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Total	143	78.2	605	1.60	1.80	155	157	1.72	39.3	41.0	1,905	183,294	185,199	201	8.75	351	193,169
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.33	12.6	96.8	0.28	0.20	28.3	28.5	0.19	7.17	7.36	—	26,279	26,279	0.95	1.21	30.7	26,695
Area	16.8	0.11	12.3	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.7	34.7	< 0.005	< 0.005	—	34.8
Energy	0.08	1.51	1.27	0.01	0.11	—	0.11	0.11	—	0.11	—	3,937	3,937	0.52	0.05	—	3,965
Water	—	—	—	—	—	—	—	—	—	—	76.1	95.4	171	7.82	0.19	—	423
Waste	—	—	—	—	—	—	—	—	—	—	239	0.00	239	23.9	0.00	—	837
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27.5	27.5
Total	26.2	14.3	110	0.29	0.33	28.3	28.6	0.31	7.17	7.48	315	30,346	30,662	33.2	1.45	58.1	31,981

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	7.06	8.22	75.5	0.20	0.15	18.0	18.2	0.14	4.58	4.72	—	20,163	20,163	0.60	0.86	52.8	20,489
Apartments Low Rise	8.56	9.42	110	0.27	0.16	26.2	26.4	0.15	6.64	6.79	—	27,427	27,427	0.96	1.10	66.5	27,844
Single Family Housing	20.7	22.7	265	0.65	0.38	63.3	63.7	0.35	16.0	16.4	—	66,193	66,193	2.32	2.65	160	67,201
City Park	0.09	0.11	1.01	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	270	270	0.01	0.01	0.71	275
Elementary School	3.46	4.03	37.0	0.10	0.07	8.83	8.91	0.07	2.24	2.31	—	9,889	9,889	0.30	0.42	25.9	10,049
Government Office Building	1.26	1.47	13.5	0.04	0.03	3.22	3.25	0.03	0.82	0.84	—	3,605	3,605	0.11	0.15	9.44	3,663
Strip Mall	29.2	34.0	313	0.82	0.62	74.5	75.1	0.58	18.9	19.5	—	83,422	83,422	2.49	3.58	218	84,769
Parking Lot	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
Total	70.3	80.0	815	2.06	1.40	194	196	1.32	49.3	50.6	—	210,969	210,969	6.78	8.78	534	214,290
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	6.38	9.41	59.5	0.18	0.15	18.0	18.2	0.14	4.58	4.72	—	18,425	18,425	0.66	0.93	1.37	18,719
Apartments Low Rise	7.51	11.0	81.1	0.24	0.16	26.2	26.4	0.15	6.64	6.79	—	24,671	24,671	1.05	1.19	1.72	25,053
Single Family Housing	18.1	26.6	196	0.58	0.38	63.3	63.7	0.35	16.0	16.4	—	59,543	59,543	2.52	2.87	4.16	60,465

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City Park	0.09	0.13	0.80	< 0.005	< 0.005	0.24	0.24	< 0.005	0.06	0.06	—	247	247	0.01	0.01	0.02	251
Element ary School	3.13	4.62	29.2	0.09	0.07	8.83	8.91	0.07	2.24	2.31	—	9,037	9,037	0.32	0.45	0.67	9,181
Governm ent Office Building	1.14	1.68	10.6	0.03	0.03	3.22	3.25	0.03	0.82	0.84	—	3,294	3,294	0.12	0.17	0.24	3,347
Strip Mall	26.4	38.9	246	0.75	0.62	74.5	75.1	0.58	18.9	19.5	—	76,232	76,232	2.72	3.83	5.66	77,447
Parking Lot	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
Total	62.8	92.3	623	1.87	1.40	194	196	1.32	49.3	50.6	—	191,449	191,449	7.40	9.45	13.9	194,464
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	1.01	1.39	9.74	0.03	0.02	2.78	2.80	0.02	0.71	0.73	—	2,689	2,689	0.09	0.13	3.24	2,733
Apartme nts Low Rise	1.25	1.67	14.1	0.04	0.03	4.21	4.24	0.02	1.07	1.09	—	3,763	3,763	0.15	0.17	4.24	3,821
Single Family Housing	3.32	4.43	37.4	0.11	0.07	11.2	11.2	0.06	2.83	2.89	—	9,983	9,983	0.39	0.45	11.3	10,138
City Park	0.01	0.01	0.08	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	22.1	22.1	< 0.005	< 0.005	0.03	22.4
Element ary School	0.41	0.57	3.98	0.01	0.01	1.13	1.14	0.01	0.29	0.30	—	1,098	1,098	0.04	0.05	1.32	1,115
Governm ent Office Building	0.21	0.29	2.03	0.01	< 0.005	0.58	0.58	< 0.005	0.15	0.15	—	560	560	0.02	0.03	0.67	569
Strip Mall	3.75	5.15	36.1	0.11	0.09	10.3	10.4	0.08	2.62	2.70	—	9,960	9,960	0.33	0.47	12.0	10,121
Parking Lot	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
Total	9.97	13.5	103	0.30	0.22	30.2	30.4	0.20	7.66	7.86	—	28,076	28,076	1.01	1.29	32.8	28,520

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	6.61	7.70	70.7	0.18	0.14	16.9	17.0	0.13	4.28	4.41	—	18,873	18,873	0.56	0.81	49.4	19,177
Apartments Low Rise	8.01	8.82	103	0.25	0.15	24.6	24.7	0.14	6.22	6.35	—	25,671	25,671	0.90	1.03	62.2	26,062
Single Family Housing	19.3	21.3	248	0.61	0.35	59.3	59.6	0.33	15.0	15.3	—	61,957	61,957	2.17	2.48	150	62,901
City Park	0.09	0.10	0.95	< 0.005	< 0.005	0.23	0.23	< 0.005	0.06	0.06	—	253	253	0.01	0.01	0.66	257
Elementary School	3.24	3.78	34.7	0.09	0.07	8.27	8.34	0.06	2.10	2.17	—	9,256	9,256	0.28	0.40	24.2	9,406
Government Office Building	1.18	1.38	12.6	0.03	0.03	3.01	3.04	0.02	0.77	0.79	—	3,374	3,374	0.10	0.14	8.83	3,428
Strip Mall	27.3	31.8	293	0.76	0.58	69.8	70.3	0.55	17.7	18.3	—	78,083	78,083	2.33	3.35	204	79,344
Parking Lot	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
Total	65.8	74.9	763	1.93	1.31	182	183	1.23	46.2	47.4	—	197,467	197,467	6.35	8.22	500	200,575
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	5.97	8.81	55.7	0.17	0.14	16.9	17.0	0.13	4.28	4.41	—	17,246	17,246	0.62	0.87	1.28	17,521

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Apartme Low Rise	7.03	10.3	75.9	0.23	0.15	24.6	24.7	0.14	6.22	6.35	—	23,092	23,092	0.98	1.11	1.61	23,450
Single Family Housing	17.0	24.9	183	0.54	0.35	59.3	59.6	0.33	15.0	15.3	—	55,732	55,732	2.36	2.69	3.89	56,596
City Park	0.08	0.12	0.75	< 0.005	< 0.005	0.23	0.23	< 0.005	0.06	0.06	—	231	231	0.01	0.01	0.02	235
Element ary School	2.93	4.32	27.3	0.08	0.07	8.27	8.34	0.06	2.10	2.17	—	8,459	8,459	0.30	0.42	0.63	8,593
Governm ent Office Building	1.07	1.57	9.96	0.03	0.03	3.01	3.04	0.02	0.77	0.79	—	3,083	3,083	0.11	0.15	0.23	3,132
Strip Mall	24.7	36.4	231	0.70	0.58	69.8	70.3	0.55	17.7	18.3	—	71,354	71,354	2.55	3.58	5.30	72,491
Parking Lot	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
Total	58.8	86.4	583	1.75	1.31	182	183	1.23	46.2	47.4	—	179,197	179,197	6.93	8.84	13.0	182,018
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.95	1.30	9.12	0.03	0.02	2.60	2.62	0.02	0.66	0.68	—	2,517	2,517	0.08	0.12	3.03	2,558
Apartme nts Low Rise	1.17	1.56	13.2	0.04	0.02	3.94	3.96	0.02	1.00	1.02	—	3,522	3,522	0.14	0.16	3.97	3,577
Single Family Housing	3.11	4.14	35.0	0.10	0.06	10.5	10.5	0.06	2.65	2.71	—	9,345	9,345	0.37	0.42	10.5	9,489
City Park	0.01	0.01	0.07	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	20.6	20.6	< 0.005	< 0.005	0.02	21.0
Element ary School	0.39	0.53	3.72	0.01	0.01	1.06	1.07	0.01	0.27	0.28	—	1,027	1,027	0.03	0.05	1.24	1,044
Governm ent Office Building	0.20	0.27	1.90	0.01	< 0.005	0.54	0.55	< 0.005	0.14	0.14	—	524	524	0.02	0.02	0.63	533

Strip Mall	3.51	4.82	33.8	0.10	0.08	9.64	9.72	0.08	2.45	2.52	—	9,323	9,323	0.31	0.44	11.2	9,473
Parking Lot	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
Total	9.33	12.6	96.8	0.28	0.20	28.3	28.5	0.19	7.17	7.36	—	26,279	26,279	0.95	1.21	30.7	26,695

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3,682	3,682	0.60	0.07	—	3,719
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1,692	1,692	0.27	0.03	—	1,709
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	5,521	5,521	0.89	0.11	—	5,576
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	134	134	0.02	< 0.005	—	136
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	1,355	1,355	0.22	0.03	—	1,369
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1,455	1,455	0.24	0.03	—	1,469

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	316	316	0.05	0.01	—	319
Total	—	—	—	—	—	—	—	—	—	—	—	14,156	14,156	2.29	0.28	—	14,296
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3,682	3,682	0.60	0.07	—	3,719
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	1,692	1,692	0.27	0.03	—	1,709
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	5,521	5,521	0.89	0.11	—	5,576
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	134	134	0.02	< 0.005	—	136
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	1,355	1,355	0.22	0.03	—	1,369
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1,455	1,455	0.24	0.03	—	1,469
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	316	316	0.05	0.01	—	319
Total	—	—	—	—	—	—	—	—	—	—	—	14,156	14,156	2.29	0.28	—	14,296
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	610	610	0.10	0.01	—	616
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	280	280	0.05	0.01	—	283

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	914	914	0.15	0.02	—	923
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	22.2	22.2	< 0.005	< 0.005	—	22.5
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	224	224	0.04	< 0.005	—	227
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	241	241	0.04	< 0.005	—	243
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	52.3	52.3	0.01	< 0.005	—	52.8
Total	—	—	—	—	—	—	—	—	—	—	—	2,344	2,344	0.38	0.05	—	2,367

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3,619	3,619	0.59	0.07	—	3,655
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	1,675	1,675	0.27	0.03	—	1,692
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	5,481	5,481	0.89	0.11	—	5,535
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Element ary	—	—	—	—	—	—	—	—	—	—	—	128	128	0.02	< 0.005	—	129
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	1,310	1,310	0.21	0.03	—	1,323
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1,394	1,394	0.23	0.03	—	1,408
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	316	316	0.05	0.01	—	319
Total	—	—	—	—	—	—	—	—	—	—	—	13,922	13,922	2.25	0.27	—	14,060
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3,619	3,619	0.59	0.07	—	3,655
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	1,675	1,675	0.27	0.03	—	1,692
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	5,481	5,481	0.89	0.11	—	5,535
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	128	128	0.02	< 0.005	—	129
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	1,310	1,310	0.21	0.03	—	1,323
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1,394	1,394	0.23	0.03	—	1,408
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	316	316	0.05	0.01	—	319
Total	—	—	—	—	—	—	—	—	—	—	—	13,922	13,922	2.25	0.27	—	14,060

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	599	599	0.10	0.01	—	605
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	277	277	0.04	0.01	—	280
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	907	907	0.15	0.02	—	916
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	21.2	21.2	< 0.005	< 0.005	—	21.4
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	217	217	0.04	< 0.005	—	219
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	231	231	0.04	< 0.005	—	233
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	52.3	52.3	0.01	< 0.005	—	52.8
Total	—	—	—	—	—	—	—	—	—	—	—	2,305	2,305	0.37	0.05	—	2,328

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.34	6.11	5.13	0.04	0.46	—	0.46	0.46	—	0.46	—	7,293	7,293	0.65	0.01	—	7,313

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Apartments	0.25	4.30	1.83	0.03	0.35	—	0.35	0.35	—	0.35	—	5,459	5,459	0.48	0.01	—	5,474
Single Family Housing	0.61	10.4	4.42	0.07	0.84	—	0.84	0.84	—	0.84	—	13,182	13,182	1.17	0.02	—	13,218
City Park	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
Elementary School	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	726	726	0.06	< 0.005	—	728
Government Office Building	0.06	1.11	0.93	0.01	0.08	—	0.08	0.08	—	0.08	—	1,324	1,324	0.12	< 0.005	—	1,328
Strip Mall	0.04	0.65	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	774	774	0.07	< 0.005	—	776
Parking Lot	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
Total	1.33	23.2	13.4	0.14	1.83	—	1.83	1.83	—	1.83	—	28,756	28,756	2.54	0.05	—	28,836
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.34	6.11	5.13	0.04	0.46	—	0.46	0.46	—	0.46	—	7,293	7,293	0.65	0.01	—	7,313
Apartments Low Rise	0.25	4.30	1.83	0.03	0.35	—	0.35	0.35	—	0.35	—	5,459	5,459	0.48	0.01	—	5,474
Single Family Housing	0.61	10.4	4.42	0.07	0.84	—	0.84	0.84	—	0.84	—	13,182	13,182	1.17	0.02	—	13,218
City Park	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
Elementary School	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	726	726	0.06	< 0.005	—	728

Governm ent Office Building	0.06	1.11	0.93	0.01	0.08	—	0.08	0.08	—	0.08	—	1,324	1,324	0.12	< 0.005	—	1,328
Strip Mall	0.04	0.65	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	774	774	0.07	< 0.005	—	776
Parking Lot	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
Total	1.33	23.2	13.4	0.14	1.83	—	1.83	1.83	—	1.83	—	28,756	28,756	2.54	0.05	—	28,836
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.06	1.12	0.94	0.01	0.08	—	0.08	0.08	—	0.08	—	1,207	1,207	0.11	< 0.005	—	1,211
Apartme nts Low Rise	0.05	0.78	0.33	0.01	0.06	—	0.06	0.06	—	0.06	—	904	904	0.08	< 0.005	—	906
Single Family Housing	0.11	1.90	0.81	0.01	0.15	—	0.15	0.15	—	0.15	—	2,182	2,182	0.19	< 0.005	—	2,188
City Park	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
Element ary School	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	120	120	0.01	< 0.005	—	120
Governm ent Office Building	0.01	0.20	0.17	< 0.005	0.02	—	0.02	0.02	—	0.02	—	219	219	0.02	< 0.005	—	220
Strip Mall	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	128	128	0.01	< 0.005	—	128
Parking Lot	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
Total	0.24	4.23	2.44	0.03	0.33	—	0.33	0.33	—	0.33	—	4,761	4,761	0.42	0.01	—	4,774

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.33	6.04	5.08	0.04	0.46	—	0.46	0.46	—	0.46	—	7,210	7,210	0.64	0.01	—	7,230
Apartments Low Rise	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
Single Family Housing	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
City Park	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
Elementary School	0.03	0.57	0.48	< 0.005	0.04	—	0.04	0.04	—	0.04	—	676	676	0.06	< 0.005	—	678
Government Office Building	0.06	1.05	0.88	0.01	0.08	—	0.08	0.08	—	0.08	—	1,253	1,253	0.11	< 0.005	—	1,256
Strip Mall	0.03	0.60	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	721	721	0.06	< 0.005	—	723
Parking Lot	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
Total	0.45	8.26	6.94	0.05	0.63	—	0.63	0.63	—	0.63	—	9,859	9,859	0.87	0.02	—	9,887
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.33	6.04	5.08	0.04	0.46	—	0.46	0.46	—	0.46	—	7,210	7,210	0.64	0.01	—	7,230
Apartments Low Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

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Single Family Housing	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
City Park	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
Element ary School	0.03	0.57	0.48	< 0.005	0.04	—	0.04	0.04	—	0.04	—	676	676	0.06	< 0.005	—	678
Governm ent Office Building	0.06	1.05	0.88	0.01	0.08	—	0.08	0.08	—	0.08	—	1,253	1,253	0.11	< 0.005	—	1,256
Strip Mall	0.03	0.60	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	721	721	0.06	< 0.005	—	723
Parking Lot	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
Total	0.45	8.26	6.94	0.05	0.63	—	0.63	0.63	—	0.63	—	9,859	9,859	0.87	0.02	—	9,887
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.06	1.10	0.93	0.01	0.08	—	0.08	0.08	—	0.08	—	1,194	1,194	0.11	< 0.005	—	1,197
Apartme nts Low Rise	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
Single Family Housing	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
City Park	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
Element ary School	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	112	112	0.01	< 0.005	—	112
Governm ent Office Building	0.01	0.19	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	207	207	0.02	< 0.005	—	208
Strip Mall	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	119	119	0.01	< 0.005	—	120

Parking Lot	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
Total	0.08	1.51	1.27	0.01	0.11	—	0.11	0.11	—	0.11	—	1,632	1,632	0.14	< 0.005	—	1,637

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	78.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	5.92	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	15.0	1.24	137	0.01	0.12	—	0.12	0.09	—	0.09	—	425	425	0.02	< 0.005	—	426
Total	99.5	1.24	137	0.01	0.12	—	0.12	0.09	—	0.09	—	425	425	0.02	< 0.005	—	426
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	78.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	5.92	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	84.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	14.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	1.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landsca pe Equipme nt	1.35	0.11	12.3	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.7	34.7	< 0.005	< 0.005	—	34.8
Total	16.8	0.11	12.3	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.7	34.7	< 0.005	< 0.005	—	34.8

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consum er Products	78.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	5.92	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipme nt	15.0	1.24	137	0.01	0.12	—	0.12	0.09	—	0.09	—	425	425	0.02	< 0.005	—	426
Total	99.5	1.24	137	0.01	0.12	—	0.12	0.09	—	0.09	—	425	425	0.02	< 0.005	—	426
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consum er Products	78.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	5.92	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	84.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	14.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.35	0.11	12.3	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.7	34.7	< 0.005	< 0.005	—	34.8
Total	16.8	0.11	12.3	< 0.005	0.01	—	0.01	0.01	—	0.01	—	34.7	34.7	< 0.005	< 0.005	—	34.8

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	246	213	460	25.3	0.60	—	1,271
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	50.2	43.6	93.8	5.16	0.12	—	260
Single Family Housing	—	—	—	—	—	—	—	—	—	—	86.2	252	338	8.88	0.21	—	624

City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	2.79	2.42	5.20	0.29	0.01	—	14.4
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	39.4	34.1	73.5	4.04	0.10	—	203
Strip Mall	—	—	—	—	—	—	—	—	—	—	35.0	30.3	65.3	3.59	0.09	—	181
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	460	576	1,036	47.2	1.13	—	2,554
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	246	213	460	25.3	0.60	—	1,271
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	50.2	43.6	93.8	5.16	0.12	—	260
Single Family Housing	—	—	—	—	—	—	—	—	—	—	86.2	252	338	8.88	0.21	—	624
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	2.79	2.42	5.20	0.29	0.01	—	14.4
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	39.4	34.1	73.5	4.04	0.10	—	203
Strip Mall	—	—	—	—	—	—	—	—	—	—	35.0	30.3	65.3	3.59	0.09	—	181
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	460	576	1,036	47.2	1.13	—	2,554
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	40.7	35.3	76.1	4.18	0.10	—	210
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	8.32	7.21	15.5	0.85	0.02	—	43.0
Single Family Housing	—	—	—	—	—	—	—	—	—	—	14.3	41.8	56.0	1.47	0.04	—	103
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	0.46	0.40	0.86	0.05	< 0.005	—	2.38
Government Office Building	—	—	—	—	—	—	—	—	—	—	6.52	5.65	12.2	0.67	0.02	—	33.7
Strip Mall	—	—	—	—	—	—	—	—	—	—	5.79	5.02	10.8	0.59	0.01	—	29.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	76.1	95.4	171	7.82	0.19	—	423

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	246	213	460	25.3	0.60	—	1,271

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	50.2	43.6	93.8	5.16	0.12	—	260
Single Family Housing	—	—	—	—	—	—	—	—	—	—	86.2	252	338	8.88	0.21	—	624
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	2.79	2.42	5.20	0.29	0.01	—	14.4
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	39.4	34.1	73.5	4.04	0.10	—	203
Strip Mall	—	—	—	—	—	—	—	—	—	—	35.0	30.3	65.3	3.59	0.09	—	181
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	460	576	1,036	47.2	1.13	—	2,554
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	246	213	460	25.3	0.60	—	1,271
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	50.2	43.6	93.8	5.16	0.12	—	260
Single Family Housing	—	—	—	—	—	—	—	—	—	—	86.2	252	338	8.88	0.21	—	624
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	2.79	2.42	5.20	0.29	0.01	—	14.4

Government Office Building	—	—	—	—	—	—	—	—	—	—	39.4	34.1	73.5	4.04	0.10	—	203
Strip Mall	—	—	—	—	—	—	—	—	—	—	35.0	30.3	65.3	3.59	0.09	—	181
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	460	576	1,036	47.2	1.13	—	2,554
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	40.7	35.3	76.1	4.18	0.10	—	210
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	8.32	7.21	15.5	0.85	0.02	—	43.0
Single Family Housing	—	—	—	—	—	—	—	—	—	—	14.3	41.8	56.0	1.47	0.04	—	103
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	0.46	0.40	0.86	0.05	< 0.005	—	2.38
Government Office Building	—	—	—	—	—	—	—	—	—	—	6.52	5.65	12.2	0.67	0.02	—	33.7
Strip Mall	—	—	—	—	—	—	—	—	—	—	5.79	5.02	10.8	0.59	0.01	—	29.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	76.1	95.4	171	7.82	0.19	—	423

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	371	0.00	371	37.1	0.00	—	1,299
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	246	0.00	246	24.6	0.00	—	861
Single Family Housing	—	—	—	—	—	—	—	—	—	—	576	0.00	576	57.6	0.00	—	2,017
City Park	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.76
Elementary School	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.90	0.00	—	206
Government Office Building	—	—	—	—	—	—	—	—	—	—	51.8	0.00	51.8	5.18	0.00	—	181
Strip Mall	—	—	—	—	—	—	—	—	—	—	140	0.00	140	13.9	0.00	—	488
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	371	0.00	371	37.1	0.00	—	1,299

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	246	0.00	246	24.6	0.00	—	861
Single Family Housing	—	—	—	—	—	—	—	—	—	—	576	0.00	576	57.6	0.00	—	2,017
City Park	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.76
Element ary School	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.90	0.00	—	206
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	51.8	0.00	51.8	5.18	0.00	—	181
Strip Mall	—	—	—	—	—	—	—	—	—	—	140	0.00	140	13.9	0.00	—	488
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	61.4	0.00	61.4	6.14	0.00	—	215
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	40.8	0.00	40.8	4.07	0.00	—	143
Single Family Housing	—	—	—	—	—	—	—	—	—	—	95.4	0.00	95.4	9.54	0.00	—	334
City Park	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.46
Element ary School	—	—	—	—	—	—	—	—	—	—	9.77	0.00	9.77	0.98	0.00	—	34.2
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	8.58	0.00	8.58	0.86	0.00	—	30.0

Strip Mall	—	—	—	—	—	—	—	—	—	—	23.1	0.00	23.1	2.31	0.00	—	80.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	239	0.00	239	23.9	0.00	—	837

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	371	0.00	371	37.1	0.00	—	1,299
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	246	0.00	246	24.6	0.00	—	861
Single Family Housing	—	—	—	—	—	—	—	—	—	—	576	0.00	576	57.6	0.00	—	2,017
City Park	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.76
Elementary School	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.90	0.00	—	206
Government Office Building	—	—	—	—	—	—	—	—	—	—	51.8	0.00	51.8	5.18	0.00	—	181
Strip Mall	—	—	—	—	—	—	—	—	—	—	140	0.00	140	13.9	0.00	—	488
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	371	0.00	371	37.1	0.00	—	1,299
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	246	0.00	246	24.6	0.00	—	861
Single Family Housing	—	—	—	—	—	—	—	—	—	—	576	0.00	576	57.6	0.00	—	2,017
City Park	—	—	—	—	—	—	—	—	—	—	0.79	0.00	0.79	0.08	0.00	—	2.76
Elementary School	—	—	—	—	—	—	—	—	—	—	59.0	0.00	59.0	5.90	0.00	—	206
Government Office Building	—	—	—	—	—	—	—	—	—	—	51.8	0.00	51.8	5.18	0.00	—	181
Strip Mall	—	—	—	—	—	—	—	—	—	—	140	0.00	140	13.9	0.00	—	488
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	1,445	0.00	1,445	144	0.00	—	5,055
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	61.4	0.00	61.4	6.14	0.00	—	215
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	40.8	0.00	40.8	4.07	0.00	—	143
Single Family Housing	—	—	—	—	—	—	—	—	—	—	95.4	0.00	95.4	9.54	0.00	—	334
City Park	—	—	—	—	—	—	—	—	—	—	0.13	0.00	0.13	0.01	0.00	—	0.46

Element School	—	—	—	—	—	—	—	—	—	—	9.77	0.00	9.77	0.98	0.00	—	34.2
Government Office Building	—	—	—	—	—	—	—	—	—	—	8.58	0.00	8.58	0.86	0.00	—	30.0
Strip Mall	—	—	—	—	—	—	—	—	—	—	23.1	0.00	23.1	2.31	0.00	—	80.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	239	0.00	239	23.9	0.00	—	837

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	145	145
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.68	4.68
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.8	14.8
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19

Governm ent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.54	1.54
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	145	145
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.68	4.68
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.8	14.8
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.54	1.54
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.9	23.9
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.77	0.77

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.44	2.44
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27.5	27.5

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	145	145
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.68	4.68
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.8	14.8
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19

Governm Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.54	1.54
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	145	145
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.68	4.68
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.8	14.8
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Governm ent Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.54	1.54
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	166	166
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23.9	23.9
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.77	0.77

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.44	2.44
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27.5	27.5

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetatio n	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Light Industry	627	88.9	644	201,794	8,820	1,250	9,055	2,836,773
Apartments Low Rise	2,699	1,822	1,546	879,173	37,251	25,147	21,333	12,135,398
Single Family Housing	3,776	3,796	3,395	1,359,367	52,118	52,394	46,867	18,763,614
City Park	8.62	21.7	24.2	4,638	121	304	340	65,203
Elementary School	885	0.00	0.00	230,810	12,445	0.00	0.00	3,244,685
Government Office Building	323	323	323	117,785	4,536	4,536	4,536	1,655,797
Single Family Housing	2,703	2,717	2,431	973,183	37,312	37,509	33,553	13,433,042
Strip Mall	5,931	7,468	3,040	2,094,252	83,379	104,984	42,737	29,440,566
General Light Industry	1,131	160	1,161	363,672	15,895	2,252	16,319	5,112,426
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Light Industry	587	83.2	603	188,879	8,255	1,170	8,476	2,655,220
Apartments Low Rise	2,526	1,705	1,447	822,906	34,867	23,538	19,968	11,358,733
Single Family Housing	3,534	3,553	3,178	1,272,367	48,782	49,041	43,868	17,562,743

City Park	8.07	20.3	22.7	4,341	113	285	318	61,030
Elementary School	829	0.00	0.00	216,038	11,649	0.00	0.00	3,037,025
Government Office Building	302	302	302	110,247	4,246	4,246	4,246	1,549,826
Single Family Housing	2,530	2,544	2,275	910,899	34,924	35,109	31,405	12,573,327
Strip Mall	5,552	6,990	2,846	1,960,220	78,042	98,265	40,002	27,556,370
General Light Industry	1,058	150	1,087	340,397	14,878	2,108	15,275	4,785,231
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
5496072.75	1,832,024	1,433,297	477,766	38,681

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Light Industry	2,351,447	204	0.0330	0.0040	8,120,632
Apartments Low Rise	3,027,576	204	0.0330	0.0040	17,032,078
Single Family Housing	5,757,494	204	0.0330	0.0040	23,969,989
City Park	0.00	204	0.0330	0.0040	0.00
Elementary School	240,463	204	0.0330	0.0040	2,264,626
Government Office Building	2,425,036	204	0.0330	0.0040	4,130,860
Single Family Housing	4,121,842	204	0.0330	0.0040	17,160,333
Strip Mall	2,603,588	204	0.0330	0.0040	2,414,302
General Light Industry	4,237,773	204	0.0330	0.0040	14,634,985
Parking Lot	564,747	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Light Industry	2,310,765	204	0.0330	0.0040	8,028,467
Apartments Low Rise	2,997,158	204	0.0330	0.0040	0.00
Single Family Housing	5,714,535	204	0.0330	0.0040	0.00
City Park	0.00	204	0.0330	0.0040	0.00
Elementary School	229,396	204	0.0330	0.0040	2,108,779

Government Office Building	2,343,679	204	0.0330	0.0040	3,908,579
Single Family Housing	4,092,261	204	0.0330	0.0040	0.00
Strip Mall	2,494,862	204	0.0330	0.0040	2,249,094
General Light Industry	4,164,456	204	0.0330	0.0040	14,468,886
Parking Lot	564,747	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Light Industry	45,833,288	0.00
Apartments Low Rise	26,218,592	0.00
Single Family Housing	26,218,592	127,268,315
City Park	0.00	0.00
Elementary School	1,454,544	0.00
Government Office Building	20,547,173	0.00
Single Family Housing	18,770,129	91,112,544
Strip Mall	18,262,580	0.00
General Light Industry	82,600,650	0.00
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Light Industry	45,833,288	0.00
Apartments Low Rise	26,218,592	0.00
Single Family Housing	26,218,592	127,268,315
City Park	0.00	0.00
Elementary School	1,454,544	0.00

Government Office Building	20,547,173	0.00
Single Family Housing	18,770,129	91,112,544
Strip Mall	18,262,580	0.00
General Light Industry	82,600,650	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Light Industry	246	—
Apartments Low Rise	457	—
Single Family Housing	623	—
City Park	1.46	—
Elementary School	110	—
Government Office Building	96.2	—
Single Family Housing	446	—
Strip Mall	259	—
General Light Industry	443	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Light Industry	246	—
Apartments Low Rise	457	—
Single Family Housing	623	—
City Park	1.46	—
Elementary School	110	—

Government Office Building	96.2	—
Single Family Housing	446	—
Strip Mall	259	—
General Light Industry	443	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Elementary School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Elementary School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Elementary School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Elementary School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Served
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Elementary School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Elementary School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Elementary School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Elementary School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	34.6	annual days of extreme heat
Extreme Precipitation	1.05	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	91.1
AQ-PM	96.0

AQ-DPM	34.0
Drinking Water	96.9
Lead Risk Housing	79.9
Pesticides	96.2
Toxic Releases	54.0
Traffic	47.9
Effect Indicators	—
CleanUp Sites	78.0
Groundwater	96.9
Haz Waste Facilities/Generators	4.94
Impaired Water Bodies	33.2
Solid Waste	0.00
Sensitive Population	—
Asthma	67.9
Cardio-vascular	49.5
Low Birth Weights	83.3
Socioeconomic Factor Indicators	—
Education	94.5
Housing	66.5
Linguistic	93.3
Poverty	98.1
Unemployment	87.7

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	1.539843449

Employed	10.13730271
Median HI	5.363788015
Education	—
Bachelor's or higher	3.836776594
High school enrollment	100
Preschool enrollment	49.22366226
Transportation	—
Auto Access	20.53124599
Active commuting	32.74733735
Social	—
2-parent households	41.58860516
Voting	19.14538689
Neighborhood	—
Alcohol availability	36.28897729
Park access	2.194276915
Retail density	2.117284743
Supermarket access	4.837674836
Tree canopy	13.29398178
Housing	—
Homeownership	33.85089183
Housing habitability	19.63300398
Low-inc homeowner severe housing cost burden	38.36776594
Low-inc renter severe housing cost burden	56.70473502
Uncrowded housing	8.879763891
Health Outcomes	—
Insured adults	4.850506865
Arthritis	0.0
Asthma ER Admissions	59.6

High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	69.1
Cognitively Disabled	54.2
Physically Disabled	41.1
Heart Attack ER Admissions	64.0
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	9.5
Elderly	85.6
English Speaking	5.5
Foreign-born	80.0
Outdoor Workers	0.4

Climate Change Adaptive Capacity	—
Impervious Surface Cover	93.5
Traffic Density	42.7
Traffic Access	0.0
Other Indices	—
Hardship	98.5
Other Decision Support	—
2016 Voting	25.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	97.0
Healthy Places Index Score for Project Location (b)	4.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification

Construction: Construction Phases	No demolition needed.
Operations: Vehicle Data	A 35% internal trip capture was applied per the ADT memo
Operations: Fleet Mix	Residential land use fleet mixes adjusted to reflect 2025 Residential Fleet Mix prepared by SJVAPCD Trip rates reduced by 35% per internal trip capture memo
Operations: Hearths	No fireplaces assumed and no wood stoves assumed per SJVAPCD Rule 4901
Land Use	Land areas adjusted per Traver Development Projections

**Exported Risk Results

REC	GRP	NETID	X	Y	RISK_SUM	SCENARIO	INHAL_RISI	SOIL_RISK	DERMAL_RI	MMILK_RIS	WATER_RIS	FISH_RISK	CROP_RISK	BEEF_RISK	DAIRY_RIS	PIG_RISK	CHICKEN_F	EGG_RISK
1	SENSITIV	Residenc	277389	4036862	3.11E-06	22.85YrCar	3.11E-06	0	0	0	0	0	0	0	0	0	0	0
2	SENSITIV	Residenc	278135	4037709	1.27E-06	22.85YrCar	1.27E-06	0	0	0	0	0	0	0	0	0	0	0
3	SENSITIV	Residenc	278170	4037728	1.02E-06	22.85YrCar	1.02E-06	0	0	0	0	0	0	0	0	0	0	0
4	SENSITIV	Residenc	278004	4037645	2.16E-06	22.85YrCar	2.16E-06	0	0	0	0	0	0	0	0	0	0	0
5	SENSITIV	Residenc	277993	4037686	1.75E-06	22.85YrCar	1.75E-06	0	0	0	0	0	0	0	0	0	0	0
6	SENSITIV	Residenc	277976	4037630	2.33E-06	22.85YrCar	2.33E-06	0	0	0	0	0	0	0	0	0	0	0
7	SENSITIV	Residenc	277928	4037694	1.73E-06	22.85YrCar	1.73E-06	0	0	0	0	0	0	0	0	0	0	0
8	SENSITIV	Residenc	277946	4037623	2.40E-06	22.85YrCar	2.40E-06	0	0	0	0	0	0	0	0	0	0	0
9	SENSITIV	Residenc	277862	4037566	2.97E-06	22.85YrCar	2.97E-06	0	0	0	0	0	0	0	0	0	0	0
10	SENSITIV	Residenc	277852	4037593	2.63E-06	22.85YrCar	2.63E-06	0	0	0	0	0	0	0	0	0	0	0
11	SENSITIV	Residenc	277822	4037600	2.51E-06	22.85YrCar	2.51E-06	0	0	0	0	0	0	0	0	0	0	0
12	SENSITIV	Residenc	277799	4037586	2.62E-06	22.85YrCar	2.62E-06	0	0	0	0	0	0	0	0	0	0	0
13	SENSITIV	Residenc	277802	4037566	2.84E-06	22.85YrCar	2.84E-06	0	0	0	0	0	0	0	0	0	0	0
14	SENSITIV	Residenc	277819	4037545	3.13E-06	22.85YrCar	3.13E-06	0	0	0	0	0	0	0	0	0	0	0
15	SENSITIV	Residenc	277799	4037539	3.15E-06	22.85YrCar	3.15E-06	0	0	0	0	0	0	0	0	0	0	0
16	SENSITIV	Residenc	277784	4037530	3.22E-06	22.85YrCar	3.22E-06	0	0	0	0	0	0	0	0	0	0	0
17	SENSITIV	Residenc	277807	4037691	1.78E-06	22.85YrCar	1.78E-06	0	0	0	0	0	0	0	0	0	0	0
18	SENSITIV	Residenc	278232	4037894	4.93E-07	22.85YrCar	4.93E-07	0	0	0	0	0	0	0	0	0	0	0
19	SENSITIV	Residenc	278346	4036523	3.81E-06	22.85YrCar	3.81E-06	0	0	0	0	0	0	0	0	0	0	0
20	SENSITIV	Elementa	277633	4037592	2.33E-06	22.85YrCar	2.33E-06	0	0	0	0	0	0	0	0	0	0	0
21	SENSITIV	Elementa	277672	4037628	2.13E-06	22.85YrCar	2.13E-06	0	0	0	0	0	0	0	0	0	0	0
22	SENSITIV	Elementa	277609	4037633	2.05E-06	22.85YrCar	2.05E-06	0	0	0	0	0	0	0	0	0	0	0
23	SENSITIV	Elementa	277598	4037655	1.92E-06	22.85YrCar	1.92E-06	0	0	0	0	0	0	0	0	0	0	0
24	SENSITIV	Elementa	277553	4037675	1.80E-06	22.85YrCar	1.80E-06	0	0	0	0	0	0	0	0	0	0	0
25	SENSITIV	Elementa	277533	4037675	1.78E-06	22.85YrCar	1.78E-06	0	0	0	0	0	0	0	0	0	0	0
26	SENSITIV	Elementa	277552	4037645	1.94E-06	22.85YrCar	1.94E-06	0	0	0	0	0	0	0	0	0	0	0
27	SENSITIV	Elementa	277570	4037608	2.15E-06	22.85YrCar	2.15E-06	0	0	0	0	0	0	0	0	0	0	0
28	SENSITIV	Residenc	277583	4037427	3.60E-06	22.85YrCar	3.60E-06	0	0	0	0	0	0	0	0	0	0	0
29	SENSITIV	Residenc	277578	4037443	3.41E-06	22.85YrCar	3.41E-06	0	0	0	0	0	0	0	0	0	0	0
30	SENSITIV	Residenc	277569	4037458	3.23E-06	22.85YrCar	3.23E-06	0	0	0	0	0	0	0	0	0	0	0
31	SENSITIV	Residenc	277562	4037474	3.06E-06	22.85YrCar	3.06E-06	0	0	0	0	0	0	0	0	0	0	0
32	SENSITIV	Residenc	277544	4037491	2.86E-06	22.85YrCar	2.86E-06	0	0	0	0	0	0	0	0	0	0	0
33	SENSITIV	Residenc	277112	4037135	2.00E-06	22.85YrCar	2.00E-06	0	0	0	0	0	0	0	0	0	0	0
34	SENSITIV	Residenc	277122	4037119	2.03E-06	22.85YrCar	2.03E-06	0	0	0	0	0	0	0	0	0	0	0
35	SENSITIV	Residenc	277129	4037101	2.05E-06	22.85YrCar	2.05E-06	0	0	0	0	0	0	0	0	0	0	0
36	SENSITIV	Residenc	277134	4037090	2.06E-06	22.85YrCar	2.06E-06	0	0	0	0	0	0	0	0	0	0	0
37	SENSITIV	Residenc	277142	4037075	2.08E-06	22.85YrCar	2.08E-06	0	0	0	0	0	0	0	0	0	0	0
38	SENSITIV	Residenc	277148	4037063	2.09E-06	22.85YrCar	2.09E-06	0	0	0	0	0	0	0	0	0	0	0
39	SENSITIV	Residenc	277156	4037044	2.11E-06	22.85YrCar	2.11E-06	0	0	0	0	0	0	0	0	0	0	0
40	SENSITIV	Residenc	277178	4037005	2.16E-06	22.85YrCar	2.16E-06	0	0	0	0	0	0	0	0	0	0	0
41	SENSITIV	Residenc	277186	4036986	2.17E-06	22.85YrCar	2.17E-06	0	0	0	0	0	0	0	0	0	0	0
42	SENSITIV	Residenc	277192	4036972	2.17E-06	22.85YrCar	2.17E-06	0	0	0	0	0	0	0	0	0	0	0
43	SENSITIV	Residenc	277197	4036960	2.17E-06	22.85YrCar	2.17E-06	0	0	0	0	0	0	0	0	0	0	0

44	SENSITIV	Residenc	277208	4036937	2.18E-06	22.85YrCar	2.18E-06	0	0	0	0	0	0	0	0	0
45	SENSITIV	Residenc	277215	4036925	2.19E-06	22.85YrCar	2.19E-06	0	0	0	0	0	0	0	0	0
46	SENSITIV	Residenc	277223	4036911	2.20E-06	22.85YrCar	2.20E-06	0	0	0	0	0	0	0	0	0
47	SENSITIV	Residenc	277039	4037168	1.78E-06	22.85YrCar	1.78E-06	0	0	0	0	0	0	0	0	0
48	SENSITIV	Residenc	277096	4037210	1.94E-06	22.85YrCar	1.94E-06	0	0	0	0	0	0	0	0	0
49	SENSITIV	Residenc	277068	4037198	1.86E-06	22.85YrCar	1.86E-06	0	0	0	0	0	0	0	0	0
50	SENSITIV	Residenc	277059	4037216	1.83E-06	22.85YrCar	1.83E-06	0	0	0	0	0	0	0	0	0
51	SENSITIV	Residenc	277044	4037253	1.78E-06	22.85YrCar	1.78E-06	0	0	0	0	0	0	0	0	0
52	SENSITIV	Residenc	277034	4037268	1.75E-06	22.85YrCar	1.75E-06	0	0	0	0	0	0	0	0	0
53	SENSITIV	Residenc	277068	4037279	1.84E-06	22.85YrCar	1.84E-06	0	0	0	0	0	0	0	0	0
54	SENSITIV	Residenc	277153	4037209	2.14E-06	22.85YrCar	2.14E-06	0	0	0	0	0	0	0	0	0
55	SENSITIV	Residenc	277143	4037235	2.09E-06	22.85YrCar	2.09E-06	0	0	0	0	0	0	0	0	0
56	SENSITIV	Residenc	277130	4037239	2.04E-06	22.85YrCar	2.04E-06	0	0	0	0	0	0	0	0	0
57	SENSITIV	Residenc	277123	4037268	2.01E-06	22.85YrCar	2.01E-06	0	0	0	0	0	0	0	0	0
58	SENSITIV	Residenc	277105	4037304	1.93E-06	22.85YrCar	1.93E-06	0	0	0	0	0	0	0	0	0
59	SENSITIV	Residenc	277019	4037299	1.70E-06	22.85YrCar	1.70E-06	0	0	0	0	0	0	0	0	0
60	SENSITIV	Residenc	277016	4037315	1.69E-06	22.85YrCar	1.69E-06	0	0	0	0	0	0	0	0	0
61	SENSITIV	Residenc	277017	4037331	1.68E-06	22.85YrCar	1.68E-06	0	0	0	0	0	0	0	0	0
62	SENSITIV	Residenc	277077	4037364	1.80E-06	22.85YrCar	1.80E-06	0	0	0	0	0	0	0	0	0
63	SENSITIV	Residenc	277081	4037336	1.84E-06	22.85YrCar	1.84E-06	0	0	0	0	0	0	0	0	0
64	SENSITIV	Residenc	277118	4037376	1.90E-06	22.85YrCar	1.90E-06	0	0	0	0	0	0	0	0	0
65	SENSITIV	Residenc	277128	4037351	1.95E-06	22.85YrCar	1.95E-06	0	0	0	0	0	0	0	0	0
66	SENSITIV	Residenc	277150	4037372	1.99E-06	22.85YrCar	1.99E-06	0	0	0	0	0	0	0	0	0
67	SENSITIV	Residenc	277202	4037391	2.10E-06	22.85YrCar	2.10E-06	0	0	0	0	0	0	0	0	0
68	SENSITIV	Residenc	277188	4037413	2.02E-06	22.85YrCar	2.02E-06	0	0	0	0	0	0	0	0	0
69	SENSITIV	Residenc	277149	4037321	2.05E-06	22.85YrCar	2.05E-06	0	0	0	0	0	0	0	0	0
70	SENSITIV	Residenc	277189	4037252	2.25E-06	22.85YrCar	2.25E-06	0	0	0	0	0	0	0	0	0
71	SENSITIV	Residenc	277174	4037266	2.18E-06	22.85YrCar	2.18E-06	0	0	0	0	0	0	0	0	0
72	SENSITIV	Residenc	277166	4037287	2.14E-06	22.85YrCar	2.14E-06	0	0	0	0	0	0	0	0	0
73	SENSITIV	Residenc	277159	4037302	2.10E-06	22.85YrCar	2.10E-06	0	0	0	0	0	0	0	0	0
74	SENSITIV	Residenc	277165	4037149	2.20E-06	22.85YrCar	2.20E-06	0	0	0	0	0	0	0	0	0
75	SENSITIV	Residenc	277211	4037097	2.40E-06	22.85YrCar	2.40E-06	0	0	0	0	0	0	0	0	0
76	SENSITIV	Residenc	277216	4037075	2.42E-06	22.85YrCar	2.42E-06	0	0	0	0	0	0	0	0	0
77	SENSITIV	Residenc	277241	4037037	2.54E-06	22.85YrCar	2.54E-06	0	0	0	0	0	0	0	0	0
78	SENSITIV	Residenc	277252	4036990	2.54E-06	22.85YrCar	2.54E-06	0	0	0	0	0	0	0	0	0
79	SENSITIV	Residenc	277271	4036966	2.62E-06	22.85YrCar	2.62E-06	0	0	0	0	0	0	0	0	0
80	SENSITIV	Residenc	277275	4036953	2.61E-06	22.85YrCar	2.61E-06	0	0	0	0	0	0	0	0	0
81	SENSITIV	Residenc	277272	4036938	2.54E-06	22.85YrCar	2.54E-06	0	0	0	0	0	0	0	0	0
82	SENSITIV	Residenc	277218	4037346	2.24E-06	22.85YrCar	2.24E-06	0	0	0	0	0	0	0	0	0
83	SENSITIV	Residenc	277237	4037319	2.35E-06	22.85YrCar	2.35E-06	0	0	0	0	0	0	0	0	0
84	SENSITIV	Residenc	277240	4037297	2.40E-06	22.85YrCar	2.40E-06	0	0	0	0	0	0	0	0	0
85	SENSITIV	Residenc	277249	4037280	2.46E-06	22.85YrCar	2.46E-06	0	0	0	0	0	0	0	0	0
86	SENSITIV	Residenc	277213	4037188	2.39E-06	22.85YrCar	2.39E-06	0	0	0	0	0	0	0	0	0
87	SENSITIV	Residenc	277236	4037195	2.49E-06	22.85YrCar	2.49E-06	0	0	0	0	0	0	0	0	0
88	SENSITIV	Residenc	277225	4037171	2.45E-06	22.85YrCar	2.45E-06	0	0	0	0	0	0	0	0	0
89	SENSITIV	Residenc	277234	4037151	2.50E-06	22.85YrCar	2.50E-06	0	0	0	0	0	0	0	0	0
90	SENSITIV	Residenc	277246	4037129	2.57E-06	22.85YrCar	2.57E-06	0	0	0	0	0	0	0	0	0

91	SENSITIV	Residenc	277274	4037107	2.74E-06	22.85YrCar	2.74E-06	0	0	0	0	0	0	0	0	0
92	SENSITIV	Residenc	277277	4037059	2.77E-06	22.85YrCar	2.77E-06	0	0	0	0	0	0	0	0	0
93	SENSITIV	Residenc	277290	4037039	2.86E-06	22.85YrCar	2.86E-06	0	0	0	0	0	0	0	0	0
94	SENSITIV	Residenc	277301	4037021	2.95E-06	22.85YrCar	2.95E-06	0	0	0	0	0	0	0	0	0
95	SENSITIV	Residenc	277311	4037001	3.02E-06	22.85YrCar	3.02E-06	0	0	0	0	0	0	0	0	0
96	SENSITIV	Residenc	277322	4036986	3.10E-06	22.85YrCar	3.10E-06	0	0	0	0	0	0	0	0	0
97	SENSITIV	Residenc	277330	4036973	3.14E-06	22.85YrCar	3.14E-06	0	0	0	0	0	0	0	0	0
98	SENSITIV	Residenc	277392	4036992	3.91E-06	22.85YrCar	3.91E-06	0	0	0	0	0	0	0	0	0
99	SENSITIV	Residenc	277379	4037025	3.67E-06	22.85YrCar	3.67E-06	0	0	0	0	0	0	0	0	0
100	SENSITIV	Residenc	277371	4037038	3.55E-06	22.85YrCar	3.55E-06	0	0	0	0	0	0	0	0	0
101	SENSITIV	Residenc	277366	4037051	3.47E-06	22.85YrCar	3.47E-06	0	0	0	0	0	0	0	0	0
102	SENSITIV	Residenc	277437	4037022	4.27E-06	22.85YrCar	4.27E-06	0	0	0	0	0	0	0	0	0
103	SENSITIV	Residenc	277509	4037029	4.92E-06	22.85YrCar	4.92E-06	0	0	0	0	0	0	0	0	0
104	SENSITIV	Residenc	277493	4037047	4.68E-06	22.85YrCar	4.68E-06	0	0	0	0	0	0	0	0	0
105	SENSITIV	Residenc	277487	4037059	4.56E-06	22.85YrCar	4.56E-06	0	0	0	0	0	0	0	0	0
106	SENSITIV	Residenc	277430	4037038	4.10E-06	22.85YrCar	4.10E-06	0	0	0	0	0	0	0	0	0
107	SENSITIV	Residenc	277418	4037057	3.89E-06	22.85YrCar	3.89E-06	0	0	0	0	0	0	0	0	0
108	SENSITIV	Residenc	277412	4037075	3.77E-06	22.85YrCar	3.77E-06	0	0	0	0	0	0	0	0	0
109	SENSITIV	Residenc	277359	4037069	3.36E-06	22.85YrCar	3.36E-06	0	0	0	0	0	0	0	0	0
110	SENSITIV	Residenc	277344	4037092	3.20E-06	22.85YrCar	3.20E-06	0	0	0	0	0	0	0	0	0
111	SENSITIV	Residenc	277324	4037139	3.02E-06	22.85YrCar	3.02E-06	0	0	0	0	0	0	0	0	0
112	SENSITIV	Residenc	277305	4037159	2.88E-06	22.85YrCar	2.88E-06	0	0	0	0	0	0	0	0	0
113	SENSITIV	Residenc	277305	4037173	2.87E-06	22.85YrCar	2.87E-06	0	0	0	0	0	0	0	0	0
114	SENSITIV	Residenc	277301	4037190	2.83E-06	22.85YrCar	2.83E-06	0	0	0	0	0	0	0	0	0
115	SENSITIV	Residenc	277285	4037223	2.71E-06	22.85YrCar	2.71E-06	0	0	0	0	0	0	0	0	0
116	SENSITIV	Residenc	277370	4037151	3.33E-06	22.85YrCar	3.33E-06	0	0	0	0	0	0	0	0	0
117	SENSITIV	Residenc	277393	4037161	3.52E-06	22.85YrCar	3.52E-06	0	0	0	0	0	0	0	0	0
118	SENSITIV	Residenc	277418	4037175	3.76E-06	22.85YrCar	3.76E-06	0	0	0	0	0	0	0	0	0
119	SENSITIV	Residenc	277475	4037210	4.29E-06	22.85YrCar	4.29E-06	0	0	0	0	0	0	0	0	0
120	SENSITIV	Residenc	277500	4037223	4.42E-06	22.85YrCar	4.42E-06	0	0	0	0	0	0	0	0	0
121	SENSITIV	Residenc	277525	4037225	4.60E-06	22.85YrCar	4.60E-06	0	0	0	0	0	0	0	0	0
122	SENSITIV	Residenc	277421	4037216	3.71E-06	22.85YrCar	3.71E-06	0	0	0	0	0	0	0	0	0
123	SENSITIV	Residenc	277409	4037230	3.54E-06	22.85YrCar	3.54E-06	0	0	0	0	0	0	0	0	0
124	SENSITIV	Residenc	277373	4037178	3.34E-06	22.85YrCar	3.34E-06	0	0	0	0	0	0	0	0	0
125	SENSITIV	Residenc	277362	4037187	3.24E-06	22.85YrCar	3.24E-06	0	0	0	0	0	0	0	0	0
126	SENSITIV	Residenc	277352	4037199	3.15E-06	22.85YrCar	3.15E-06	0	0	0	0	0	0	0	0	0
127	SENSITIV	Residenc	277342	4037211	3.06E-06	22.85YrCar	3.06E-06	0	0	0	0	0	0	0	0	0
128	SENSITIV	Residenc	277342	4037230	3.03E-06	22.85YrCar	3.03E-06	0	0	0	0	0	0	0	0	0
129	SENSITIV	Residenc	277349	4037258	3.01E-06	22.85YrCar	3.01E-06	0	0	0	0	0	0	0	0	0
130	SENSITIV	Residenc	277304	4037288	2.70E-06	22.85YrCar	2.70E-06	0	0	0	0	0	0	0	0	0
131	SENSITIV	Residenc	277326	4037295	2.79E-06	22.85YrCar	2.79E-06	0	0	0	0	0	0	0	0	0
132	SENSITIV	Residenc	277347	4037300	2.88E-06	22.85YrCar	2.88E-06	0	0	0	0	0	0	0	0	0
133	SENSITIV	Residenc	277367	4037317	2.93E-06	22.85YrCar	2.93E-06	0	0	0	0	0	0	0	0	0
134	SENSITIV	Residenc	277466	4037236	4.01E-06	22.85YrCar	4.01E-06	0	0	0	0	0	0	0	0	0
135	SENSITIV	Residenc	277451	4037267	3.66E-06	22.85YrCar	3.66E-06	0	0	0	0	0	0	0	0	0
136	SENSITIV	Residenc	277541	4037256	4.42E-06	22.85YrCar	4.42E-06	0	0	0	0	0	0	0	0	0
137	SENSITIV	Residenc	277526	4037270	4.18E-06	22.85YrCar	4.18E-06	0	0	0	0	0	0	0	0	0

138	SENSITIV	Residenc	277577	4037359	4.16E-06	22.85YrCar	4.16E-06	0	0	0	0	0	0	0	0	0
139	SENSITIV	Residenc	277592	4037376	4.18E-06	22.85YrCar	4.18E-06	0	0	0	0	0	0	0	0	0
140	SENSITIV	Residenc	277446	4037300	3.44E-06	22.85YrCar	3.44E-06	0	0	0	0	0	0	0	0	0
141	SENSITIV	Residenc	277479	4037320	3.54E-06	22.85YrCar	3.54E-06	0	0	0	0	0	0	0	0	0
142	SENSITIV	Residenc	277504	4037328	3.67E-06	22.85YrCar	3.67E-06	0	0	0	0	0	0	0	0	0
143	SENSITIV	Residenc	277363	4037477	2.34E-06	22.85YrCar	2.34E-06	0	0	0	0	0	0	0	0	0
144	SENSITIV	Residenc	277379	4037484	2.36E-06	22.85YrCar	2.36E-06	0	0	0	0	0	0	0	0	0
145	SENSITIV	Residenc	277395	4037493	2.37E-06	22.85YrCar	2.37E-06	0	0	0	0	0	0	0	0	0
146	SENSITIV	Residenc	277412	4037501	2.39E-06	22.85YrCar	2.39E-06	0	0	0	0	0	0	0	0	0
147	SENSITIV	Residenc	277429	4037510	2.39E-06	22.85YrCar	2.39E-06	0	0	0	0	0	0	0	0	0
148	SENSITIV	Residenc	277446	4037518	2.40E-06	22.85YrCar	2.40E-06	0	0	0	0	0	0	0	0	0
149	SENSITIV	Residenc	277462	4037526	2.40E-06	22.85YrCar	2.40E-06	0	0	0	0	0	0	0	0	0
150	SENSITIV	Residenc	277477	4037534	2.40E-06	22.85YrCar	2.40E-06	0	0	0	0	0	0	0	0	0
151	SENSITIV	Residenc	277493	4037542	2.39E-06	22.85YrCar	2.39E-06	0	0	0	0	0	0	0	0	0
152	SENSITIV	Residenc	277509	4037549	2.39E-06	22.85YrCar	2.39E-06	0	0	0	0	0	0	0	0	0
153	SENSITIV	Residenc	277525	4037558	2.37E-06	22.85YrCar	2.37E-06	0	0	0	0	0	0	0	0	0
154	SENSITIV	Residenc	277289	4037310	2.58E-06	22.85YrCar	2.58E-06	0	0	0	0	0	0	0	0	0
155	SENSITIV	Residenc	277284	4037328	2.52E-06	22.85YrCar	2.52E-06	0	0	0	0	0	0	0	0	0
156	SENSITIV	Residenc	277274	4037344	2.44E-06	22.85YrCar	2.44E-06	0	0	0	0	0	0	0	0	0
157	SENSITIV	Residenc	277258	4037378	2.30E-06	22.85YrCar	2.30E-06	0	0	0	0	0	0	0	0	0
158	SENSITIV	Residenc	277324	4037407	2.45E-06	22.85YrCar	2.45E-06	0	0	0	0	0	0	0	0	0
159	SENSITIV	Residenc	277341	4037376	2.61E-06	22.85YrCar	2.61E-06	0	0	0	0	0	0	0	0	0
160	SENSITIV	Residenc	277359	4037340	2.81E-06	22.85YrCar	2.81E-06	0	0	0	0	0	0	0	0	0
161	SENSITIV	Residenc	277408	4037337	3.05E-06	22.85YrCar	3.05E-06	0	0	0	0	0	0	0	0	0
162	SENSITIV	Residenc	277399	4037371	2.87E-06	22.85YrCar	2.87E-06	0	0	0	0	0	0	0	0	0
163	SENSITIV	Residenc	277386	4037390	2.74E-06	22.85YrCar	2.74E-06	0	0	0	0	0	0	0	0	0
164	SENSITIV	Residenc	277370	4037417	2.58E-06	22.85YrCar	2.58E-06	0	0	0	0	0	0	0	0	0
165	SENSITIV	Residenc	277364	4037428	2.52E-06	22.85YrCar	2.52E-06	0	0	0	0	0	0	0	0	0
166	SENSITIV	Residenc	277439	4037464	2.64E-06	22.85YrCar	2.64E-06	0	0	0	0	0	0	0	0	0
167	SENSITIV	Residenc	277447	4037450	2.74E-06	22.85YrCar	2.74E-06	0	0	0	0	0	0	0	0	0
168	SENSITIV	Residenc	277449	4037437	2.81E-06	22.85YrCar	2.81E-06	0	0	0	0	0	0	0	0	0
169	SENSITIV	Residenc	277459	4037419	2.95E-06	22.85YrCar	2.95E-06	0	0	0	0	0	0	0	0	0
170	SENSITIV	Residenc	277467	4037404	3.07E-06	22.85YrCar	3.07E-06	0	0	0	0	0	0	0	0	0
171	SENSITIV	Residenc	277468	4037386	3.16E-06	22.85YrCar	3.16E-06	0	0	0	0	0	0	0	0	0
172	SENSITIV	Residenc	277525	4037394	3.49E-06	22.85YrCar	3.49E-06	0	0	0	0	0	0	0	0	0
173	SENSITIV	Residenc	277517	4037413	3.31E-06	22.85YrCar	3.31E-06	0	0	0	0	0	0	0	0	0
174	SENSITIV	Residenc	277511	4037428	3.17E-06	22.85YrCar	3.17E-06	0	0	0	0	0	0	0	0	0
175	SENSITIV	Residenc	277503	4037442	3.04E-06	22.85YrCar	3.04E-06	0	0	0	0	0	0	0	0	0
176	SENSITIV	Residenc	277488	4037460	2.86E-06	22.85YrCar	2.86E-06	0	0	0	0	0	0	0	0	0
177	SENSITIV	Residenc	277487	4037489	2.68E-06	22.85YrCar	2.68E-06	0	0	0	0	0	0	0	0	0

**Exported Risk Results

49	SENSITIV	Residenc	277068	4037198	NonCancer	0	0	0	0	0	0	0.000439	0	0	0	0	0	0	0.000439
50	SENSITIV	Residenc	277059	4037216	NonCancer	0	0	0	0	0	0	0.000432	0	0	0	0	0	0	0.000432
51	SENSITIV	Residenc	277044	4037253	NonCancer	0	0	0	0	0	0	0.00042	0	0	0	0	0	0	0.00042
52	SENSITIV	Residenc	277034	4037268	NonCancer	0	0	0	0	0	0	0.000413	0	0	0	0	0	0	0.000413
53	SENSITIV	Residenc	277068	4037279	NonCancer	0	0	0	0	0	0	0.000433	0	0	0	0	0	0	0.000433
54	SENSITIV	Residenc	277153	4037209	NonCancer	0	0	0	0	0	0	0.000504	0	0	0	0	0	0	0.000504
55	SENSITIV	Residenc	277143	4037235	NonCancer	0	0	0	0	0	0	0.000493	0	0	0	0	0	0	0.000493
56	SENSITIV	Residenc	277130	4037239	NonCancer	0	0	0	0	0	0	0.000482	0	0	0	0	0	0	0.000482
57	SENSITIV	Residenc	277123	4037268	NonCancer	0	0	0	0	0	0	0.000473	0	0	0	0	0	0	0.000473
58	SENSITIV	Residenc	277105	4037304	NonCancer	0	0	0	0	0	0	0.000455	0	0	0	0	0	0	0.000455
59	SENSITIV	Residenc	277019	4037299	NonCancer	0	0	0	0	0	0	0.000401	0	0	0	0	0	0	0.000401
60	SENSITIV	Residenc	277016	4037315	NonCancer	0	0	0	0	0	0	0.000398	0	0	0	0	0	0	0.000398
61	SENSITIV	Residenc	277017	4037331	NonCancer	0	0	0	0	0	0	0.000397	0	0	0	0	0	0	0.000397
62	SENSITIV	Residenc	277077	4037364	NonCancer	0	0	0	0	0	0	0.000425	0	0	0	0	0	0	0.000425
63	SENSITIV	Residenc	277081	4037336	NonCancer	0	0	0	0	0	0	0.000433	0	0	0	0	0	0	0.000433
64	SENSITIV	Residenc	277118	4037376	NonCancer	0	0	0	0	0	0	0.000447	0	0	0	0	0	0	0.000447
65	SENSITIV	Residenc	277128	4037351	NonCancer	0	0	0	0	0	0	0.00046	0	0	0	0	0	0	0.00046
66	SENSITIV	Residenc	277150	4037372	NonCancer	0	0	0	0	0	0	0.000469	0	0	0	0	0	0	0.000469
67	SENSITIV	Residenc	277202	4037391	NonCancer	0	0	0	0	0	0	0.000496	0	0	0	0	0	0	0.000496
68	SENSITIV	Residenc	277188	4037413	NonCancer	0	0	0	0	0	0	0.000477	0	0	0	0	0	0	0.000477
69	SENSITIV	Residenc	277149	4037321	NonCancer	0	0	0	0	0	0	0.000483	0	0	0	0	0	0	0.000483
70	SENSITIV	Residenc	277189	4037252	NonCancer	0	0	0	0	0	0	0.00053	0	0	0	0	0	0	0.00053
71	SENSITIV	Residenc	277174	4037266	NonCancer	0	0	0	0	0	0	0.000514	0	0	0	0	0	0	0.000514
72	SENSITIV	Residenc	277166	4037287	NonCancer	0	0	0	0	0	0	0.000504	0	0	0	0	0	0	0.000504
73	SENSITIV	Residenc	277159	4037302	NonCancer	0	0	0	0	0	0	0.000495	0	0	0	0	0	0	0.000495
74	SENSITIV	Residenc	277165	4037149	NonCancer	0	0	0	0	0	0	0.000519	0	0	0	0	0	0	0.000519
75	SENSITIV	Residenc	277211	4037097	NonCancer	0	0	0	0	0	0	0.000566	0	0	0	0	0	0	0.000566
76	SENSITIV	Residenc	277216	4037075	NonCancer	0	0	0	0	0	0	0.000571	0	0	0	0	0	0	0.000571
77	SENSITIV	Residenc	277241	4037037	NonCancer	0	0	0	0	0	0	0.000598	0	0	0	0	0	0	0.000598
78	SENSITIV	Residenc	277252	4036990	NonCancer	0	0	0	0	0	0	0.000599	0	0	0	0	0	0	0.000599
79	SENSITIV	Residenc	277271	4036966	NonCancer	0	0	0	0	0	0	0.000617	0	0	0	0	0	0	0.000617
80	SENSITIV	Residenc	277275	4036953	NonCancer	0	0	0	0	0	0	0.000615	0	0	0	0	0	0	0.000615
81	SENSITIV	Residenc	277272	4036938	NonCancer	0	0	0	0	0	0	0.0006	0	0	0	0	0	0	0.0006
82	SENSITIV	Residenc	277218	4037346	NonCancer	0	0	0	0	0	0	0.000527	0	0	0	0	0	0	0.000527
83	SENSITIV	Residenc	277237	4037319	NonCancer	0	0	0	0	0	0	0.000555	0	0	0	0	0	0	0.000555
84	SENSITIV	Residenc	277240	4037297	NonCancer	0	0	0	0	0	0	0.000566	0	0	0	0	0	0	0.000566
85	SENSITIV	Residenc	277249	4037280	NonCancer	0	0	0	0	0	0	0.000581	0	0	0	0	0	0	0.000581
86	SENSITIV	Residenc	277213	4037188	NonCancer	0	0	0	0	0	0	0.000563	0	0	0	0	0	0	0.000563
87	SENSITIV	Residenc	277236	4037195	NonCancer	0	0	0	0	0	0	0.000587	0	0	0	0	0	0	0.000587
88	SENSITIV	Residenc	277225	4037171	NonCancer	0	0	0	0	0	0	0.000578	0	0	0	0	0	0	0.000578
89	SENSITIV	Residenc	277234	4037151	NonCancer	0	0	0	0	0	0	0.00059	0	0	0	0	0	0	0.00059
90	SENSITIV	Residenc	277246	4037129	NonCancer	0	0	0	0	0	0	0.000607	0	0	0	0	0	0	0.000607
91	SENSITIV	Residenc	277274	4037107	NonCancer	0	0	0	0	0	0	0.000645	0	0	0	0	0	0	0.000645
92	SENSITIV	Residenc	277277	4037059	NonCancer	0	0	0	0	0	0	0.000654	0	0	0	0	0	0	0.000654
93	SENSITIV	Residenc	277290	4037039	NonCancer	0	0	0	0	0	0	0.000676	0	0	0	0	0	0	0.000676
94	SENSITIV	Residenc	277301	4037021	NonCancer	0	0	0	0	0	0	0.000695	0	0	0	0	0	0	0.000695
95	SENSITIV	Residenc	277311	4037001	NonCancer	0	0	0	0	0	0	0.000711	0	0	0	0	0	0	0.000711
96	SENSITIV	Residenc	277322	4036986	NonCancer	0	0	0	0	0	0	0.00073	0	0	0	0	0	0	0.00073
97	SENSITIV	Residenc	277330	4036973	NonCancer	0	0	0	0	0	0	0.000741	0	0	0	0	0	0	0.000741
98	SENSITIV	Residenc	277392	4036992	NonCancer	0	0	0	0	0	0	0.000922	0	0	0	0	0	0	0.000922
99	SENSITIV	Residenc	277379	4037025	NonCancer	0	0	0	0	0	0	0.000866	0	0	0	0	0	0	0.000866
100	SENSITIV	Residenc	277371	4037038	NonCancer	0	0	0	0	0	0	0.000837	0	0	0	0	0	0	0.000837

101	SENSITIV	Residenc	277366	4037051	NonCancer	0	0	0	0	0	0	0.000818	0	0	0	0	0	0	0.000818
102	SENSITIV	Residenc	277437	4037022	NonCancer	0	0	0	0	0	0	0.001007	0	0	0	0	0	0	0.001007
103	SENSITIV	Residenc	277509	4037029	NonCancer	0	0	0	0	0	0	0.001161	0	0	0	0	0	0	0.001161
104	SENSITIV	Residenc	277493	4037047	NonCancer	0	0	0	0	0	0	0.001103	0	0	0	0	0	0	0.001103
105	SENSITIV	Residenc	277487	4037059	NonCancer	0	0	0	0	0	0	0.001075	0	0	0	0	0	0	0.001075
106	SENSITIV	Residenc	277430	4037038	NonCancer	0	0	0	0	0	0	0.000968	0	0	0	0	0	0	0.000968
107	SENSITIV	Residenc	277418	4037057	NonCancer	0	0	0	0	0	0	0.000918	0	0	0	0	0	0	0.000918
108	SENSITIV	Residenc	277412	4037075	NonCancer	0	0	0	0	0	0	0.00089	0	0	0	0	0	0	0.00089
109	SENSITIV	Residenc	277359	4037069	NonCancer	0	0	0	0	0	0	0.000793	0	0	0	0	0	0	0.000793
110	SENSITIV	Residenc	277344	4037092	NonCancer	0	0	0	0	0	0	0.000756	0	0	0	0	0	0	0.000756
111	SENSITIV	Residenc	277324	4037139	NonCancer	0	0	0	0	0	0	0.000711	0	0	0	0	0	0	0.000711
112	SENSITIV	Residenc	277305	4037159	NonCancer	0	0	0	0	0	0	0.000679	0	0	0	0	0	0	0.000679
113	SENSITIV	Residenc	277305	4037173	NonCancer	0	0	0	0	0	0	0.000677	0	0	0	0	0	0	0.000677
114	SENSITIV	Residenc	277301	4037190	NonCancer	0	0	0	0	0	0	0.000667	0	0	0	0	0	0	0.000667
115	SENSITIV	Residenc	277285	4037223	NonCancer	0	0	0	0	0	0	0.000638	0	0	0	0	0	0	0.000638
116	SENSITIV	Residenc	277370	4037151	NonCancer	0	0	0	0	0	0	0.000785	0	0	0	0	0	0	0.000785
117	SENSITIV	Residenc	277393	4037161	NonCancer	0	0	0	0	0	0	0.00083	0	0	0	0	0	0	0.00083
118	SENSITIV	Residenc	277418	4037175	NonCancer	0	0	0	0	0	0	0.000887	0	0	0	0	0	0	0.000887
119	SENSITIV	Residenc	277475	4037210	NonCancer	0	0	0	0	0	0	0.001012	0	0	0	0	0	0	0.001012
120	SENSITIV	Residenc	277500	4037223	NonCancer	0	0	0	0	0	0	0.001041	0	0	0	0	0	0	0.001041
121	SENSITIV	Residenc	277525	4037225	NonCancer	0	0	0	0	0	0	0.001085	0	0	0	0	0	0	0.001085
122	SENSITIV	Residenc	277421	4037216	NonCancer	0	0	0	0	0	0	0.000875	0	0	0	0	0	0	0.000875
123	SENSITIV	Residenc	277409	4037230	NonCancer	0	0	0	0	0	0	0.000836	0	0	0	0	0	0	0.000836
124	SENSITIV	Residenc	277373	4037178	NonCancer	0	0	0	0	0	0	0.000787	0	0	0	0	0	0	0.000787
125	SENSITIV	Residenc	277362	4037187	NonCancer	0	0	0	0	0	0	0.000764	0	0	0	0	0	0	0.000764
126	SENSITIV	Residenc	277352	4037199	NonCancer	0	0	0	0	0	0	0.000743	0	0	0	0	0	0	0.000743
127	SENSITIV	Residenc	277342	4037211	NonCancer	0	0	0	0	0	0	0.000723	0	0	0	0	0	0	0.000723
128	SENSITIV	Residenc	277342	4037230	NonCancer	0	0	0	0	0	0	0.000715	0	0	0	0	0	0	0.000715
129	SENSITIV	Residenc	277349	4037258	NonCancer	0	0	0	0	0	0	0.000711	0	0	0	0	0	0	0.000711
130	SENSITIV	Residenc	277304	4037288	NonCancer	0	0	0	0	0	0	0.000636	0	0	0	0	0	0	0.000636
131	SENSITIV	Residenc	277326	4037295	NonCancer	0	0	0	0	0	0	0.000657	0	0	0	0	0	0	0.000657
132	SENSITIV	Residenc	277347	4037300	NonCancer	0	0	0	0	0	0	0.000679	0	0	0	0	0	0	0.000679
133	SENSITIV	Residenc	277367	4037317	NonCancer	0	0	0	0	0	0	0.00069	0	0	0	0	0	0	0.00069
134	SENSITIV	Residenc	277466	4037236	NonCancer	0	0	0	0	0	0	0.000945	0	0	0	0	0	0	0.000945
135	SENSITIV	Residenc	277451	4037267	NonCancer	0	0	0	0	0	0	0.000864	0	0	0	0	0	0	0.000864
136	SENSITIV	Residenc	277541	4037256	NonCancer	0	0	0	0	0	0	0.001042	0	0	0	0	0	0	0.001042
137	SENSITIV	Residenc	277526	4037270	NonCancer	0	0	0	0	0	0	0.000987	0	0	0	0	0	0	0.000987
138	SENSITIV	Residenc	277577	4037359	NonCancer	0	0	0	0	0	0	0.00098	0	0	0	0	0	0	0.00098
139	SENSITIV	Residenc	277592	4037376	NonCancer	0	0	0	0	0	0	0.000985	0	0	0	0	0	0	0.000985
140	SENSITIV	Residenc	277446	4037300	NonCancer	0	0	0	0	0	0	0.000811	0	0	0	0	0	0	0.000811
141	SENSITIV	Residenc	277479	4037320	NonCancer	0	0	0	0	0	0	0.000835	0	0	0	0	0	0	0.000835
142	SENSITIV	Residenc	277504	4037328	NonCancer	0	0	0	0	0	0	0.000866	0	0	0	0	0	0	0.000866
143	SENSITIV	Residenc	277363	4037477	NonCancer	0	0	0	0	0	0	0.000552	0	0	0	0	0	0	0.000552
144	SENSITIV	Residenc	277379	4037484	NonCancer	0	0	0	0	0	0	0.000557	0	0	0	0	0	0	0.000557
145	SENSITIV	Residenc	277395	4037493	NonCancer	0	0	0	0	0	0	0.00056	0	0	0	0	0	0	0.00056
146	SENSITIV	Residenc	277412	4037501	NonCancer	0	0	0	0	0	0	0.000563	0	0	0	0	0	0	0.000563
147	SENSITIV	Residenc	277429	4037510	NonCancer	0	0	0	0	0	0	0.000565	0	0	0	0	0	0	0.000565
148	SENSITIV	Residenc	277446	4037518	NonCancer	0	0	0	0	0	0	0.000567	0	0	0	0	0	0	0.000567
149	SENSITIV	Residenc	277462	4037526	NonCancer	0	0	0	0	0	0	0.000567	0	0	0	0	0	0	0.000567
150	SENSITIV	Residenc	277477	4037534	NonCancer	0	0	0	0	0	0	0.000566	0	0	0	0	0	0	0.000566
151	SENSITIV	Residenc	277493	4037542	NonCancer	0	0	0	0	0	0	0.000564	0	0	0	0	0	0	0.000564
152	SENSITIV	Residenc	277509	4037549	NonCancer	0	0	0	0	0	0	0.000563	0	0	0	0	0	0	0.000563

153	SENSITIV	Residenc	277525	4037558	NonCancer	0	0	0	0	0	0	0.000558	0	0	0	0	0	0	0.000558
154	SENSITIV	Residenc	277289	4037310	NonCancer	0	0	0	0	0	0	0.000608	0	0	0	0	0	0	0.000608
155	SENSITIV	Residenc	277284	4037328	NonCancer	0	0	0	0	0	0	0.000593	0	0	0	0	0	0	0.000593
156	SENSITIV	Residenc	277274	4037344	NonCancer	0	0	0	0	0	0	0.000575	0	0	0	0	0	0	0.000575
157	SENSITIV	Residenc	277258	4037378	NonCancer	0	0	0	0	0	0	0.000543	0	0	0	0	0	0	0.000543
158	SENSITIV	Residenc	277324	4037407	NonCancer	0	0	0	0	0	0	0.000577	0	0	0	0	0	0	0.000577
159	SENSITIV	Residenc	277341	4037376	NonCancer	0	0	0	0	0	0	0.000615	0	0	0	0	0	0	0.000615
160	SENSITIV	Residenc	277359	4037340	NonCancer	0	0	0	0	0	0	0.000662	0	0	0	0	0	0	0.000662
161	SENSITIV	Residenc	277408	4037337	NonCancer	0	0	0	0	0	0	0.00072	0	0	0	0	0	0	0.00072
162	SENSITIV	Residenc	277399	4037371	NonCancer	0	0	0	0	0	0	0.000677	0	0	0	0	0	0	0.000677
163	SENSITIV	Residenc	277386	4037390	NonCancer	0	0	0	0	0	0	0.000647	0	0	0	0	0	0	0.000647
164	SENSITIV	Residenc	277370	4037417	NonCancer	0	0	0	0	0	0	0.000609	0	0	0	0	0	0	0.000609
165	SENSITIV	Residenc	277364	4037428	NonCancer	0	0	0	0	0	0	0.000594	0	0	0	0	0	0	0.000594
166	SENSITIV	Residenc	277439	4037464	NonCancer	0	0	0	0	0	0	0.000623	0	0	0	0	0	0	0.000623
167	SENSITIV	Residenc	277447	4037450	NonCancer	0	0	0	0	0	0	0.000647	0	0	0	0	0	0	0.000647
168	SENSITIV	Residenc	277449	4037437	NonCancer	0	0	0	0	0	0	0.000664	0	0	0	0	0	0	0.000664
169	SENSITIV	Residenc	277459	4037419	NonCancer	0	0	0	0	0	0	0.000696	0	0	0	0	0	0	0.000696
170	SENSITIV	Residenc	277467	4037404	NonCancer	0	0	0	0	0	0	0.000723	0	0	0	0	0	0	0.000723
171	SENSITIV	Residenc	277468	4037386	NonCancer	0	0	0	0	0	0	0.000745	0	0	0	0	0	0	0.000745
172	SENSITIV	Residenc	277525	4037394	NonCancer	0	0	0	0	0	0	0.000822	0	0	0	0	0	0	0.000822
173	SENSITIV	Residenc	277517	4037413	NonCancer	0	0	0	0	0	0	0.00078	0	0	0	0	0	0	0.00078
174	SENSITIV	Residenc	277511	4037428	NonCancer	0	0	0	0	0	0	0.000748	0	0	0	0	0	0	0.000748
175	SENSITIV	Residenc	277503	4037442	NonCancer	0	0	0	0	0	0	0.000716	0	0	0	0	0	0	0.000716
176	SENSITIV	Residenc	277488	4037460	NonCancer	0	0	0	0	0	0	0.000674	0	0	0	0	0	0	0.000674
177	SENSITIV	Residenc	277487	4037489	NonCancer	0	0	0	0	0	0	0.000632	0	0	0	0	0	0	0.000632

REC	GRP	NETID	X	Y	RISK_SUM	SCENARIO	INHAL_RISI	SOIL_RISK	DERMAL_RI	MMILK_RIS	WATER_RIS	FISH_RISK	CROP_RISK	BEEF_RISK	DAIRY_RISH	PIG_RISK	CHICKEN_FEGG_RISK
39	SENSITIV	Residenc	277156	4037044	1.65E-07	47.15YrCar	1.65E-07	0	0	0	0	0	0	0	0	0	0
43	SENSITIV	Residenc	277197	4036960	1.65E-07	47.15YrCar	1.65E-07	0	0	0	0	0	0	0	0	0	0
42	SENSITIV	Residenc	277192	4036972	1.65E-07	47.15YrCar	1.65E-07	0	0	0	0	0	0	0	0	0	0
44	SENSITIV	Residenc	277208	4036937	1.64E-07	47.15YrCar	1.64E-07	0	0	0	0	0	0	0	0	0	0
41	SENSITIV	Residenc	277186	4036986	1.64E-07	47.15YrCar	1.64E-07	0	0	0	0	0	0	0	0	0	0
40	SENSITIV	Residenc	277178	4037005	1.62E-07	47.15YrCar	1.62E-07	0	0	0	0	0	0	0	0	0	0
45	SENSITIV	Residenc	277215	4036925	1.62E-07	47.15YrCar	1.62E-07	0	0	0	0	0	0	0	0	0	0
46	SENSITIV	Residenc	277223	4036911	1.60E-07	47.15YrCar	1.60E-07	0	0	0	0	0	0	0	0	0	0
38	SENSITIV	Residenc	277148	4037063	1.59E-07	47.15YrCar	1.59E-07	0	0	0	0	0	0	0	0	0	0
37	SENSITIV	Residenc	277142	4037075	1.55E-07	47.15YrCar	1.55E-07	0	0	0	0	0	0	0	0	0	0
36	SENSITIV	Residenc	277134	4037090	1.48E-07	47.15YrCar	1.48E-07	0	0	0	0	0	0	0	0	0	0
35	SENSITIV	Residenc	277129	4037101	1.38E-07	47.15YrCar	1.38E-07	0	0	0	0	0	0	0	0	0	0
34	SENSITIV	Residenc	277122	4037119	1.13E-07	47.15YrCar	1.13E-07	0	0	0	0	0	0	0	0	0	0
47	SENSITIV	Residenc	277039	4037168	1.05E-07	47.15YrCar	1.05E-07	0	0	0	0	0	0	0	0	0	0
33	SENSITIV	Residenc	277112	4037135	9.38E-08	47.15YrCar	9.38E-08	0	0	0	0	0	0	0	0	0	0
81	SENSITIV	Residenc	277272	4036938	8.88E-08	47.15YrCar	8.88E-08	0	0	0	0	0	0	0	0	0	0
78	SENSITIV	Residenc	277252	4036990	8.05E-08	47.15YrCar	8.05E-08	0	0	0	0	0	0	0	0	0	0
80	SENSITIV	Residenc	277275	4036953	8.02E-08	47.15YrCar	8.02E-08	0	0	0	0	0	0	0	0	0	0
79	SENSITIV	Residenc	277271	4036966	7.76E-08	47.15YrCar	7.76E-08	0	0	0	0	0	0	0	0	0	0
77	SENSITIV	Residenc	277241	4037037	6.48E-08	47.15YrCar	6.48E-08	0	0	0	0	0	0	0	0	0	0
76	SENSITIV	Residenc	277216	4037075	6.01E-08	47.15YrCar	6.01E-08	0	0	0	0	0	0	0	0	0	0
49	SENSITIV	Residenc	277068	4037198	5.75E-08	47.15YrCar	5.75E-08	0	0	0	0	0	0	0	0	0	0
1	SENSITIV	Residenc	277389	4036862	5.19E-08	47.15YrCar	5.19E-08	0	0	0	0	0	0	0	0	0	0
75	SENSITIV	Residenc	277211	4037097	5.10E-08	47.15YrCar	5.10E-08	0	0	0	0	0	0	0	0	0	0
50	SENSITIV	Residenc	277059	4037216	4.93E-08	47.15YrCar	4.93E-08	0	0	0	0	0	0	0	0	0	0
97	SENSITIV	Residenc	277330	4036973	4.70E-08	47.15YrCar	4.70E-08	0	0	0	0	0	0	0	0	0	0
96	SENSITIV	Residenc	277322	4036986	4.65E-08	47.15YrCar	4.65E-08	0	0	0	0	0	0	0	0	0	0
95	SENSITIV	Residenc	277311	4037001	4.62E-08	47.15YrCar	4.62E-08	0	0	0	0	0	0	0	0	0	0
94	SENSITIV	Residenc	277301	4037021	4.42E-08	47.15YrCar	4.42E-08	0	0	0	0	0	0	0	0	0	0
93	SENSITIV	Residenc	277290	4037039	4.28E-08	47.15YrCar	4.28E-08	0	0	0	0	0	0	0	0	0	0
48	SENSITIV	Residenc	277096	4037210	4.14E-08	47.15YrCar	4.14E-08	0	0	0	0	0	0	0	0	0	0
74	SENSITIV	Residenc	277165	4037149	4.13E-08	47.15YrCar	4.13E-08	0	0	0	0	0	0	0	0	0	0
92	SENSITIV	Residenc	277277	4037059	4.11E-08	47.15YrCar	4.11E-08	0	0	0	0	0	0	0	0	0	0
51	SENSITIV	Residenc	277044	4037253	3.69E-08	47.15YrCar	3.69E-08	0	0	0	0	0	0	0	0	0	0
52	SENSITIV	Residenc	277034	4037268	3.39E-08	47.15YrCar	3.39E-08	0	0	0	0	0	0	0	0	0	0
98	SENSITIV	Residenc	277392	4036992	2.97E-08	47.15YrCar	2.97E-08	0	0	0	0	0	0	0	0	0	0
91	SENSITIV	Residenc	277274	4037107	2.92E-08	47.15YrCar	2.92E-08	0	0	0	0	0	0	0	0	0	0
90	SENSITIV	Residenc	277246	4037129	2.86E-08	47.15YrCar	2.86E-08	0	0	0	0	0	0	0	0	0	0
59	SENSITIV	Residenc	277019	4037299	2.83E-08	47.15YrCar	2.83E-08	0	0	0	0	0	0	0	0	0	0
99	SENSITIV	Residenc	277379	4037025	2.73E-08	47.15YrCar	2.73E-08	0	0	0	0	0	0	0	0	0	0
54	SENSITIV	Residenc	277153	4037209	2.73E-08	47.15YrCar	2.73E-08	0	0	0	0	0	0	0	0	0	0
53	SENSITIV	Residenc	277068	4037279	2.72E-08	47.15YrCar	2.72E-08	0	0	0	0	0	0	0	0	0	0
100	SENSITIV	Residenc	277371	4037038	2.66E-08	47.15YrCar	2.66E-08	0	0	0	0	0	0	0	0	0	0

56 SENSITIV	Residenc	277130	4037239	2.66E-08	47.15YrCar	2.66E-08	0	0	0	0	0	0	0	0	0	0
60 SENSITIV	Residenc	277016	4037315	2.55E-08	47.15YrCar	2.55E-08	0	0	0	0	0	0	0	0	0	0
101 SENSITIV	Residenc	277366	4037051	2.55E-08	47.15YrCar	2.55E-08	0	0	0	0	0	0	0	0	0	0
55 SENSITIV	Residenc	277143	4037235	2.52E-08	47.15YrCar	2.52E-08	0	0	0	0	0	0	0	0	0	0
89 SENSITIV	Residenc	277234	4037151	2.51E-08	47.15YrCar	2.51E-08	0	0	0	0	0	0	0	0	0	0
109 SENSITIV	Residenc	277359	4037069	2.39E-08	47.15YrCar	2.39E-08	0	0	0	0	0	0	0	0	0	0
57 SENSITIV	Residenc	277123	4037268	2.32E-08	47.15YrCar	2.32E-08	0	0	0	0	0	0	0	0	0	0
61 SENSITIV	Residenc	277017	4037331	2.30E-08	47.15YrCar	2.30E-08	0	0	0	0	0	0	0	0	0	0
88 SENSITIV	Residenc	277225	4037171	2.27E-08	47.15YrCar	2.27E-08	0	0	0	0	0	0	0	0	0	0
178 SENSITIV	Residenc	276927	4037378	2.24E-08	47.15YrCar	2.24E-08	0	0	0	0	0	0	0	0	0	0
110 SENSITIV	Residenc	277344	4037092	2.23E-08	47.15YrCar	2.23E-08	0	0	0	0	0	0	0	0	0	0
86 SENSITIV	Residenc	277213	4037188	2.17E-08	47.15YrCar	2.17E-08	0	0	0	0	0	0	0	0	0	0
102 SENSITIV	Residenc	277437	4037022	2.12E-08	47.15YrCar	2.12E-08	0	0	0	0	0	0	0	0	0	0
106 SENSITIV	Residenc	277430	4037038	2.03E-08	47.15YrCar	2.03E-08	0	0	0	0	0	0	0	0	0	0
58 SENSITIV	Residenc	277105	4037304	2.03E-08	47.15YrCar	2.03E-08	0	0	0	0	0	0	0	0	0	0
107 SENSITIV	Residenc	277418	4037057	1.95E-08	47.15YrCar	1.95E-08	0	0	0	0	0	0	0	0	0	0
87 SENSITIV	Residenc	277236	4037195	1.87E-08	47.15YrCar	1.87E-08	0	0	0	0	0	0	0	0	0	0
63 SENSITIV	Residenc	277081	4037336	1.85E-08	47.15YrCar	1.85E-08	0	0	0	0	0	0	0	0	0	0
71 SENSITIV	Residenc	277174	4037266	1.83E-08	47.15YrCar	1.83E-08	0	0	0	0	0	0	0	0	0	0
108 SENSITIV	Residenc	277412	4037075	1.83E-08	47.15YrCar	1.83E-08	0	0	0	0	0	0	0	0	0	0
70 SENSITIV	Residenc	277189	4037252	1.80E-08	47.15YrCar	1.80E-08	0	0	0	0	0	0	0	0	0	0
111 SENSITIV	Residenc	277324	4037139	1.77E-08	47.15YrCar	1.77E-08	0	0	0	0	0	0	0	0	0	0
72 SENSITIV	Residenc	277166	4037287	1.74E-08	47.15YrCar	1.74E-08	0	0	0	0	0	0	0	0	0	0
112 SENSITIV	Residenc	277305	4037159	1.68E-08	47.15YrCar	1.68E-08	0	0	0	0	0	0	0	0	0	0
73 SENSITIV	Residenc	277159	4037302	1.68E-08	47.15YrCar	1.68E-08	0	0	0	0	0	0	0	0	0	0
62 SENSITIV	Residenc	277077	4037364	1.63E-08	47.15YrCar	1.63E-08	0	0	0	0	0	0	0	0	0	0
69 SENSITIV	Residenc	277149	4037321	1.61E-08	47.15YrCar	1.61E-08	0	0	0	0	0	0	0	0	0	0
103 SENSITIV	Residenc	277509	4037029	1.57E-08	47.15YrCar	1.57E-08	0	0	0	0	0	0	0	0	0	0
113 SENSITIV	Residenc	277305	4037173	1.55E-08	47.15YrCar	1.55E-08	0	0	0	0	0	0	0	0	0	0
104 SENSITIV	Residenc	277493	4037047	1.54E-08	47.15YrCar	1.54E-08	0	0	0	0	0	0	0	0	0	0
65 SENSITIV	Residenc	277128	4037351	1.50E-08	47.15YrCar	1.50E-08	0	0	0	0	0	0	0	0	0	0
105 SENSITIV	Residenc	277487	4037059	1.49E-08	47.15YrCar	1.49E-08	0	0	0	0	0	0	0	0	0	0
114 SENSITIV	Residenc	277301	4037190	1.45E-08	47.15YrCar	1.45E-08	0	0	0	0	0	0	0	0	0	0
64 SENSITIV	Residenc	277118	4037376	1.39E-08	47.15YrCar	1.39E-08	0	0	0	0	0	0	0	0	0	0
116 SENSITIV	Residenc	277370	4037151	1.38E-08	47.15YrCar	1.38E-08	0	0	0	0	0	0	0	0	0	0
115 SENSITIV	Residenc	277285	4037223	1.34E-08	47.15YrCar	1.34E-08	0	0	0	0	0	0	0	0	0	0
66 SENSITIV	Residenc	277150	4037372	1.30E-08	47.15YrCar	1.30E-08	0	0	0	0	0	0	0	0	0	0
85 SENSITIV	Residenc	277249	4037280	1.25E-08	47.15YrCar	1.25E-08	0	0	0	0	0	0	0	0	0	0
84 SENSITIV	Residenc	277240	4037297	1.23E-08	47.15YrCar	1.23E-08	0	0	0	0	0	0	0	0	0	0
117 SENSITIV	Residenc	277393	4037161	1.21E-08	47.15YrCar	1.21E-08	0	0	0	0	0	0	0	0	0	0
124 SENSITIV	Residenc	277373	4037178	1.19E-08	47.15YrCar	1.19E-08	0	0	0	0	0	0	0	0	0	0
125 SENSITIV	Residenc	277362	4037187	1.18E-08	47.15YrCar	1.18E-08	0	0	0	0	0	0	0	0	0	0
83 SENSITIV	Residenc	277237	4037319	1.17E-08	47.15YrCar	1.17E-08	0	0	0	0	0	0	0	0	0	0
126 SENSITIV	Residenc	277352	4037199	1.17E-08	47.15YrCar	1.17E-08	0	0	0	0	0	0	0	0	0	0
82 SENSITIV	Residenc	277218	4037346	1.16E-08	47.15YrCar	1.16E-08	0	0	0	0	0	0	0	0	0	0
127 SENSITIV	Residenc	277342	4037211	1.15E-08	47.15YrCar	1.15E-08	0	0	0	0	0	0	0	0	0	0
128 SENSITIV	Residenc	277342	4037230	1.08E-08	47.15YrCar	1.08E-08	0	0	0	0	0	0	0	0	0	0

67	SENSITIV	Residenc	277202	4037391	1.06E-08	47.15YrCar	1.06E-08	0	0	0	0	0	0	0	0	0
118	SENSITIV	Residenc	277418	4037175	1.05E-08	47.15YrCar	1.05E-08	0	0	0	0	0	0	0	0	0
68	SENSITIV	Residenc	277188	4037413	1.02E-08	47.15YrCar	1.02E-08	0	0	0	0	0	0	0	0	0
130	SENSITIV	Residenc	277304	4037288	1.01E-08	47.15YrCar	1.01E-08	0	0	0	0	0	0	0	0	0
154	SENSITIV	Residenc	277289	4037310	9.96E-09	47.15YrCar	9.96E-09	0	0	0	0	0	0	0	0	0
155	SENSITIV	Residenc	277284	4037328	9.70E-09	47.15YrCar	9.70E-09	0	0	0	0	0	0	0	0	0
129	SENSITIV	Residenc	277349	4037258	9.66E-09	47.15YrCar	9.66E-09	0	0	0	0	0	0	0	0	0
156	SENSITIV	Residenc	277274	4037344	9.66E-09	47.15YrCar	9.66E-09	0	0	0	0	0	0	0	0	0
157	SENSITIV	Residenc	277258	4037378	9.36E-09	47.15YrCar	9.36E-09	0	0	0	0	0	0	0	0	0
131	SENSITIV	Residenc	277326	4037295	9.22E-09	47.15YrCar	9.22E-09	0	0	0	0	0	0	0	0	0
122	SENSITIV	Residenc	277421	4037216	8.93E-09	47.15YrCar	8.93E-09	0	0	0	0	0	0	0	0	0
123	SENSITIV	Residenc	277409	4037230	8.86E-09	47.15YrCar	8.86E-09	0	0	0	0	0	0	0	0	0
132	SENSITIV	Residenc	277347	4037300	8.57E-09	47.15YrCar	8.57E-09	0	0	0	0	0	0	0	0	0
119	SENSITIV	Residenc	277475	4037210	7.89E-09	47.15YrCar	7.89E-09	0	0	0	0	0	0	0	0	0
133	SENSITIV	Residenc	277367	4037317	7.77E-09	47.15YrCar	7.77E-09	0	0	0	0	0	0	0	0	0
160	SENSITIV	Residenc	277359	4037340	7.52E-09	47.15YrCar	7.52E-09	0	0	0	0	0	0	0	0	0
134	SENSITIV	Residenc	277466	4037236	7.51E-09	47.15YrCar	7.51E-09	0	0	0	0	0	0	0	0	0
159	SENSITIV	Residenc	277341	4037376	7.37E-09	47.15YrCar	7.37E-09	0	0	0	0	0	0	0	0	0
158	SENSITIV	Residenc	277324	4037407	7.28E-09	47.15YrCar	7.28E-09	0	0	0	0	0	0	0	0	0
135	SENSITIV	Residenc	277451	4037267	7.22E-09	47.15YrCar	7.22E-09	0	0	0	0	0	0	0	0	0
120	SENSITIV	Residenc	277500	4037223	7.16E-09	47.15YrCar	7.16E-09	0	0	0	0	0	0	0	0	0
140	SENSITIV	Residenc	277446	4037300	6.74E-09	47.15YrCar	6.74E-09	0	0	0	0	0	0	0	0	0
121	SENSITIV	Residenc	277525	4037225	6.72E-09	47.15YrCar	6.72E-09	0	0	0	0	0	0	0	0	0
161	SENSITIV	Residenc	277408	4037337	6.70E-09	47.15YrCar	6.70E-09	0	0	0	0	0	0	0	0	0
19	SENSITIV	Residenc	278346	4036523	6.39E-09	47.15YrCar	6.39E-09	0	0	0	0	0	0	0	0	0
162	SENSITIV	Residenc	277399	4037371	6.38E-09	47.15YrCar	6.38E-09	0	0	0	0	0	0	0	0	0
163	SENSITIV	Residenc	277386	4037390	6.37E-09	47.15YrCar	6.37E-09	0	0	0	0	0	0	0	0	0
164	SENSITIV	Residenc	277370	4037417	6.34E-09	47.15YrCar	6.34E-09	0	0	0	0	0	0	0	0	0
165	SENSITIV	Residenc	277364	4037428	6.32E-09	47.15YrCar	6.32E-09	0	0	0	0	0	0	0	0	0
137	SENSITIV	Residenc	277526	4037270	6.04E-09	47.15YrCar	6.04E-09	0	0	0	0	0	0	0	0	0
136	SENSITIV	Residenc	277541	4037256	6.02E-09	47.15YrCar	6.02E-09	0	0	0	0	0	0	0	0	0
141	SENSITIV	Residenc	277479	4037320	5.99E-09	47.15YrCar	5.99E-09	0	0	0	0	0	0	0	0	0
143	SENSITIV	Residenc	277363	4037477	5.82E-09	47.15YrCar	5.82E-09	0	0	0	0	0	0	0	0	0
142	SENSITIV	Residenc	277504	4037328	5.60E-09	47.15YrCar	5.60E-09	0	0	0	0	0	0	0	0	0
144	SENSITIV	Residenc	277379	4037484	5.55E-09	47.15YrCar	5.55E-09	0	0	0	0	0	0	0	0	0
171	SENSITIV	Residenc	277468	4037386	5.32E-09	47.15YrCar	5.32E-09	0	0	0	0	0	0	0	0	0
145	SENSITIV	Residenc	277395	4037493	5.29E-09	47.15YrCar	5.29E-09	0	0	0	0	0	0	0	0	0
170	SENSITIV	Residenc	277467	4037404	5.16E-09	47.15YrCar	5.16E-09	0	0	0	0	0	0	0	0	0
169	SENSITIV	Residenc	277459	4037419	5.13E-09	47.15YrCar	5.13E-09	0	0	0	0	0	0	0	0	0
168	SENSITIV	Residenc	277449	4037437	5.10E-09	47.15YrCar	5.10E-09	0	0	0	0	0	0	0	0	0
146	SENSITIV	Residenc	277412	4037501	5.04E-09	47.15YrCar	5.04E-09	0	0	0	0	0	0	0	0	0
167	SENSITIV	Residenc	277447	4037450	5.03E-09	47.15YrCar	5.03E-09	0	0	0	0	0	0	0	0	0
166	SENSITIV	Residenc	277439	4037464	5.02E-09	47.15YrCar	5.02E-09	0	0	0	0	0	0	0	0	0
147	SENSITIV	Residenc	277429	4037510	4.81E-09	47.15YrCar	4.81E-09	0	0	0	0	0	0	0	0	0
172	SENSITIV	Residenc	277525	4037394	4.70E-09	47.15YrCar	4.70E-09	0	0	0	0	0	0	0	0	0
173	SENSITIV	Residenc	277517	4037413	4.61E-09	47.15YrCar	4.61E-09	0	0	0	0	0	0	0	0	0
138	SENSITIV	Residenc	277577	4037359	4.60E-09	47.15YrCar	4.60E-09	0	0	0	0	0	0	0	0	0

148	SENSITIV	Residenc	277446	4037518	4.59E-09	47.15YrCar	4.59E-09	0	0	0	0	0	0	0	0	0	0
176	SENSITIV	Residenc	277488	4037460	4.55E-09	47.15YrCar	4.55E-09	0	0	0	0	0	0	0	0	0	0
174	SENSITIV	Residenc	277511	4037428	4.55E-09	47.15YrCar	4.55E-09	0	0	0	0	0	0	0	0	0	0
175	SENSITIV	Residenc	277503	4037442	4.53E-09	47.15YrCar	4.53E-09	0	0	0	0	0	0	0	0	0	0
149	SENSITIV	Residenc	277462	4037526	4.40E-09	47.15YrCar	4.40E-09	0	0	0	0	0	0	0	0	0	0
177	SENSITIV	Residenc	277487	4037489	4.40E-09	47.15YrCar	4.40E-09	0	0	0	0	0	0	0	0	0	0
139	SENSITIV	Residenc	277592	4037376	4.35E-09	47.15YrCar	4.35E-09	0	0	0	0	0	0	0	0	0	0
150	SENSITIV	Residenc	277477	4037534	4.23E-09	47.15YrCar	4.23E-09	0	0	0	0	0	0	0	0	0	0
151	SENSITIV	Residenc	277493	4037542	4.07E-09	47.15YrCar	4.07E-09	0	0	0	0	0	0	0	0	0	0
28	SENSITIV	Residenc	277583	4037427	4.02E-09	47.15YrCar	4.02E-09	0	0	0	0	0	0	0	0	0	0
29	SENSITIV	Residenc	277578	4037443	3.95E-09	47.15YrCar	3.95E-09	0	0	0	0	0	0	0	0	0	0
32	SENSITIV	Residenc	277544	4037491	3.93E-09	47.15YrCar	3.93E-09	0	0	0	0	0	0	0	0	0	0
152	SENSITIV	Residenc	277509	4037549	3.92E-09	47.15YrCar	3.92E-09	0	0	0	0	0	0	0	0	0	0
30	SENSITIV	Residenc	277569	4037458	3.92E-09	47.15YrCar	3.92E-09	0	0	0	0	0	0	0	0	0	0
31	SENSITIV	Residenc	277562	4037474	3.88E-09	47.15YrCar	3.88E-09	0	0	0	0	0	0	0	0	0	0
153	SENSITIV	Residenc	277525	4037558	3.77E-09	47.15YrCar	3.77E-09	0	0	0	0	0	0	0	0	0	0
27	SENSITIV	Elementa	277570	4037608	3.31E-09	47.15YrCar	3.31E-09	0	0	0	0	0	0	0	0	0	0
26	SENSITIV	Elementa	277552	4037645	3.26E-09	47.15YrCar	3.26E-09	0	0	0	0	0	0	0	0	0	0
25	SENSITIV	Elementa	277533	4037675	3.24E-09	47.15YrCar	3.24E-09	0	0	0	0	0	0	0	0	0	0
24	SENSITIV	Elementa	277553	4037675	3.15E-09	47.15YrCar	3.15E-09	0	0	0	0	0	0	0	0	0	0
20	SENSITIV	Elementa	277633	4037592	3.04E-09	47.15YrCar	3.04E-09	0	0	0	0	0	0	0	0	0	0
22	SENSITIV	Elementa	277609	4037633	3.03E-09	47.15YrCar	3.03E-09	0	0	0	0	0	0	0	0	0	0
23	SENSITIV	Elementa	277598	4037655	3.01E-09	47.15YrCar	3.01E-09	0	0	0	0	0	0	0	0	0	0
21	SENSITIV	Elementa	277672	4037628	2.77E-09	47.15YrCar	2.77E-09	0	0	0	0	0	0	0	0	0	0
16	SENSITIV	Residenc	277784	4037530	2.62E-09	47.15YrCar	2.62E-09	0	0	0	0	0	0	0	0	0	0
15	SENSITIV	Residenc	277799	4037539	2.54E-09	47.15YrCar	2.54E-09	0	0	0	0	0	0	0	0	0	0
14	SENSITIV	Residenc	277819	4037545	2.46E-09	47.15YrCar	2.46E-09	0	0	0	0	0	0	0	0	0	0
13	SENSITIV	Residenc	277802	4037566	2.45E-09	47.15YrCar	2.45E-09	0	0	0	0	0	0	0	0	0	0
12	SENSITIV	Residenc	277799	4037586	2.41E-09	47.15YrCar	2.41E-09	0	0	0	0	0	0	0	0	0	0
11	SENSITIV	Residenc	277822	4037600	2.30E-09	47.15YrCar	2.30E-09	0	0	0	0	0	0	0	0	0	0
9	SENSITIV	Residenc	277862	4037566	2.28E-09	47.15YrCar	2.28E-09	0	0	0	0	0	0	0	0	0	0
10	SENSITIV	Residenc	277852	4037593	2.24E-09	47.15YrCar	2.24E-09	0	0	0	0	0	0	0	0	0	0
17	SENSITIV	Residenc	277807	4037691	2.18E-09	47.15YrCar	2.18E-09	0	0	0	0	0	0	0	0	0	0
8	SENSITIV	Residenc	277946	4037623	1.95E-09	47.15YrCar	1.95E-09	0	0	0	0	0	0	0	0	0	0
6	SENSITIV	Residenc	277976	4037630	1.88E-09	47.15YrCar	1.88E-09	0	0	0	0	0	0	0	0	0	0
7	SENSITIV	Residenc	277928	4037694	1.86E-09	47.15YrCar	1.86E-09	0	0	0	0	0	0	0	0	0	0
4	SENSITIV	Residenc	278004	4037645	1.80E-09	47.15YrCar	1.80E-09	0	0	0	0	0	0	0	0	0	0
5	SENSITIV	Residenc	277993	4037686	1.75E-09	47.15YrCar	1.75E-09	0	0	0	0	0	0	0	0	0	0
2	SENSITIV	Residenc	278135	4037709	1.49E-09	47.15YrCar	1.49E-09	0	0	0	0	0	0	0	0	0	0
3	SENSITIV	Residenc	278170	4037728	1.43E-09	47.15YrCar	1.43E-09	0	0	0	0	0	0	0	0	0	0

**HARP - Air Dispersion Modeling and Risk Tool v21081

**4/29/2025

**Exported Risk Results

REC	GRP	NETID	X	Y	SCENARIO CV	CNS	IMMUN	KIDNEY	GILV	REPRO/DE	RESP	SKIN	EYE	BONE/TEET	ENDO	BLOOD	ODOR	GENERAL	MAXHI
1	SENSITIV	Residenc	277389	4036862	NonCancer	0	0	0	0	0	0	1.09E-05	0	0	0	0	0	0	1.09E-05
2	SENSITIV	Residenc	278135	4037709	NonCancer	0	0	0	0	0	0	3.15E-07	0	0	0	0	0	0	3.15E-07
3	SENSITIV	Residenc	278170	4037728	NonCancer	0	0	0	0	0	0	3.00E-07	0	0	0	0	0	0	3.00E-07
4	SENSITIV	Residenc	278004	4037645	NonCancer	0	0	0	0	0	0	3.78E-07	0	0	0	0	0	0	3.78E-07
5	SENSITIV	Residenc	277993	4037686	NonCancer	0	0	0	0	0	0	3.68E-07	0	0	0	0	0	0	3.68E-07
6	SENSITIV	Residenc	277976	4037630	NonCancer	0	0	0	0	0	0	3.95E-07	0	0	0	0	0	0	3.95E-07
7	SENSITIV	Residenc	277928	4037694	NonCancer	0	0	0	0	0	0	3.93E-07	0	0	0	0	0	0	3.93E-07
8	SENSITIV	Residenc	277946	4037623	NonCancer	0	0	0	0	0	0	4.11E-07	0	0	0	0	0	0	4.11E-07
9	SENSITIV	Residenc	277862	4037566	NonCancer	0	0	0	0	0	0	4.80E-07	0	0	0	0	0	0	4.80E-07
10	SENSITIV	Residenc	277852	4037593	NonCancer	0	0	0	0	0	0	4.71E-07	0	0	0	0	0	0	4.71E-07
11	SENSITIV	Residenc	277822	4037600	NonCancer	0	0	0	0	0	0	4.85E-07	0	0	0	0	0	0	4.85E-07
12	SENSITIV	Residenc	277799	4037586	NonCancer	0	0	0	0	0	0	5.07E-07	0	0	0	0	0	0	5.07E-07
13	SENSITIV	Residenc	277802	4037566	NonCancer	0	0	0	0	0	0	5.16E-07	0	0	0	0	0	0	5.16E-07
14	SENSITIV	Residenc	277819	4037545	NonCancer	0	0	0	0	0	0	5.18E-07	0	0	0	0	0	0	5.18E-07
15	SENSITIV	Residenc	277799	4037539	NonCancer	0	0	0	0	0	0	5.35E-07	0	0	0	0	0	0	5.35E-07
16	SENSITIV	Residenc	277784	4037530	NonCancer	0	0	0	0	0	0	5.51E-07	0	0	0	0	0	0	5.51E-07
17	SENSITIV	Residenc	277807	4037691	NonCancer	0	0	0	0	0	0	4.58E-07	0	0	0	0	0	0	4.58E-07
18	SENSITIV	Residenc	278232	4037894	NonCancer	0	0	0	0	0	0	2.54E-07	0	0	0	0	0	0	2.54E-07
19	SENSITIV	Residenc	278346	4036523	NonCancer	0	0	0	0	0	0	1.35E-06	0	0	0	0	0	0	1.35E-06
20	SENSITIV	Elementa	277633	4037592	NonCancer	0	0	0	0	0	0	6.39E-07	0	0	0	0	0	0	6.39E-07
21	SENSITIV	Elementa	277672	4037628	NonCancer	0	0	0	0	0	0	5.83E-07	0	0	0	0	0	0	5.83E-07
22	SENSITIV	Elementa	277609	4037633	NonCancer	0	0	0	0	0	0	6.38E-07	0	0	0	0	0	0	6.38E-07
23	SENSITIV	Elementa	277598	4037655	NonCancer	0	0	0	0	0	0	6.35E-07	0	0	0	0	0	0	6.35E-07
24	SENSITIV	Elementa	277553	4037675	NonCancer	0	0	0	0	0	0	6.63E-07	0	0	0	0	0	0	6.63E-07
25	SENSITIV	Elementa	277533	4037675	NonCancer	0	0	0	0	0	0	6.82E-07	0	0	0	0	0	0	6.82E-07
26	SENSITIV	Elementa	277552	4037645	NonCancer	0	0	0	0	0	0	6.87E-07	0	0	0	0	0	0	6.87E-07
27	SENSITIV	Elementa	277570	4037608	NonCancer	0	0	0	0	0	0	6.96E-07	0	0	0	0	0	0	6.96E-07
28	SENSITIV	Residenc	277583	4037427	NonCancer	0	0	0	0	0	0	8.46E-07	0	0	0	0	0	0	8.46E-07
29	SENSITIV	Residenc	277578	4037443	NonCancer	0	0	0	0	0	0	8.31E-07	0	0	0	0	0	0	8.31E-07
30	SENSITIV	Residenc	277569	4037458	NonCancer	0	0	0	0	0	0	8.25E-07	0	0	0	0	0	0	8.25E-07
31	SENSITIV	Residenc	277562	4037474	NonCancer	0	0	0	0	0	0	8.18E-07	0	0	0	0	0	0	8.18E-07
32	SENSITIV	Residenc	277544	4037491	NonCancer	0	0	0	0	0	0	8.27E-07	0	0	0	0	0	0	8.27E-07
33	SENSITIV	Residenc	277112	4037135	NonCancer	0	0	0	0	0	0	1.98E-05	0	0	0	0	0	0	1.98E-05
34	SENSITIV	Residenc	277122	4037119	NonCancer	0	0	0	0	0	0	2.39E-05	0	0	0	0	0	0	2.39E-05
35	SENSITIV	Residenc	277129	4037101	NonCancer	0	0	0	0	0	0	2.90E-05	0	0	0	0	0	0	2.90E-05
36	SENSITIV	Residenc	277134	4037090	NonCancer	0	0	0	0	0	0	3.12E-05	0	0	0	0	0	0	3.12E-05
37	SENSITIV	Residenc	277142	4037075	NonCancer	0	0	0	0	0	0	3.27E-05	0	0	0	0	0	0	3.27E-05
38	SENSITIV	Residenc	277148	4037063	NonCancer	0	0	0	0	0	0	3.36E-05	0	0	0	0	0	0	3.36E-05
39	SENSITIV	Residenc	277156	4037044	NonCancer	0	0	0	0	0	0	3.48E-05	0	0	0	0	0	0	3.48E-05
40	SENSITIV	Residenc	277178	4037005	NonCancer	0	0	0	0	0	0	3.42E-05	0	0	0	0	0	0	3.42E-05
41	SENSITIV	Residenc	277186	4036986	NonCancer	0	0	0	0	0	0	3.45E-05	0	0	0	0	0	0	3.45E-05
42	SENSITIV	Residenc	277192	4036972	NonCancer	0	0	0	0	0	0	3.47E-05	0	0	0	0	0	0	3.47E-05
43	SENSITIV	Residenc	277197	4036960	NonCancer	0	0	0	0	0	0	3.48E-05	0	0	0	0	0	0	3.48E-05
44	SENSITIV	Residenc	277208	4036937	NonCancer	0	0	0	0	0	0	3.46E-05	0	0	0	0	0	0	3.46E-05
45	SENSITIV	Residenc	277215	4036925	NonCancer	0	0	0	0	0	0	3.41E-05	0	0	0	0	0	0	3.41E-05
46	SENSITIV	Residenc	277223	4036911	NonCancer	0	0	0	0	0	0	3.37E-05	0	0	0	0	0	0	3.37E-05
47	SENSITIV	Residenc	277039	4037168	NonCancer	0	0	0	0	0	0	2.22E-05	0	0	0	0	0	0	2.22E-05
48	SENSITIV	Residenc	277096	4037210	NonCancer	0	0	0	0	0	0	8.73E-06	0	0	0	0	0	0	8.73E-06

49	SENSITIV	Residenc	277068	4037198	NonCancer	0	0	0	0	0	0	1.21E-05	0	0	0	0	0	0	1.21E-05
50	SENSITIV	Residenc	277059	4037216	NonCancer	0	0	0	0	0	0	1.04E-05	0	0	0	0	0	0	1.04E-05
51	SENSITIV	Residenc	277044	4037253	NonCancer	0	0	0	0	0	0	7.78E-06	0	0	0	0	0	0	7.78E-06
52	SENSITIV	Residenc	277034	4037268	NonCancer	0	0	0	0	0	0	7.14E-06	0	0	0	0	0	0	7.14E-06
53	SENSITIV	Residenc	277068	4037279	NonCancer	0	0	0	0	0	0	5.73E-06	0	0	0	0	0	0	5.73E-06
54	SENSITIV	Residenc	277153	4037209	NonCancer	0	0	0	0	0	0	5.74E-06	0	0	0	0	0	0	5.74E-06
55	SENSITIV	Residenc	277143	4037235	NonCancer	0	0	0	0	0	0	5.30E-06	0	0	0	0	0	0	5.30E-06
56	SENSITIV	Residenc	277130	4037239	NonCancer	0	0	0	0	0	0	5.61E-06	0	0	0	0	0	0	5.61E-06
57	SENSITIV	Residenc	277123	4037268	NonCancer	0	0	0	0	0	0	4.88E-06	0	0	0	0	0	0	4.88E-06
58	SENSITIV	Residenc	277105	4037304	NonCancer	0	0	0	0	0	0	4.28E-06	0	0	0	0	0	0	4.28E-06
59	SENSITIV	Residenc	277019	4037299	NonCancer	0	0	0	0	0	0	5.95E-06	0	0	0	0	0	0	5.95E-06
60	SENSITIV	Residenc	277016	4037315	NonCancer	0	0	0	0	0	0	5.38E-06	0	0	0	0	0	0	5.38E-06
61	SENSITIV	Residenc	277017	4037331	NonCancer	0	0	0	0	0	0	4.84E-06	0	0	0	0	0	0	4.84E-06
62	SENSITIV	Residenc	277077	4037364	NonCancer	0	0	0	0	0	0	3.43E-06	0	0	0	0	0	0	3.43E-06
63	SENSITIV	Residenc	277081	4037336	NonCancer	0	0	0	0	0	0	3.89E-06	0	0	0	0	0	0	3.89E-06
64	SENSITIV	Residenc	277118	4037376	NonCancer	0	0	0	0	0	0	2.92E-06	0	0	0	0	0	0	2.92E-06
65	SENSITIV	Residenc	277128	4037351	NonCancer	0	0	0	0	0	0	3.16E-06	0	0	0	0	0	0	3.16E-06
66	SENSITIV	Residenc	277150	4037372	NonCancer	0	0	0	0	0	0	2.73E-06	0	0	0	0	0	0	2.73E-06
67	SENSITIV	Residenc	277202	4037391	NonCancer	0	0	0	0	0	0	2.23E-06	0	0	0	0	0	0	2.23E-06
68	SENSITIV	Residenc	277188	4037413	NonCancer	0	0	0	0	0	0	2.15E-06	0	0	0	0	0	0	2.15E-06
69	SENSITIV	Residenc	277149	4037321	NonCancer	0	0	0	0	0	0	3.38E-06	0	0	0	0	0	0	3.38E-06
70	SENSITIV	Residenc	277189	4037252	NonCancer	0	0	0	0	0	0	3.78E-06	0	0	0	0	0	0	3.78E-06
71	SENSITIV	Residenc	277174	4037266	NonCancer	0	0	0	0	0	0	3.86E-06	0	0	0	0	0	0	3.86E-06
72	SENSITIV	Residenc	277166	4037287	NonCancer	0	0	0	0	0	0	3.67E-06	0	0	0	0	0	0	3.67E-06
73	SENSITIV	Residenc	277159	4037302	NonCancer	0	0	0	0	0	0	3.54E-06	0	0	0	0	0	0	3.54E-06
74	SENSITIV	Residenc	277165	4037149	NonCancer	0	0	0	0	0	0	8.70E-06	0	0	0	0	0	0	8.70E-06
75	SENSITIV	Residenc	277211	4037097	NonCancer	0	0	0	0	0	0	1.07E-05	0	0	0	0	0	0	1.07E-05
76	SENSITIV	Residenc	277216	4037075	NonCancer	0	0	0	0	0	0	1.27E-05	0	0	0	0	0	0	1.27E-05
77	SENSITIV	Residenc	277241	4037037	NonCancer	0	0	0	0	0	0	1.37E-05	0	0	0	0	0	0	1.37E-05
78	SENSITIV	Residenc	277252	4036990	NonCancer	0	0	0	0	0	0	1.70E-05	0	0	0	0	0	0	1.70E-05
79	SENSITIV	Residenc	277271	4036966	NonCancer	0	0	0	0	0	0	1.63E-05	0	0	0	0	0	0	1.63E-05
80	SENSITIV	Residenc	277275	4036953	NonCancer	0	0	0	0	0	0	1.69E-05	0	0	0	0	0	0	1.69E-05
81	SENSITIV	Residenc	277272	4036938	NonCancer	0	0	0	0	0	0	1.87E-05	0	0	0	0	0	0	1.87E-05
82	SENSITIV	Residenc	277218	4037346	NonCancer	0	0	0	0	0	0	2.44E-06	0	0	0	0	0	0	2.44E-06
83	SENSITIV	Residenc	277237	4037319	NonCancer	0	0	0	0	0	0	2.47E-06	0	0	0	0	0	0	2.47E-06
84	SENSITIV	Residenc	277240	4037297	NonCancer	0	0	0	0	0	0	2.59E-06	0	0	0	0	0	0	2.59E-06
85	SENSITIV	Residenc	277249	4037280	NonCancer	0	0	0	0	0	0	2.63E-06	0	0	0	0	0	0	2.63E-06
86	SENSITIV	Residenc	277213	4037188	NonCancer	0	0	0	0	0	0	4.58E-06	0	0	0	0	0	0	4.58E-06
87	SENSITIV	Residenc	277236	4037195	NonCancer	0	0	0	0	0	0	3.93E-06	0	0	0	0	0	0	3.93E-06
88	SENSITIV	Residenc	277225	4037171	NonCancer	0	0	0	0	0	0	4.78E-06	0	0	0	0	0	0	4.78E-06
89	SENSITIV	Residenc	277234	4037151	NonCancer	0	0	0	0	0	0	5.29E-06	0	0	0	0	0	0	5.29E-06
90	SENSITIV	Residenc	277246	4037129	NonCancer	0	0	0	0	0	0	6.02E-06	0	0	0	0	0	0	6.02E-06
91	SENSITIV	Residenc	277274	4037107	NonCancer	0	0	0	0	0	0	6.15E-06	0	0	0	0	0	0	6.15E-06
92	SENSITIV	Residenc	277277	4037059	NonCancer	0	0	0	0	0	0	8.65E-06	0	0	0	0	0	0	8.65E-06
93	SENSITIV	Residenc	277290	4037039	NonCancer	0	0	0	0	0	0	9.00E-06	0	0	0	0	0	0	9.00E-06
94	SENSITIV	Residenc	277301	4037021	NonCancer	0	0	0	0	0	0	9.31E-06	0	0	0	0	0	0	9.31E-06
95	SENSITIV	Residenc	277311	4037001	NonCancer	0	0	0	0	0	0	9.74E-06	0	0	0	0	0	0	9.74E-06
96	SENSITIV	Residenc	277322	4036986	NonCancer	0	0	0	0	0	0	9.78E-06	0	0	0	0	0	0	9.78E-06
97	SENSITIV	Residenc	277330	4036973	NonCancer	0	0	0	0	0	0	9.91E-06	0	0	0	0	0	0	9.91E-06
98	SENSITIV	Residenc	277392	4036992	NonCancer	0	0	0	0	0	0	6.26E-06	0	0	0	0	0	0	6.26E-06
99	SENSITIV	Residenc	277379	4037025	NonCancer	0	0	0	0	0	0	5.74E-06	0	0	0	0	0	0	5.74E-06
100	SENSITIV	Residenc	277371	4037038	NonCancer	0	0	0	0	0	0	5.61E-06	0	0	0	0	0	0	5.61E-06

101	SENSITIV	Residenc	277366	4037051	NonCancer	0	0	0	0	0	0	5.37E-06	0	0	0	0	0	0	5.37E-06
102	SENSITIV	Residenc	277437	4037022	NonCancer	0	0	0	0	0	0	4.47E-06	0	0	0	0	0	0	4.47E-06
103	SENSITIV	Residenc	277509	4037029	NonCancer	0	0	0	0	0	0	3.30E-06	0	0	0	0	0	0	3.30E-06
104	SENSITIV	Residenc	277493	4037047	NonCancer	0	0	0	0	0	0	3.24E-06	0	0	0	0	0	0	3.24E-06
105	SENSITIV	Residenc	277487	4037059	NonCancer	0	0	0	0	0	0	3.14E-06	0	0	0	0	0	0	3.14E-06
106	SENSITIV	Residenc	277430	4037038	NonCancer	0	0	0	0	0	0	4.29E-06	0	0	0	0	0	0	4.29E-06
107	SENSITIV	Residenc	277418	4037057	NonCancer	0	0	0	0	0	0	4.12E-06	0	0	0	0	0	0	4.12E-06
108	SENSITIV	Residenc	277412	4037075	NonCancer	0	0	0	0	0	0	3.85E-06	0	0	0	0	0	0	3.85E-06
109	SENSITIV	Residenc	277359	4037069	NonCancer	0	0	0	0	0	0	5.03E-06	0	0	0	0	0	0	5.03E-06
110	SENSITIV	Residenc	277344	4037092	NonCancer	0	0	0	0	0	0	4.70E-06	0	0	0	0	0	0	4.70E-06
111	SENSITIV	Residenc	277324	4037139	NonCancer	0	0	0	0	0	0	3.74E-06	0	0	0	0	0	0	3.74E-06
112	SENSITIV	Residenc	277305	4037159	NonCancer	0	0	0	0	0	0	3.55E-06	0	0	0	0	0	0	3.55E-06
113	SENSITIV	Residenc	277305	4037173	NonCancer	0	0	0	0	0	0	3.27E-06	0	0	0	0	0	0	3.27E-06
114	SENSITIV	Residenc	277301	4037190	NonCancer	0	0	0	0	0	0	3.06E-06	0	0	0	0	0	0	3.06E-06
115	SENSITIV	Residenc	277285	4037223	NonCancer	0	0	0	0	0	0	2.83E-06	0	0	0	0	0	0	2.83E-06
116	SENSITIV	Residenc	277370	4037151	NonCancer	0	0	0	0	0	0	2.90E-06	0	0	0	0	0	0	2.90E-06
117	SENSITIV	Residenc	277393	4037161	NonCancer	0	0	0	0	0	0	2.54E-06	0	0	0	0	0	0	2.54E-06
118	SENSITIV	Residenc	277418	4037175	NonCancer	0	0	0	0	0	0	2.20E-06	0	0	0	0	0	0	2.20E-06
119	SENSITIV	Residenc	277475	4037210	NonCancer	0	0	0	0	0	0	1.66E-06	0	0	0	0	0	0	1.66E-06
120	SENSITIV	Residenc	277500	4037223	NonCancer	0	0	0	0	0	0	1.51E-06	0	0	0	0	0	0	1.51E-06
121	SENSITIV	Residenc	277525	4037225	NonCancer	0	0	0	0	0	0	1.41E-06	0	0	0	0	0	0	1.41E-06
122	SENSITIV	Residenc	277421	4037216	NonCancer	0	0	0	0	0	0	1.88E-06	0	0	0	0	0	0	1.88E-06
123	SENSITIV	Residenc	277409	4037230	NonCancer	0	0	0	0	0	0	1.87E-06	0	0	0	0	0	0	1.87E-06
124	SENSITIV	Residenc	277373	4037178	NonCancer	0	0	0	0	0	0	2.50E-06	0	0	0	0	0	0	2.50E-06
125	SENSITIV	Residenc	277362	4037187	NonCancer	0	0	0	0	0	0	2.49E-06	0	0	0	0	0	0	2.49E-06
126	SENSITIV	Residenc	277352	4037199	NonCancer	0	0	0	0	0	0	2.46E-06	0	0	0	0	0	0	2.46E-06
127	SENSITIV	Residenc	277342	4037211	NonCancer	0	0	0	0	0	0	2.43E-06	0	0	0	0	0	0	2.43E-06
128	SENSITIV	Residenc	277342	4037230	NonCancer	0	0	0	0	0	0	2.28E-06	0	0	0	0	0	0	2.28E-06
129	SENSITIV	Residenc	277349	4037258	NonCancer	0	0	0	0	0	0	2.04E-06	0	0	0	0	0	0	2.04E-06
130	SENSITIV	Residenc	277304	4037288	NonCancer	0	0	0	0	0	0	2.12E-06	0	0	0	0	0	0	2.12E-06
131	SENSITIV	Residenc	277326	4037295	NonCancer	0	0	0	0	0	0	1.94E-06	0	0	0	0	0	0	1.94E-06
132	SENSITIV	Residenc	277347	4037300	NonCancer	0	0	0	0	0	0	1.80E-06	0	0	0	0	0	0	1.80E-06
133	SENSITIV	Residenc	277367	4037317	NonCancer	0	0	0	0	0	0	1.64E-06	0	0	0	0	0	0	1.64E-06
134	SENSITIV	Residenc	277466	4037236	NonCancer	0	0	0	0	0	0	1.58E-06	0	0	0	0	0	0	1.58E-06
135	SENSITIV	Residenc	277451	4037267	NonCancer	0	0	0	0	0	0	1.52E-06	0	0	0	0	0	0	1.52E-06
136	SENSITIV	Residenc	277541	4037256	NonCancer	0	0	0	0	0	0	1.27E-06	0	0	0	0	0	0	1.27E-06
137	SENSITIV	Residenc	277526	4037270	NonCancer	0	0	0	0	0	0	1.27E-06	0	0	0	0	0	0	1.27E-06
138	SENSITIV	Residenc	277577	4037359	NonCancer	0	0	0	0	0	0	9.69E-07	0	0	0	0	0	0	9.69E-07
139	SENSITIV	Residenc	277592	4037376	NonCancer	0	0	0	0	0	0	9.15E-07	0	0	0	0	0	0	9.15E-07
140	SENSITIV	Residenc	277446	4037300	NonCancer	0	0	0	0	0	0	1.42E-06	0	0	0	0	0	0	1.42E-06
141	SENSITIV	Residenc	277479	4037320	NonCancer	0	0	0	0	0	0	1.26E-06	0	0	0	0	0	0	1.26E-06
142	SENSITIV	Residenc	277504	4037328	NonCancer	0	0	0	0	0	0	1.18E-06	0	0	0	0	0	0	1.18E-06
143	SENSITIV	Residenc	277363	4037477	NonCancer	0	0	0	0	0	0	1.23E-06	0	0	0	0	0	0	1.23E-06
144	SENSITIV	Residenc	277379	4037484	NonCancer	0	0	0	0	0	0	1.17E-06	0	0	0	0	0	0	1.17E-06
145	SENSITIV	Residenc	277395	4037493	NonCancer	0	0	0	0	0	0	1.11E-06	0	0	0	0	0	0	1.11E-06
146	SENSITIV	Residenc	277412	4037501	NonCancer	0	0	0	0	0	0	1.06E-06	0	0	0	0	0	0	1.06E-06
147	SENSITIV	Residenc	277429	4037510	NonCancer	0	0	0	0	0	0	1.01E-06	0	0	0	0	0	0	1.01E-06
148	SENSITIV	Residenc	277446	4037518	NonCancer	0	0	0	0	0	0	9.67E-07	0	0	0	0	0	0	9.67E-07
149	SENSITIV	Residenc	277462	4037526	NonCancer	0	0	0	0	0	0	9.27E-07	0	0	0	0	0	0	9.27E-07
150	SENSITIV	Residenc	277477	4037534	NonCancer	0	0	0	0	0	0	8.92E-07	0	0	0	0	0	0	8.92E-07
151	SENSITIV	Residenc	277493	4037542	NonCancer	0	0	0	0	0	0	8.57E-07	0	0	0	0	0	0	8.57E-07
152	SENSITIV	Residenc	277509	4037549	NonCancer	0	0	0	0	0	0	8.25E-07	0	0	0	0	0	0	8.25E-07

153	SENSITIV	Residenc	277525	4037558	NonCancer	0	0	0	0	0	0	7.94E-07	0	0	0	0	0	0	7.94E-07
154	SENSITIV	Residenc	277289	4037310	NonCancer	0	0	0	0	0	0	2.10E-06	0	0	0	0	0	0	2.10E-06
155	SENSITIV	Residenc	277284	4037328	NonCancer	0	0	0	0	0	0	2.04E-06	0	0	0	0	0	0	2.04E-06
156	SENSITIV	Residenc	277274	4037344	NonCancer	0	0	0	0	0	0	2.03E-06	0	0	0	0	0	0	2.03E-06
157	SENSITIV	Residenc	277258	4037378	NonCancer	0	0	0	0	0	0	1.97E-06	0	0	0	0	0	0	1.97E-06
158	SENSITIV	Residenc	277324	4037407	NonCancer	0	0	0	0	0	0	1.53E-06	0	0	0	0	0	0	1.53E-06
159	SENSITIV	Residenc	277341	4037376	NonCancer	0	0	0	0	0	0	1.55E-06	0	0	0	0	0	0	1.55E-06
160	SENSITIV	Residenc	277359	4037340	NonCancer	0	0	0	0	0	0	1.58E-06	0	0	0	0	0	0	1.58E-06
161	SENSITIV	Residenc	277408	4037337	NonCancer	0	0	0	0	0	0	1.41E-06	0	0	0	0	0	0	1.41E-06
162	SENSITIV	Residenc	277399	4037371	NonCancer	0	0	0	0	0	0	1.34E-06	0	0	0	0	0	0	1.34E-06
163	SENSITIV	Residenc	277386	4037390	NonCancer	0	0	0	0	0	0	1.34E-06	0	0	0	0	0	0	1.34E-06
164	SENSITIV	Residenc	277370	4037417	NonCancer	0	0	0	0	0	0	1.34E-06	0	0	0	0	0	0	1.34E-06
165	SENSITIV	Residenc	277364	4037428	NonCancer	0	0	0	0	0	0	1.33E-06	0	0	0	0	0	0	1.33E-06
166	SENSITIV	Residenc	277439	4037464	NonCancer	0	0	0	0	0	0	1.06E-06	0	0	0	0	0	0	1.06E-06
167	SENSITIV	Residenc	277447	4037450	NonCancer	0	0	0	0	0	0	1.06E-06	0	0	0	0	0	0	1.06E-06
168	SENSITIV	Residenc	277449	4037437	NonCancer	0	0	0	0	0	0	1.07E-06	0	0	0	0	0	0	1.07E-06
169	SENSITIV	Residenc	277459	4037419	NonCancer	0	0	0	0	0	0	1.08E-06	0	0	0	0	0	0	1.08E-06
170	SENSITIV	Residenc	277467	4037404	NonCancer	0	0	0	0	0	0	1.09E-06	0	0	0	0	0	0	1.09E-06
171	SENSITIV	Residenc	277468	4037386	NonCancer	0	0	0	0	0	0	1.12E-06	0	0	0	0	0	0	1.12E-06
172	SENSITIV	Residenc	277525	4037394	NonCancer	0	0	0	0	0	0	9.89E-07	0	0	0	0	0	0	9.89E-07
173	SENSITIV	Residenc	277517	4037413	NonCancer	0	0	0	0	0	0	9.70E-07	0	0	0	0	0	0	9.70E-07
174	SENSITIV	Residenc	277511	4037428	NonCancer	0	0	0	0	0	0	9.58E-07	0	0	0	0	0	0	9.58E-07
175	SENSITIV	Residenc	277503	4037442	NonCancer	0	0	0	0	0	0	9.53E-07	0	0	0	0	0	0	9.53E-07
176	SENSITIV	Residenc	277488	4037460	NonCancer	0	0	0	0	0	0	9.59E-07	0	0	0	0	0	0	9.59E-07
177	SENSITIV	Residenc	277487	4037489	NonCancer	0	0	0	0	0	0	9.26E-07	0	0	0	0	0	0	9.26E-07

Appendix B: AIR-1 Mitigation Fee Nexus Study

Air Quality Mitigation Fee Nexus Study

	ROG	NOx	CO	SO2	PM10	PM2.5		
Operational Emissions		26.64	18.13	131.5	0.295	26.03	6.858	
Emissions Threshold		10	10	100		15		
Emissions Exceedance		16.64	8.13	31.5		11.03		
Cost per Ton to Mitigate	\$	9,350.00	\$	9,350.00		\$	9,011.00	
# of Years to Mitigate		10	10	10		10		
Administration Fee		4%	4%	4%		4%		
	\$	1,618,073.60	\$	790,561.20	\$	-	\$ -	
					\$	1,033,669.83	\$	3,442,304.63

Row Labels	Sum of ROG	Sum of NOx	Sum of CO	Sum of PM10T
Apartments Low Rise	4.019	2.058	19.5	3.606
Elementary School	0.674	0.808	4.738	0.984
General Light Industry	3.478	2.757	13.786	2.472
Government Office Building	0.672	0.547	2.805	0.513
Single Family Housing	11.588	5.433	49.06	9.566
Strip Mall	5.211	6.516	41.57	8.868
Grand Total	25.642	18.119	131.459	26.009

Land Use	Sum of ROG	Sum of NOx	Sum of CO	Sum of PM10T
Apartments Low Rise	15.67%	11.36%	14.83%	13.86%
Elementary School	2.63%	4.46%	3.60%	3.78%
General Light Industry	13.56%	15.22%	10.49%	9.50%
Government Office Building	2.62%	3.02%	2.13%	1.97%
Single Family Housing	45.19%	29.99%	37.32%	36.78%
Strip Mall	20.32%	35.96%	31.62%	34.10%
Grand Total	100.00%	100.00%	100.00%	100.00%

	Units	ROG	NOx	CO	PM10	Total	Cost per Unit				
Apartments Low Rise	616	\$	253,608.84	\$	89,793.86	\$	143,312.45	\$	486,715.14	\$	790.12
Elementary School	600	\$	42,531.07	\$	35,254.34	\$	39,106.89	\$	116,892.30	\$	194.82
General Light Industry	555.39	\$	219,470.40	\$	120,292.36	\$	98,244.14	\$	438,006.90	\$	788.65
Government Office Building	103.429	\$	42,404.86	\$	23,866.49	\$	20,388.04	\$	86,659.40	\$	837.86
Single Family Housing	1,057	\$	731,231.45	\$	237,050.55	\$	380,179.38	\$	1,348,461.39	\$	1,275.74
Strip Mall	246.55	\$	328,826.98	\$	284,303.59	\$	352,438.93	\$	965,569.50	\$	3,916.32

ATTACHMENT “B”

Biological Resources Technical Memorandum



RESOURCE MANAGEMENT AGENCY

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Reed Schenke	Public Works
Sherman Dix	Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

BIOLOGICAL RESOURCES EVALUATION TECHNICAL MEMORANDUM

DATE: April 30, 2025
TO: Gary Mills, Chief Planner
FROM: Brenda Alcantar, Planner I
SUBJECT: Biological Resources Evaluation for the Traver UDB Update (GPA 25-003, PZC 25-002)

PROJECT DESCRIPTION AND LOCATION

On December 16, 2014, the Tulare County Board of Supervisors (BOS) approved the Planning Branch's proposal to update the Traver Community Plan to become consistent with the Tulare County General Plan 2030 Update (General Plan). Although a ± 750 -acre study area, which included the existing ± 368 -acre Urban Development Boundary (UDB) and an additional ± 383 acres outside of the UDB, was evaluated for the Traver Community Plan 2014 Update, the existing UDB remained unchanged. This Project proposes to modify the existing UDB (Figure 3) to include an additional ± 238 acres, of which ± 125 acres were included in the 2014 study area, directly east and south of the community. The Project area consists of Assessor Parcel Number (APN) 040-020-072 (± 125 acres), the portion of APN 040-010-028 that is not within the existing UDB (± 87 acres of a ± 107 -acre parcel), and the existing Traver Wastewater Treatment Facility (WWTF) located on APN 045-010-026 (± 26 acres). The western Project boundary borders the existing Traver UDB, the northern boundary borders the existing Traver UDB south of Merritt Drive, the eastern boundary generally borders the west side of Road 44 and includes the WWTF on the east side of Road 44, and the southern boundary borders Avenue 360. The Project is located within the Traver USGS 7.5-Minute Quadrangle, within Sections 15 & 16, Township 17 South, Range 23 East, Mount Diablo Base and Meridian.

The Project proposes new land use and zoning designations within a modified UDB for the community of Traver as shown in Figure 4. Entitlements required to modify the UDB include General Plan Amendment No. GPA 25-003, which would amend the existing "Valley Agriculture" land use designation of ± 238 acres within the Rural Valley Lands Plan (RVLP) to "Mixed Use" while Zone Change No. PZC 25-002 would amend the existing AE-40 (Exclusive Agriculture – 40 acre minimum) zone to ± 199 acres of R-1-MU (single family residential – mixed use overlay) and ± 39 acres M-1-MU (light manufacturing – mixed use overlay) zones (see Figures 5 and 6).

The proposed changes to the land use designation and zoning would allow a mixture of non-agricultural uses, predominantly residential uses with supporting light industrial, commercial, open space and public facilities uses, to be developed within the modified UDB. The Project would not amend the Complete Streets Program, Road Maintenance Program, Bicycle and Pedestrian Plan, Sewer Collection Plan, or Water Distribution & Storm Water Sewer Plan as adopted in the Traver Community Plan.

The proposed Project would modify the UDB lines along logical alignments, such as property lines and roadways, and will provide developers with greater flexibility in location and project design of potential future development projects within the community.

The proposed 238-acre Project is located on three parcels directly east and south of the unincorporated community of Traver, Tulare County. The Project area consists of Assessor Parcel Number (APN) 040-020-072 (±125 acres), the portion of APN 040-010-028 that is not within the existing UDB (±87 acres), and the existing Traver Wastewater Treatment Facility (WWTF) located on APN 045-010-021 (±26 acres). The western Project boundary borders the existing Traver Urban Development Boundary (UDB); the northern boundary borders the existing Traver UDB south of Merritt Drive, the eastern boundary borders Road 44, and the southern boundary borders Avenue 360. The Project site is located at Latitude 36° 27' 31.74" N, Longitude 119° 28' 28.84" W.¹ The Project site is located within Sections 15 & 16, Township 17 South, Range 23 East, Mount Diablo Base and Meridian and within the Traver USGS 7.5-minute Quadrangle. See Attachment A for a map of the Project vicinity plan map

BIOLOGICAL RESOURCES DATABASE SEARCH

The most recent California Department of Fish and Wildlife's California Natural Diversity Database (CNDDB), RareFind 5 and Biogeographic Information and Observation System (BIOS 6) mapping applications were accessed on April 30, 2025.^{2,3} The BIOS 6 Project 9-Quadrangle area species and natural communities map is provided in Attachment B. The RareFind 5 Project 9-Quadrangle area special status species and natural communities list and occurrence report are provided in Attachments E and F, respectively. The RareFind 5 Project Quadrangle (Traver) area special status species and natural communities list is provided in Attachment D.

JURISDICTIONAL WATERS

The most recent United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) mapping applications were accessed on April 30, 2025. The NWI map identifying the various waterways, wetlands, and ponds within the Project planning area and vicinity is provided in Attachment C.⁴

POTENTIAL IMPACTS ON BIOLOGICAL RESOURCES

Project Specific Impacts: The Project site encompasses only a portion of the Traver quadrangle. Of the 17 species and natural communities identified in Attachment D, one (1) of them is recorded within the Project planning area or immediate vicinity (2 miles). These species include:

- *Eumops perotis californicus* (western mastiff bat)

¹ Google Earth. <https://earth.google.com/web/>. Accessed April 2025.

² California Department of Fish and Wildlife. CNDDB Maps and Data: RareFind 5. <https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data>. Accessed April 2025.

³ California Department of Fish and Wildlife. Biogeographic Information and Observation System. CDFW BIOS Viewer (accessed from RareFind5 query). <https://apps.wildlife.ca.gov/bios6/?al=ds45>. Accessed April 2025.

⁴ United States Fish and Wildlife Service. Wetlands Mapper. <https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper>. Accessed April 2025.

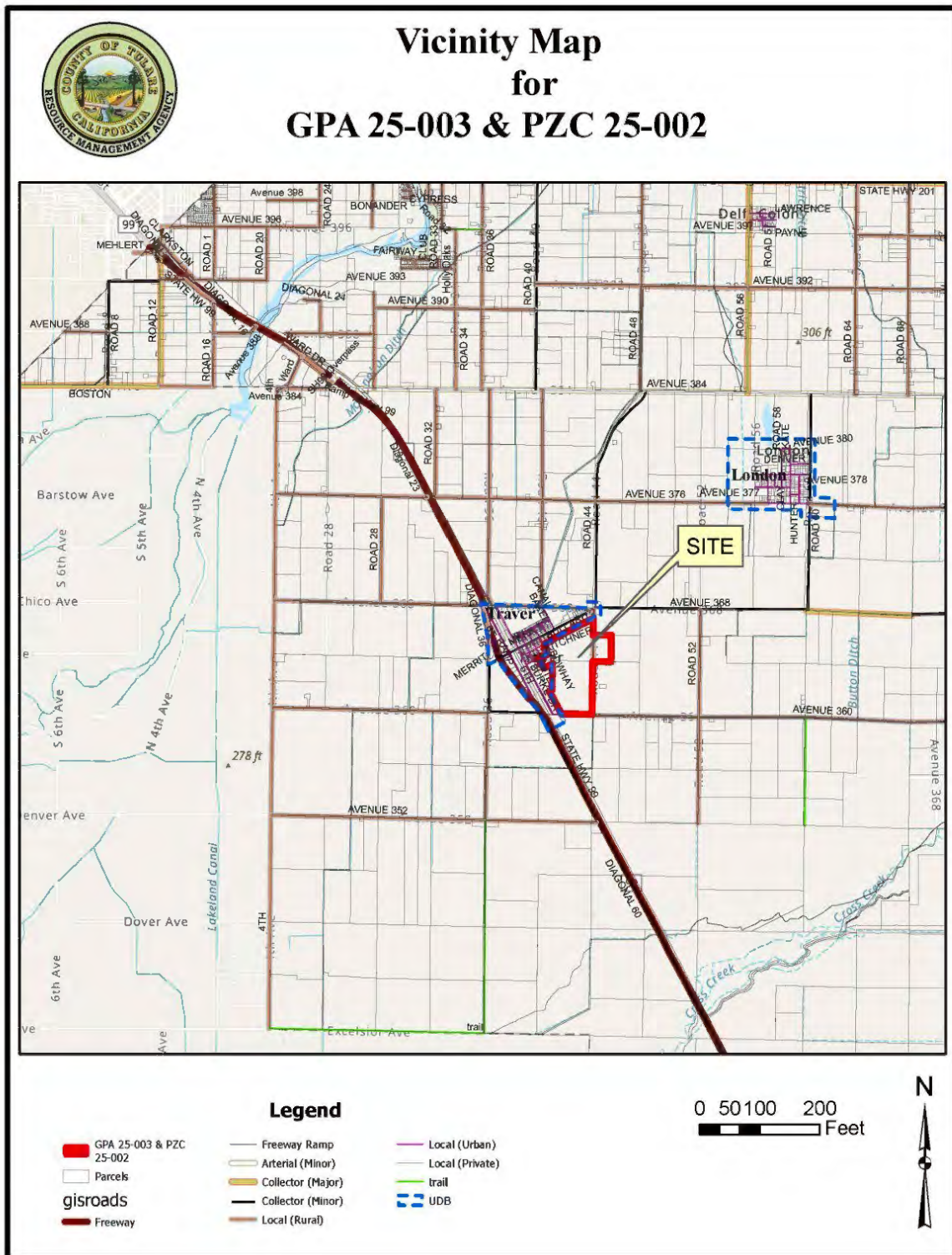
The proposed Project consists of a community plan update to the Traver community to be consistent with the Tulare County General Plan 2030 Update, as well new land use and zoning designations within a modified UDB for the community of Traver. General Plan Amendment No. GPA 25-003, which would amend the existing “Valley Agriculture” land use designation of ±238 acres within the Rural Valley Lands Plan (RVLP) to “Mixed Use” while Zone Change No. PZC 25-002 would amend the existing AE-40 (Exclusive Agriculture – 40 acre minimum) zone to ±199 acres of R-1-MU (single family residential – mixed use overlay) and ±39 acres M-1-MU (light manufacturing – mixed use overlay) zones. As such, the proposed Project will have a Less Than Significant Impact on any special status species, natural community, or jurisdictional waters.

Cumulative Impacts: The proposed Project would result in physical changes to the environment that could potentially result in impacts to biological resources within the Project area. The proposed Project and future development projects in the Project area are required to follow all applicable permit requirements of the County of Tulare, San Joaquin Valley Air Pollution Control District, Regional Water Quality Control Board, California Department of Fish and Wildlife, and United States Army Corps of Engineers. The proposed Project and future development projects would also implement standard CDFW measures such as pre-construction surveys, avoidance measures, and temporal measures, as well as County standard measures such as Construction Best Management Practices and pre-construction biological education training, as deemed appropriate by Tulare County and CDFW, to reduce potential impacts on biological resources. Therefore, the proposed Project will have a Less Than Significant Cumulative Impact on biological resources.

CONCLUSION

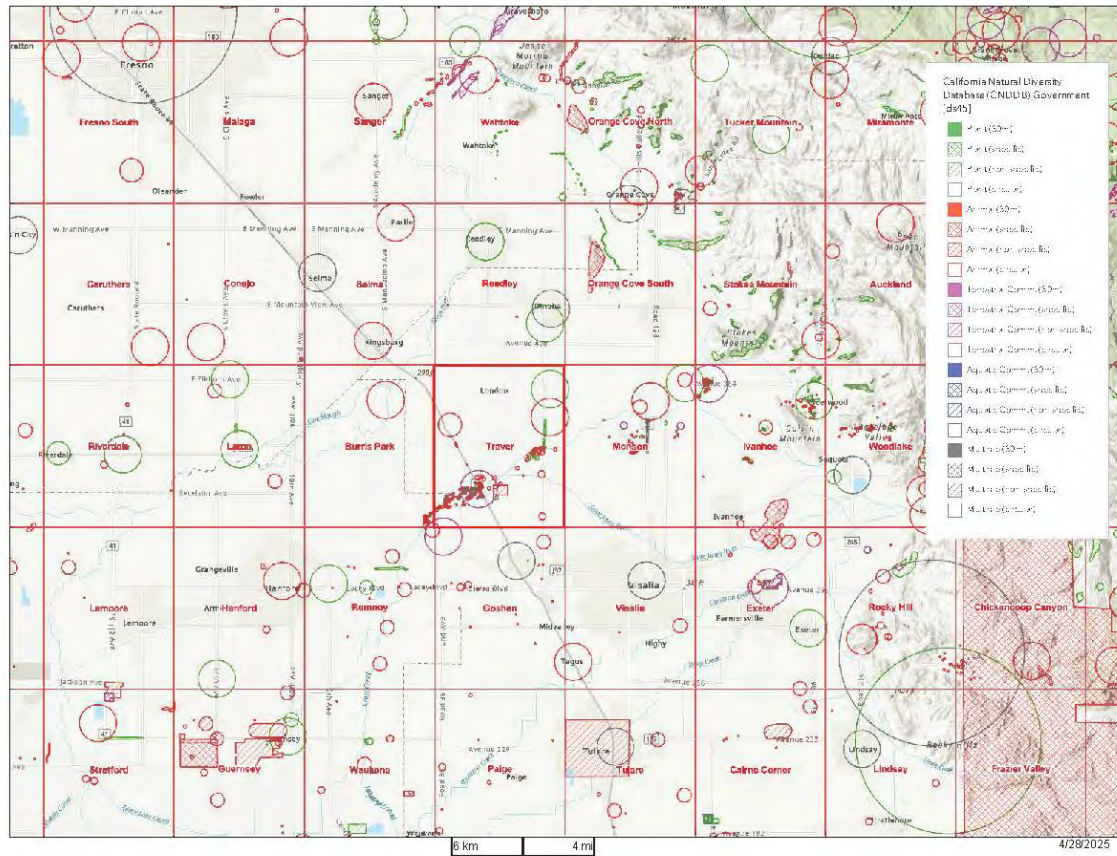
The proposed Project includes the modification of the UDB lines along logical alignments, such as property lines and roadways, and will provide developers with greater flexibility in location and project design of potential future development projects within the community. Potential projects will consider all guidelines, policies and procedures to avoid and minimize potential impacts to any special status species. As such, the proposed Project will have a Less Than Significant Impact on any special status species, natural community, or jurisdictional waters.

Attachment A. Project Vicinity

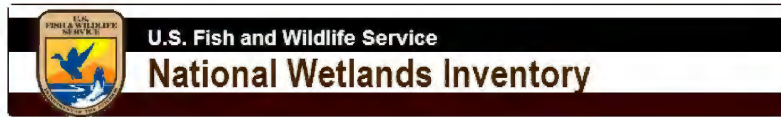


Attachment B. BIOS 6, 9-Quad Project Area Map

BIOS Map (Traver UDB Update)



Attachment C. USFW National Wetland Inventory Map



USFW National Wetland Inventory



April 28, 2025

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

Attachment D. Project Planning Area Species List

(Species recorded within the Traver Quadrangles)



Selected Elements by Scientific Name

California Department of Fish and Wildlife
California Natural Diversity Database



Query Criteria: Quad IS (Traver (3611944))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	Candidate Endangered	G4	S2	SSC
<i>Atriplex cordulata</i> var. <i>erecticaulis</i> Earlmarc 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>Bombus pensylvanicus</i> American bumble bee	IIHYM24260	None	None	G3G4	S2	
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S4	
<i>Eumops perotis californicus</i> western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC
<i>Lanius ludovicianus</i> loggerhead shrike	ABPBR01030	None	None	G4	S4	SSC
<i>Lasthenia chrysanthra</i> alkali-sink goldfields	PDAST5L030	None	None	G2	S2	1B.1
<i>Lepidurus packardii</i> vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G3	S3	
<i>Linderiella occidentalis</i> California linderiella	ICBRA06010	None	None	G2G3	S2S3	
<i>Northern Claypan Vernal Pool</i> Northern Claypan Vernal Pool	CTT44120CA	None	None	G1	S1.1	
<i>Puccinellia simplex</i> California alkali grass	PMPOA53110	None	None	G2	S2	1B.2
<i>Spea hammondi</i> western spadefoot	AAABF02020	Proposed Threatened	None	G2G3	S3S4	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	S3	

Record Count: 17

Attachment E. Project Planning Area 9-Quad Species List



Selected Elements by Scientific Name California Department of Fish and Wildlife California Natural Diversity Database



Query Criteria: Quad< IS (Traver (3611944) OR Selma (3611955) OR Reedley (3611954) OR Orange Cove South (3611953) OR Burris Park (3611945) OR Monson (3611943) OR Remnoy (3611935) OR Goshen (3611934) OR Visalia (3611933))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Actinemys marmorata</i> northwestern pond turtle	ARAAD02031	Proposed Threatened	None	G2	SNR	SSC
<i>Ambystoma californiense</i> pop. 1 California tiger salamander - central California DPS	AAAAA01181	Threatened	Threatened	G2G3T3	S3	WL
<i>Anniella pulchra</i> Northern California legless lizard	ARACC01020	None	None	G3	S2S3	SSC
<i>Antrozous pallidus</i> pallid bat	AMACC10010	None	None	G4	S3	SSC
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	Candidate Endangered	G4	S2	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> Earlismart orache	PDCHE042V0	None	None	G3T1	S1	1B.2
<i>Atriplex depressa</i> brittlescale	PDCHE042L0	None	None	G2	S2	1B.2
<i>Atriplex minuscule</i> lesser saltscall	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's bumble bee	IIHYM24480	None	Candidate Endangered	G2	S2	
<i>Bombus morrisoni</i> Morrison bumble bee	IIHYM24460	None	None	G3	S1S2	
<i>Bombus pensylvanicus</i> American bumble bee	IIHYM24260	None	None	G3G4	S2	
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S4	
<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>Desmocercus californicus dimorphus</i> valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T3	S3	
<i>Eryngium spinosepalum</i> spiny-sepaled button-celery	PDAP10Z0Y0	None	None	G2	S2	1B.2



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>Eumops perotis californicus</i> western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC
<i>Euphorbia hooveri</i> Hoover's spurge	PDEUP0D150	Threatened	None	G1	S1	1B.2
<i>Helianthus winteri</i> Winter's sunflower	PDAST4N260	None	None	G2?	S2?	1B.2
<i>Imperata brevifolia</i> California satintail	PMPOA3D020	None	None	G3	S3	2B.1
<i>Lanius ludovicianus</i> loggerhead shrike	ABPBR01030	None	None	G4	S4	SSC
<i>Lasiurus cinereus</i> hoary bat	AMACC05032	None	None	G3G4	S4	
<i>Lasthenia chrysanthra</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	G3	S3	
<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	S2	
<i>Lytta molesta</i> molestan blister beetle	IICOL4C030	None	None	G2	S2	
<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	G2	S2	1B.2
<i>Sagittaria sanfordii</i> Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
<i>Spea hammondi</i> western spadefoot	AAABF02020	Proposed Threatened	None	G2G3	S3S4	SSC
<i>Talanites moodyae</i> Moody's gnaphosid spider	ILARA98020	None	None	G2G3	S2S3	



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>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	S3	

Record Count: 42

Attachment F. Project Planning Area 9-Quad Occurrence Report

(contains confidential information - available to CDFW upon request)

ATTACHMENT “C”

Soils Report Traver Community Plan Update



United States
Department of
Agriculture

NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for **Tulare County, Western Part, California**

**Traver Community Plan
Amendment and Zone Change
(GPA 25-003 & PZC 25-002)**



February 5, 2025

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

Custom Soil Resource Report

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report Soil Map



Custom Soil Resource Report

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features

 Blowout

 Borrow Pit

 Clay Spot

 Closed Depression

 Gravel Pit

 Gravelly Spot

 Landfill

 Lava Flow

 Marsh or swamp

 Mine or Quarry

 Miscellaneous Water

 Perennial Water

 Rock Outcrop

 Saline Spot

 Sandy Spot

 Severely Eroded Spot

 Sinkhole

 Slide or Slip

 Sodic Spot

 Spoil Area

 Stony Spot

 Very Stony Spot

 Wet Spot

 Other

 Special Line Features

Water Features

 Streams and Canals

Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Tulare County, Western Part, California

Survey Area Data: Version 18, Aug 30, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 16, 2022—May 30, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
105	Calgro-Calgro, saline-Sodic, complex, 0 to 2 percent slopes	210.2	90.9%
144	Youd loam, 0 to 1 percent slopes	21.0	9.1%
Totals for Area of Interest		231.2	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the

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development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Tulare County, Western Part, California

105—Calgro-Calgro, saline-Sodic, complex, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: hp47

Elevation: 250 to 480 feet

Mean annual precipitation: 8 to 12 inches

Mean annual air temperature: 62 to 65 degrees F

Frost-free period: 250 to 300 days

Farmland classification: Farmland of statewide importance

Map Unit Composition

Calgro and similar soils: 60 percent

Calgro, saline-sodic, and similar soils: 25 percent

Minor components: 15 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Calgro

Setting

Landform: Fan remnants

Landform position (two-dimensional): Shoulder

Landform position (three-dimensional): Side slope

Down-slope shape: Linear

Across-slope shape: Linear

Parent material: Alluvium derived from granite

Typical profile

Ap - 0 to 7 inches: sandy loam

Bw - 7 to 25 inches: sandy loam

2Bkqm - 25 to 33 inches: cemented

2Bkq - 33 to 53 inches: gravelly loamy sand

3Bkqm - 53 to 60 inches: cemented

Properties and qualities

Slope: 0 to 2 percent

Depth to restrictive feature: 20 to 40 inches to duripan

Drainage class: Moderately well drained

Runoff class: Low

Capacity of the most limiting layer to transmit water (Ksat): Low to moderately high
(0.01 to 0.20 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: Very rare

Frequency of ponding: None

Calcium carbonate, maximum content: 2 percent

Maximum salinity: Nonsaline to slightly saline (0.0 to 4.0 mmhos/cm)

Sodium adsorption ratio, maximum: 12.0

Available water supply, 0 to 60 inches: Low (about 3.6 inches)

Interpretive groups

Land capability classification (irrigated): 3s

Land capability classification (nonirrigated): 6s

Hydrologic Soil Group: C

Ecological site: R017XY902CA - Duripan Vernal Pools

Custom Soil Resource Report

Hydric soil rating: No

Description of Calgro, Saline-sodic

Setting

Landform: Fan remnants
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from granite

Typical profile

Ap - 0 to 8 inches: sandy loam
Bw - 8 to 24 inches: sandy loam
2Bkqm - 24 to 33 inches: cemented
2Bkq - 33 to 52 inches: gravelly loamy sand
3Bkqm - 52 to 60 inches: cemented

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: 20 to 40 inches to duripan
Drainage class: Moderately well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Low to moderately high
(0.01 to 0.20 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: Very rare
Frequency of ponding: None
Calcium carbonate, maximum content: 4 percent
Maximum salinity: Slightly saline to strongly saline (4.0 to 16.0 mmhos/cm)
Sodium adsorption ratio, maximum: 100.0
Available water supply, 0 to 60 inches: Very low (about 3.0 inches)

Interpretive groups

Land capability classification (irrigated): 4s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: C
Ecological site: R017XY902CA - Duripan Vernal Pools
Hydric soil rating: No

Minor Components

Colpien

Percent of map unit: 5 percent
Landform: Fan remnants
Hydric soil rating: No

Grangeville

Percent of map unit: 4 percent
Landform: Alluvial fans, flood plains
Hydric soil rating: No

Tujunga

Percent of map unit: 3 percent
Landform: Flood plains
Hydric soil rating: No

Exeter

Percent of map unit: 2 percent

Landform: Fan remnants

Hydric soil rating: No

Unnamed, ponded

Percent of map unit: 1 percent

Landform: Depressions

Hydric soil rating: Yes

144—Youd loam, 0 to 1 percent slopes

Map Unit Setting

National map unit symbol: hp5h

Elevation: 220 to 300 feet

Mean annual precipitation: 7 to 8 inches

Mean annual air temperature: 63 to 64 degrees F

Frost-free period: 250 to 275 days

Farmland classification: Farmland of statewide importance

Map Unit Composition

Youd and similar soils: 85 percent

Minor components: 15 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Youd

Setting

Landform: Fan remnants

Landform position (two-dimensional): Shoulder

Landform position (three-dimensional): Side slope

Down-slope shape: Linear

Across-slope shape: Linear

Parent material: Alluvium derived from granitic rock sources

Typical profile

Ap - 0 to 9 inches: loam

Bkqm - 9 to 32 inches: cemented

Bkq - 32 to 60 inches: stratified sand to silt loam

Properties and qualities

Slope: 0 to 1 percent

Depth to restrictive feature: 8 to 20 inches to duripan

Drainage class: Somewhat poorly drained

Runoff class: Medium

*Capacity of the most limiting layer to transmit water (Ksat): Low to moderately high
(0.01 to 0.20 in/hr)*

Depth to water table: More than 80 inches

Frequency of flooding: Rare

Custom Soil Resource Report

Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Gypsum, maximum content: 3 percent
Maximum salinity: Slightly saline to strongly saline (4.0 to 16.0 mmhos/cm)
Sodium adsorption ratio, maximum: 50.0
Available water supply, 0 to 60 inches: Very low (about 0.8 inches)

Interpretive groups

Land capability classification (irrigated): 4s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: D
Ecological site: R017XY902CA - Duripan Vernal Pools
Hydric soil rating: No

Minor Components

Crosscreek

Percent of map unit: 5 percent
Landform: Fan remnants
Hydric soil rating: No

Quonal

Percent of map unit: 4 percent
Landform: Fan remnants
Hydric soil rating: No

Remnoy

Percent of map unit: 3 percent
Landform: Fan remnants
Ecological site: R017XY902CA - Duripan Vernal Pools
Hydric soil rating: No

Tujunga

Percent of map unit: 2 percent
Landform: Flood plains
Hydric soil rating: Yes

Unnamed, ponded

Percent of map unit: 1 percent
Landform: Depressions
Hydric soil rating: Yes

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Custom Soil Resource Report

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ATTACHMENT “D”

Transportation Draft Technical Memorandum Land Use, Trip Generation and Average Daily Traffic



TULARE COUNTY RESOURCE MANAGEMENT AGENCY

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DRAFT TECHNICAL MEMORANDUM LAND USE, TRIP GENERATION AND AVERAGE DAILY TRAFFIC

DATE: May 5, 2024
TO: Gary Mills, Chief Planner
Jarred Olsen, Provost & Pritchard
FROM: Jessica Willis, Planner IV
SUBJECT: Land Use, Trip Generation and Average Daily Traffic for the Traver Urban Development Boundary Modification (GPA 25-003 & PZC 25-002) Project

PROJECT DESCRIPTION AND LOCATION

The Traver Urban Development Boundary Modification (Project) proposes to modify the existing Traver Urban Development Boundary (UDB) to include ± 238 acres on three (3) parcels directly east and south of the existing UDB. The Project area consists of Assessor Parcel Number (APN) 040-020-072 (± 125 acres), the portion of APN 040-010-028 that is not within the existing UDB (± 87 acres of a ± 107 -acre parcel), and the existing Traver Wastewater Treatment Facility (WWTF) located on APN 045-010-021 (± 26 acres). The western Project boundary borders the existing Traver UDB, the northern boundary borders the existing Traver UDB south of Merritt Drive, the eastern boundary generally borders the west side of Road 44 and includes the WWTF on the east side of Road 44, and the southern boundary borders Avenue 360 (see Figure 1). The Project is located within the Traver USGS 7.5-Minute Quadrangle, within Sections 15 & 16, Township 17 South, Range 23 East, Mount Diablo Base and Meridian.

To accommodate the Modified UDB, the Project proposes new land use and zoning designations within the proposed modification area (reference Figures 2 and 3). Entitlements required to modify the UDB include General Plan Amendment No. GPA 25-003, which would amend the existing "Valley Agriculture" land use designation of ± 238 acres within the Rural Valley Lands Plan (RVLP) to "Mixed Use" while Zone Change No. PZC 25-002 would amend the existing AE-40 (Exclusive Agriculture – 40 acre minimum) zone to ± 199 acres of R-1-MU (single family residential – mixed use overlay) and ± 39 acres M-1-MU (light manufacturing – mixed use overlay) zones.

Although the proposed Project will result in a larger UDB and the proposed changes to the land use designation and zoning classifications would allow future development of a mixture of non-agricultural uses, predominantly residential uses with supporting light industrial, commercial, open space and public facilities uses, to be developed within the modified UDB. No new development projects are proposed with the UDB modification. As such, the Project would not amend the Complete Streets Program, Road Maintenance Program, Bicycle and Pedestrian Plan, Sewer Collection Plan, or Water Distribution & Storm Water Sewer Plan as adopted in the Traver Community Plan. The Project would modify the UDB lines along logical alignments, such as property lines and roadways, and will provide developers with greater flexibility in location and project design of potential future development projects within the community.

Figure 1. Existing UDB and UDB Modification Area

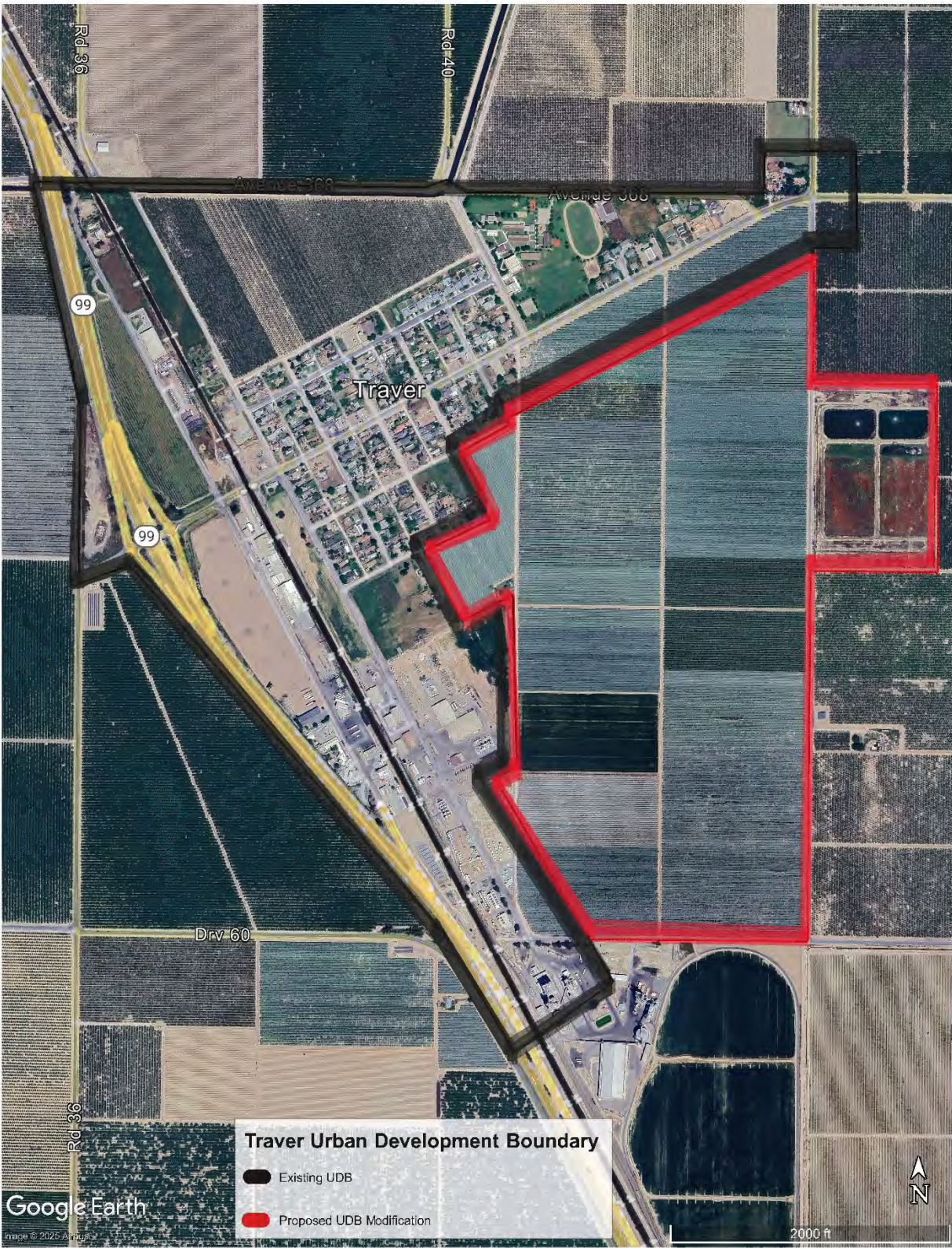


Figure 2. General Plan Amendment No. GPA 25-003



Figure 3. Zone Change No. PZC 25-002

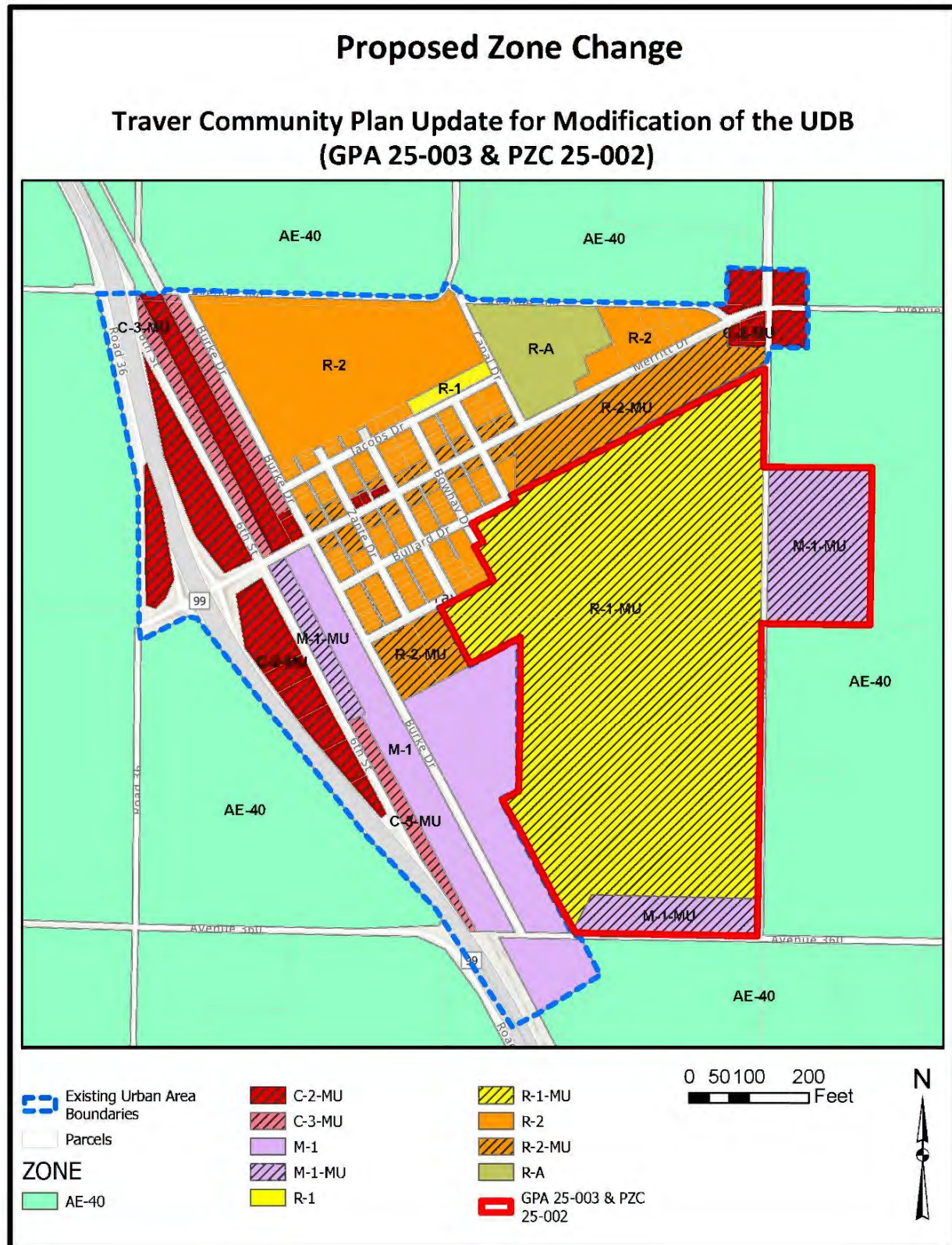
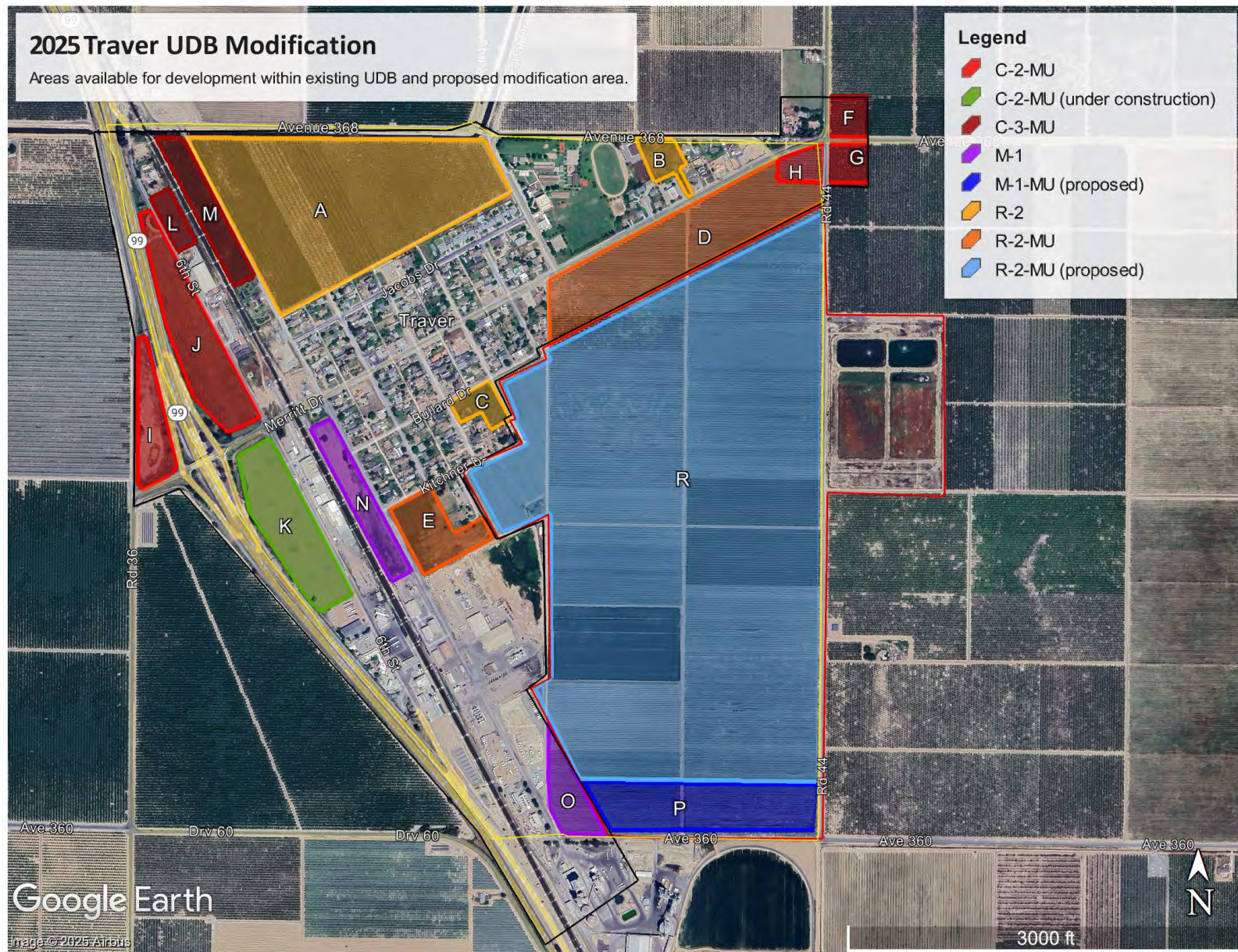


Figure 4. Areas of Potential Future Growth within the Modified UDB



PURPOSE AND NEED FOR EVALUATION

The proposed modification to the Traver UDB constitutes a project under CEQA. As such, the appropriate level of environmental analysis must be determined. A Mitigated Negative Declaration (MND) was prepared for the Traver Community Plan 2014 Update and was certified by the Tulare County Board of Supervisors on December 16, 2014, with Resolution No. 2014-0898. The MND evaluated the potential environmental impacts that could result from new development within the UDB through Year 2030.

This technical memorandum is intended to:

- Determine whether the Traver growth projections as evaluated in the Traver 2014 Community Plan Update have been realized;
- Determine whether new analysis for reasonably foreseeable growth within the modified UDB is warranted for Air Quality, Greenhouse Gases, and Energy resources; and
- Determine the consistency of the Project with the General Plan.

The determinations made in this memorandum are based on the comparison of existing land uses within the community as evaluated in the MND prepared for the Community Plan 2014 Update, projections for full buildout of the community (i.e., all land is developed to capacity consistent with existing zoning), and projections for full buildout of the proposed UDB modification area (assuming, the modification area will be built consistent with typical sustainable community strategies).

EXISTING LAND USE AND GROWTH PROJECTIONS

2014 Community Plan Existing Uses and Vehicles Trips

The 2014 baseline vehicle trips were developed based upon existing land uses. Year 2014 Baseline vehicle trips were calculated based on the land uses in place at the time of adoption of the Community Plan 2014 Update and applying the Institute of Traffic Engineers (ITE) Trip Generation 8th Edition trip rates to each use.¹ Existing residential and non-residential land uses as of 2014 are found in Tables 4 and 5, respectively, of the Air Quality Analysis Report included as Appendix A of the MND prepared for the 2014 Update. Year 2014 Baseline ADT is provided in Table 1.

Table 1. 2014 Baseline Trips (2014 Traffic Counts)

Scenario Year	Weekday Trips
Existing 2014 Daily Trips ¹	29,900
Projected 2030 Trips Estimates ²	37,000
Projected Increase in Trips	7,100
1. Figure 5 of 2014 TIA 2. Figure 8 of 2014 TIA	

Development in Process (2024)

There has been one development project approved, the Harvest Travel Center, which is currently under construction, within the existing UDB. The projected ADT for this project is based on the specific land uses identified in the project site plan and applying the Institute of Traffic Engineers (ITE) Trip Generation 8th Edition trip rates. The 8th Edition is used throughout this analysis for consistency with the 2014 Community

¹ For consistency with the 2014 Community Plan, the ITE Trip Generation 8th Edition rates were used in the trip calculations as it was the edition current at the time the 2014 Update was prepared.

Plan Update. Table 2 estimates trip generation related to new development in Traver. As shown in Table 2, current development is estimated to generate 6,072 net new trips.

Table 2. Development Currently Under Construction within the Existing UDB

Land Use	Map Area ID ¹	Units	Weekday Trip Rate ²	Weekday Trips	Internal Capture Rate	Net Trips
Post Office	K	2,400	108.19	260	35%	168
Fast Food		4,500	496.12	2,233		1,443
Gas Station/Mini Mart		7,975	845.60	6,744		4,359
Truck Service Center (3 bays)		9,900	15.86	157		101
Development Total		24,775		9,393		6,072

1. See Figure 4

2. ITE Trip Generation 8th Edition

ANTICIPATED LAND USE AND GROWTH PROJECTIONS

Potential Growth within the Existing UDB

Table 3 shows buildout of the existing UDB. As shown in Table 3, the undeveloped/unimproved land within the Existing UDB is anticipated to generate 8,841 net new trips.

Table 3 – Potential Development of Unimproved/Undeveloped Land within the Existing UDB

Land Use	Map Area ID ¹	Existing Zoning	Total Acres	Road Acres ²	Net Acres	Units ³	Weekday Trip Rate ⁴	Daily Trips	Total Units by Land Use Category	Total Daily Trips by Land Use Category	Adjusted Daily Trips ⁵
Residential	A	R-2	45	9	36	261	9.43	2,465	441	4,162	2,691
	B	R-2	2	0	2	15	9.43	137			
	C	R-2	2	0	2	15	9.43	137			
	D	R-2-MU	21	4	17	122	9.43	1,150			
	E	R-2-MU	5	1	4	29	9.43	274			
Commercial	F	C-2-MU	2	0	2	17,424	37.01	645	246,550	9,125	5,898
	G	C-2-MU	2	0	2	17,424	37.01	645			
	H	C-2-MU	2	0	2	15,682	37.01	580			
	I	C-2-MU	5	0	5	43,560	37.01	1,612			
	J	C-2-MU	11	0	11	95,832	37.01	3,547			
	L	C-3-MU	2	0	2	13,068	37.01	484			
	M	C-3-MU	5	0	5	43,560	37.01	1,612			
Light Industrial	N	M-1	4	1	3	27,878	4.87	136	71,438	348	225
	O	M-1	5	0	5	43,560	4.87	212			
Total Existing UDB			112	15	97					13,635	8,814

1. See Figure 4.

2. Assumes 20% of Total Acres unless the area is anticipated to be served by existing roads.

3. Residential = Dwelling Units; Commercial = Square Feet; Light Industrial = Square Feet

4. ITE Trip Generation 11th Edition

5. Assumes a 35% Internal Capture Rate

Potential Growth within the UDB Modification Area

Table 4 shows potential built-out conditions of the proposed Traver Modified UDB for residential and non-residential land uses. As shown in Table 4, the Modified UDB Area is projected to generate 17,083 net new trips after considering adjustments related to internal capture rates.

Table 4– Potential Future Buildout of the 2025 Modified UDB

Land Use	Total Acres ¹	Road Acres	Net Acres	Units ²	Daily Trips	Adjusted Trips ³
Residential / Mixed-Use	234	46	188	1,673	14,118	9,126
Non-Residential / Mixed-Use	91	9	82	619,615	12,310	7,957
Total Available Area for Development within 2025 Modified UDB	325	55	270		26,427	17,083
1. Total Acres available includes 112 acres within existing UDB + 212 acres within modified UDB 2. Residential = Dwelling Units; Non-Residential = Square Feet 3. Assumes a 35% Internal Capture Rate.						

Factors Influencing Internal Trip Capture Rate in Traver

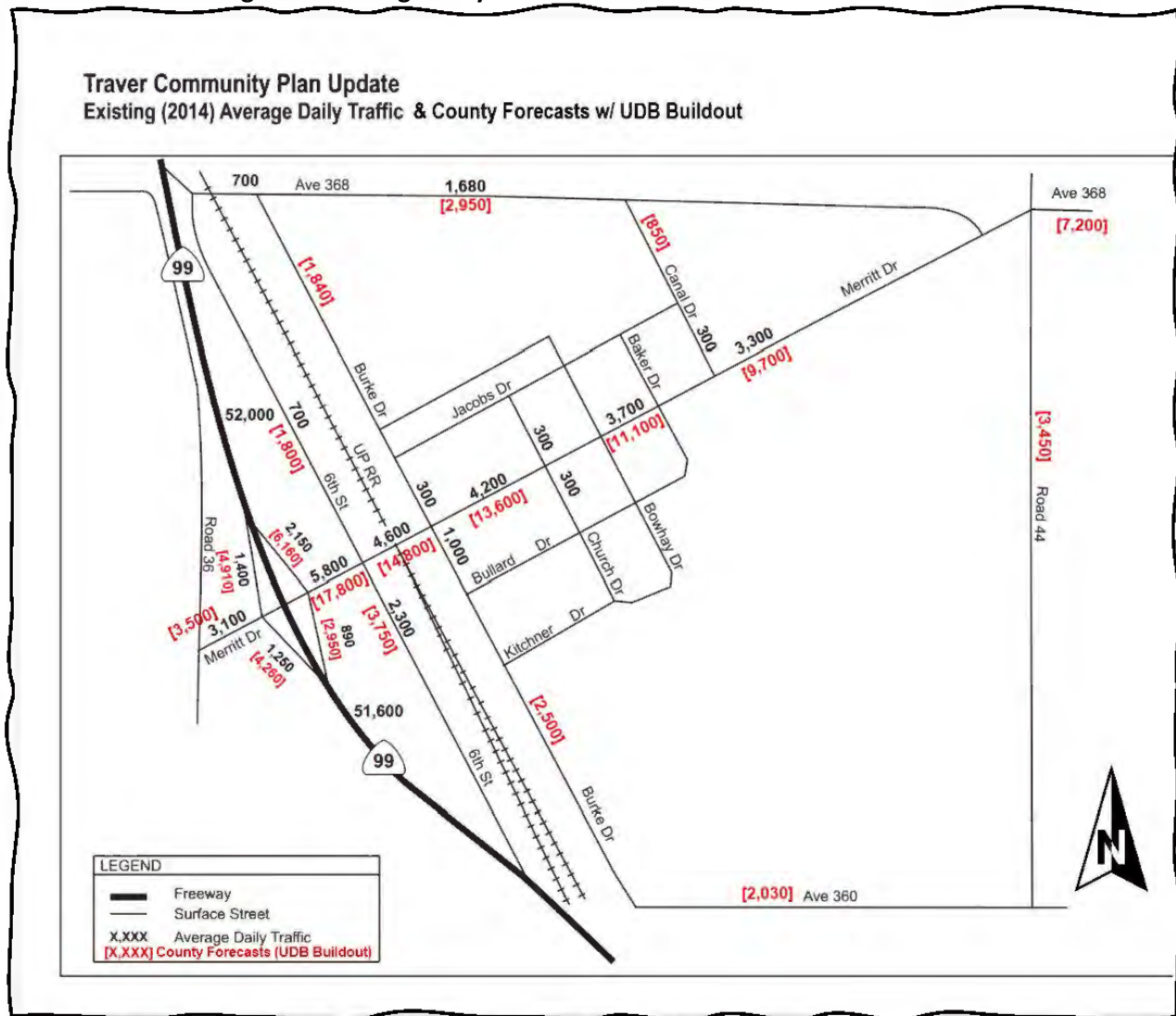
A 35% internal capture rate was assumed for future development in Traver. The new mixed-use zoning will provide ample opportunities to keep both vehicular and non-vehicle trips local. The following factors were considered when determining the internal capture rate.

- *Land Use Mix and Proximity:* The variety and mix of land uses are critical. A good balance of housing, retail (grocery, daily needs), services, employment (light industrial, government), and amenities within a walkable or easily accessible area leads to higher capture rates. The closer these uses are to each other, the more likely people are to walk or make short internal trips.
- *Site Design and Connectivity:* A well-designed site with good pedestrian and bicycle infrastructure (sidewalks, paths, bike lanes), wayfinding, and internal street networks will encourage internal trips.
- *Density:* Higher residential density combined with concentrated non-residential uses can support more internal trips.
- *Size and Scale:* A larger, more self-contained development has the potential for higher internal capture.
- *Type of Retail and Commercial:* Convenience retail, grocery stores, pharmacies, and local-serving businesses are more likely to be visited by residents within the community. Destination retail might draw more external trips.
- *Employment Opportunities:* The number and type of jobs within the light industrial and government uses will influence the number of work trips captured internally by residents.
- *Community Amenities:* Parks, recreational facilities, schools, and community centers within the development can also increase internal trips.

Summary of Potential Growth and Projected Average Daily Traffic within the 2025 Modified UDB

Figure 1 shows Existing (2014) average daily traffic (ADT) and Modified UDB Buildout project by Tulare County staff. As shown in Figure 1, the segment of Merritt Drive between State Route 99 and 6th Street exceeds the LOS D threshold of 16,400 ADT (Figure 2), meaning the congestion is forecasted to on Merritt Drive east of the freeway.

Figure 1– Average Daily Traffic: 2014 & Forecasted UDB Buildout



As a result, **operational improvements** (signalization, roundabouts, shoulder widening, etc.) on Merritt Drive should be considered as the Modified UDB gets built out. In addition, **alternative access to State Route 99** needs to be considered in the future. With only one freeway interchange serving Traver, limited access to State Route 99 will result in future congestion along Merritt Drive. Further, **heavy duty trucks** (mostly to agriculturally related) along the Merritt Drive corridor contribute up to **21%** of existing traffic near 6th Avenue. Because these truck travel through residential neighborhoods and next to the school, an **alternative route for heavy duty trucks** should be considered.

Figure 2– Tulare County General Plan LOS Threshold Volumes by Roadway Type

Tulare County General Plan

Table 5-5. Street and Highway Level of Service Threshold Volumes

Roadway Type	Total Average Daily Traffic (Both Directions) ADT				
	Level of Service A	Level of Service B	Level of Service C	Level of Service D	Level of Service E
6-Lane Freeway	36,900	61,100	85,300	103,600	115,300
4-Lane Freeway	23,800	39,600	55,200	67,100	74,600
6-Lane Arterial	7,300	44,700	52,100	53,500	—
4-Lane Arterial	4,800	29,300	34,700	35,700	—
2-Lane Collector	—	4,200	13,800	16,400	16,900

Based on Florida DOT Tables which are used as an industry standard (2000 HCM).

All volumes are approximate and assume ideal roadway characteristics. Actual threshold volumes for each LOS listed above may vary depending on a number of factors including curvature and grade, intersection or interchange spacing, percentage of trucks and other heavy vehicles, lane widths, signal timing, on-street parking, amount of cross traffic and pedestrians, driveway spacing, etc. ADT = Average Daily Traffic

GENERAL PLAN CONSISTENCY

Other Uses for this Memorandum

Vehicle trips are crucial for effective transportation planning, infrastructure development, and safety improvements of future development projects. The amount of vehicle trips assists engineers design roads with appropriate capacity to handle current and future traffic flow and help in determining appropriate safety measures such as stop signs, turn lanes, traffic signals, etc. Peak hour trips are used to calculate the total number of vehicles utilizing roads in order to evaluate automobile delay and Level of Service (LOS). LOS is calculated by assessing the performance of a roadway, such as speed, volume, and density, and assigning a letter grade (A to F) to reflect the quality of traffic flow. Vehicle trips and LOS are also used to determine a future project's fair share of road maintenance fees. However, with the passage of Senate Bill 743 (SB 743), automobile delay and LOS can no longer be used as the performance measure to determine the significance of transportation impacts of land development projects under the California Environmental Quality Act (CEQA). However, LOS can still be used to determine a project's fair share of road maintenance fees.

Pursuant to SB 743, as of July 1, 2020, the new performance measure is vehicle miles traveled (VMT). CEQA Guidelines Section 15064.3(a) defines VMT as the amount and distance of automobile travel attributable to a project, specifically referring to on-road passenger vehicles like cars and light trucks. This means that when assessing transportation impacts under CEQA, VMT focuses on the miles traveled by cars and light trucks, excluding heavy-duty trucks or other commercial vehicles used for transporting goods.

This technical memorandum is intended to estimate vehicle trips to be applied as average daily traffic (ADT) within the Community of Traver. The vehicle trips generated are based on existing land uses currently developed within the community, include development currently under construction, and are projected for full buildout of the Modified UDB (meaning all parcels are developed to capacity). These vehicle trips will be used to estimate the proposed Project's VMT assessment being prepared pursuant to

the County's SB 748 Guidelines and to provide baseline conditions in which future developments within the community can determine their fair share of road maintenance fees.²

² The Tulare County SB 743 Guidelines are available online at: <https://tularecounty.ca.gov/rma/planning-building/environmental-planning/environmental-planning-resources/tulare-county-sb-743-guidelines-june-2020/>.

ATTACHMENT “E”

Mitigation Monitoring and Reporting Program (MMRP)

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with State law and based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Traver Ranch Project.

The CEQA Public Resources Code Section 21081.6 requires the Lead Agency decision making body is going to approve a project and certify the MND that it also adopts a reporting or monitoring program for those measures recommended to mitigate or avoid significant/adverse effects of the environment identified in the MND. The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation. The MMRP is to contain the following elements:

- **Action and Procedure.** The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
- **Compliance and Verification.** A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when and by whom compliance will be monitored and reported and to whom it will be report. As necessary the reporting should indicate any follow-up actions that might be necessary if the reporting notes the impact has not been mitigated.
- **Flexibility.** The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon the recommendations by those responsible for the MMRP. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

The following presents the Mitigation Measures identified for the proposed Project in this MND. Each Mitigation Measure is identified by the impact number. For example, 4-1 would be the first Mitigation Measure identified in the Biological analysis of the MND.

The first column of the MMRP Table identifies the Mitigation Measure. The second column, "Timing/Frequency," identifies the time the Mitigation Measure should be initiated and identifies the frequency of the monitoring that should take place to assure the mitigation is being or has been implemented to achieve the desired outcome or performance standard. The third column, "Action Indicating Compliance," identifies the requirements of compliance with the Mitigation Measure. The fourth column, "Monitoring Agency," names the party ultimately responsible for ensuring that the Mitigation Measure is implemented. The fifth column, "Person/Agency Conducting Monitoring/Reporting" names the party/agency/entity responsible for verification that the Mitigation Measure has been implemented. The last three columns will be used by the County of Tulare to ensure that individual Mitigation Measures have been complied with and monitored.

Initial Study/Mitigated Negative Declaration
Traver UDB Update Project (GPA 25-003 & PZC 25-002)

Mitigation Monitoring and Reporting Program							
Mitigation Measure	Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Responsible for Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
AIR QUALITY							
AQ-3.3-1 Indirect Source Review Major development projects, as defined by the SJVAPCD, shall reasonably mitigate air quality impacts associated with the project. The County shall notify developers of SJVAPCD Rule 9510 Indirect Source Review requirements and work with SJVAPCD to determine mitigations, as feasible, that may include, but are not limited to the following: 1.Providing bicycle access and parking facilities, 2.Increasing density, 3.Encouraging mixed use developments, 4.Providing walkable and pedestrian-oriented neighborhoods, 5.Providing increased access to public transportation, 6.Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles, and 7.Establishing telecommuting programs or satellite work centers.	Prior to and during construction-related activities. On-going.		County of Tulare, and/or Air District, and RWQCB	Applicant			
AQ-3.3-2 Location of Support Services. The County shall encourage the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) near major employment centers for the purpose of reducing midday vehicle trips.	Prior to and during construction-related activities. On-going.		County of Tulare Planning Department	Applicant			
AQ-3.3-3 Infill Near Employment: The County shall identify opportunities for infill	Prior to and during construction-		County of Tulare Planning	Applicant			

Initial Study/Mitigated Negative Declaration
Traver UDB Update Project (GPA 25-003 & PZC 25-002)

Mitigation Monitoring and Reporting Program							
Mitigation Measure	Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Responsible for Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.	related activities. On-going.		Department				
AQ-3.3-4 Street Design: The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.	Daily throughout the construction period.		County of Tulare Planning Department	Applicant			
AQ-3.3-5 Mixed Land Uses: The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.	Daily throughout the construction period.		County of Tulare Planning Department	Applicant			
AQ-3.3-7 Agreement: Subsequent development shall pay the County the following amounts to establish a Voluntary Emission Reduction Agreement for the Project: • \$1,275.74 per single family dwelling unit • \$790.12 per multi family dwelling unit • \$837.86 per 1,000 square feet of government facility • \$788.65 per 1,000 square feet of light industrial space • \$3,916.32 per 1,000 square feet of commercial space • An additional amount shall be calculated for subsequent development's fair share of carbon monoxide exceedances.	Daily throughout the construction period.		County of Tulare Planning Department	Applicant			
BIOLOGICAL RESOURCES							

Initial Study/Mitigated Negative Declaration
Traver UDB Update Project (GPA 25-003 & PZC 25-002)

Mitigation Monitoring and Reporting Program							
Mitigation Measure	Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Person Responsible for Monitoring / Reporting	Verification of Compliance		
					Initials	Date	Remarks
Measures for Special Status Animal Species							
(Pre-construction Survey) A qualified biologist will conduct pre-construction surveys during the appropriate periods for special status animal 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	Prior to and during construction-related activities. On-going.	Field Survey and Report submitted to Tulare County RMA prior to construction.	County of Tulare Planning Department	Qualified Biologist			

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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 for Special Status Animal Species Identified in Pre-construction Surveys							
(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 and during construction-related activities. On-going.	As needed if special status species are detected	County of Tulare	Qualified biologist working with USFWS and/or CFW			
Biological Resources - Project-Related Mortality of San Joaquin Kit Fox (San Joaquin Kit Fox)							
3.4-1 Pre-construction Surveys Pre-construction surveys shall be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance, construction activities, and/or any project activity likely to impact the San Joaquin kit fox. These surveys will be conducted in accordance with the USFWS Standard Recommendations. The primary objective is to identify kit fox habitat features (e.g. potential dens	Prior to and during construction-related activities. On-going.	Field Survey and Report submitted to Tulare County RMA prior to construction.	County of Tulare	Qualified biologist working with USFWS and/or CFW			

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and refugia) on the project site and evaluate their use by kit foxes through use of remote monitoring techniques such as motion-triggered cameras and tracking medium. If an active kit fox den is detected within or immediately adjacent to the area of work, the USFWS and CDFW shall be contacted immediately <i>to determine the best course of action</i> .							
3.4-2(Avoidance) Should a kit fox be found using any of the sites during preconstruction surveys, the project will avoid the habitat occupied by the kit fox and the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified.	Implemented only if sensitive species are encountered	Throughout construction	County of Tulare	Determination by qualified biologist			
3.4-3 (Minimization). Construction activities shall be carried out in a manner that minimizes disturbance to kit foxes. Minimization measures include, but are not limited to: restriction of project-related vehicle traffic to established roads, construction areas, and other designated areas; inspection and covering of structures (e.g., pipes), as well as installation of escape structures, to prevent the inadvertent entrapment of kit foxes; restriction of rodenticide and herbicide use; and proper disposal of food items and trash.	Prior to construction-related activities.	As needed if special status species are detected.	County of Tulare	Qualified biologist working with USFWS and/or CFW			
3.4-4 (Employee Education Program). Prior to the start of construction the applicant will retain a qualified biologist to conduct a tailgate meeting to train all construction staff that will be involved with the project on the San Joaquin kit fox. This training will include a description of the kit fox and its habitat needs; a report of the occurrence of kit fox in the project area; an explanation of the status of the	Prior to and during construction-related activities. On-going.	As needed if special status species are detected	County of Tulare	Qualified biologist working with USFWS and/or CFW			

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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							
3.4-5 (Mortality Reporting). The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified in writing within three working days in case of the accidental death or injury of a San Joaquin kit fox during project-related activities. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information	Prior to and during construction-related activities. On-going.	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable.	County of Tulare Planning Department	Qualified Biologist			
Measures for Nesting Raptors (Including Burrowing Owl)							
3.4-6 (Pre-construction Surveys). A pre-construction survey for burrowing owls will be conducted by a qualified biologist within 30 days of the onset of project-related activities involving ground disturbance or heavy equipment use. The survey area will include all suitable habitat on and within 500 feet of project impact areas, where accessible.	Prior to and during construction-related activities. On-going.	Field Survey and Report submitted to Tulare County RMA prior to construction.	County of Tulare	Qualified Biologist			
3.4-7 (Avoidance of Active Nests). If pre-construction surveys and subsequent project activities are undertaken during the breeding season (February 1-August 31) and active nest burrows are located within or near project impact areas, a 250-foot construction setback will be established around active owl nests, or alternate avoidance measures implemented in consultation with CDFW. The buffer areas will be enclosed with temporary fencing to prevent construction equipment and workers from entering the setback area. Buffers will remain in place	During construction.	As needed during construction.	County of Tulare	Determination by Qualified Biologist			

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for the duration of the breeding season, unless otherwise arranged with CDFW. After the breeding season (i.e. once all young have left the nest), passive relocation of any remaining owls may take place as described below.							
3.4-8 (Passive Relocation of Resident Owls). During the non-breeding season (September 1-January 31), resident owls occupying burrows in project impact areas may be passively relocated to alternative habitat in accordance with a relocation plan prepared by a qualified biologist. Passive relocation may include one or more of the following elements: 1) establishing a minimum 50 foot buffer around all active burrowing owl burrows, 2) removing all suitable burrows outside the 50 foot buffer and up to 160 feet outside of the impact areas as necessary, 3) installing one-way doors on all potential owl burrows within the 50 foot buffer, 4) leaving one-way doors in place for 48 hours to ensure owls have vacated the burrows, and 5) removing the doors and excavating the remaining burrows within the 50 foot buffer.	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>Project-Related Mortality/Disturbance of Nesting Raptors and Migratory Birds</i>							
3.4-9 (Avoidance). In order to avoid impacts to nesting raptors and migratory birds, individual projects within the PPSA will be constructed, where possible, outside the nesting season, or between September 1st and January 31st.	Prior to initiation of construction, qualified biologist will conduct surveys	Retention of professional biologist/ongoing monitoring/ submittal of Report of Findings, if applicable.	County of Tulare Planning Department and/or CDFW	Qualified biologist working with USFWS and/or CFW			
3.4-10 (Preconstruction Surveys). If project activities must occur during the nesting season (February 1-	Prior to initiation of construction,	Retention of professional	County of Tulare	Qualified biologist working			

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					Initials	Date	Remarks
August 31), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 30 days of the onset of these activities. The survey will include the proposed work area(s) and surrounding lands within 500 feet for all nesting raptors and migratory birds save Swainson's hawk; the Swainson's hawk survey will extend to ½ mile outside of work area boundaries. If no nesting pairs are found within the survey area, no further mitigation is required.	qualified biologist will conduct surveys	biologist. Verification by County of incorporation of project design features and issuance of building permits	Planning Department and/or CDFW	with USFWS and/or CFW			
3.4-11 (Establish Buffers). Should any active nests be discovered near proposed work areas, the biologist will determine appropriate construction setback distances based on applicable CDFW guidelines and/or the biology of the affected species. Construction-free buffers will be identified on the ground with flagging, fencing, or by other easily visible means, and will be maintained until the biologist has determined that the young have fledged.	The passive relocation of resident owls must be conducted according to a Burrowing Owl Relocation Plan developed by a qualified biologist.	Retention of professional biologist. Verification by County of incorporation of project design features	County of Tulare Planning Department and/or CDFW	Qualified biologist working with USFWS and/or CFW			
Measures for Mortality of Roosting Bats							
3.4-12 (Temporal Avoidance). To avoid potential impacts to maternity bat roosts, removal of buildings and trees should occur outside of the period between April 1 and September 30, the time frame within which colony-nesting bats generally assemble, give birth, nurse their young, and ultimately disperse.	Prior to initial construction-related activities	Qualified biologist will conduct preconstruction surveys. Verification by County of incorporation of project design features prior to	CFWS and Tulare County Planning Department	Qualified biologist working with USFWS and/or CFW			

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					Initials	Date	Remarks
		construction					
3.4-13 (Preconstruction Surveys). If removal of buildings or trees is to occur between April 1 and September 30 (general maternity bat roost season), then within 30 days prior to these activities, a qualified biologist will survey affected buildings and trees for the presence of bats. The biologist will look for individuals, guano, and staining, and will listen for bat vocalizations. If necessary, the biologist will wait for nighttime emergence of bats from roost sites. If no bats are observed to be roosting or breeding, then no further action would be required, and construction could proceed.	Prior to initiation of construction	Retention of professional biologist. Verification by County of incorporation of project design features	CFWS and Tulare County Planning Department	Qualified biologist working with USFWS and/or CFW			
3.4-14 (Minimization). If a non-breeding bat colony is detected during preconstruction surveys, the individuals will be humanely evicted via partial dismantlement of trees or structures prior to full removal under the direction of a qualified biologist to ensure that no harm or “take” of any bats occurs as a result of construction activities.	Prior to initiation of construction	Retention of professional biologist. Verification by County of incorporation of project design features	CFWS and Tulare County Planning Department	Qualified biologist working with USFWS and/or CFW			
3.4-15 (Avoidance of Maternity Roosts). If a maternity colony is detected during preconstruction surveys, a disturbance-free buffer will be established around the colony and remain in place until a qualified biologist deems that the nursery is no longer active. The disturbance-free buffer will range from 50 to 100 feet as determined by the biologist.	Prior to initiation of construction	Retention of professional biologist. Verification by County of incorporation of project design features	CFWS and Tulare County Planning Department	Qualified biologist working with USFWS and/or CFW			
Measures for Waters of the United States							

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					Initials	Date	Remarks
3.4-16 (Avoidance and/ or Minimization). Individual projects within the PPSA will be designed to avoid and/or minimize impacts to waters of the U.S. to the maximum extent practicable while still achieving its goal of expanding the planning area.	Prior to initiation of construction						
3.4-17 (Compliance with Terms of the Permits). If Banks Ditch is determined to be a water of the U.S. by the USACE, then the applicant will be required to follow the permit requirements which may include an employee education program, implementation of Best Management Practices, placement of protective fencing between nearby unaffected waters and construction areas during construction, removal of temporary fills, and restoring temporarily disturbed areas to pre-project conditions, among others.	Prior to initiation of construction						
3.4-18 (Compensatory Mitigation). If the ditch is determined to be a water of the U.S., then compensatory mitigation will be provided at a minimum of 1:1 for all losses of waters that exceed 0.5 acre. Compensatory mitigation will be provided in the form of either on-site or off site preservation or creation, through payment into an in-lieu fee program (if one is available), purchase of credits from an approved Mitigation Bank in the vicinity, or some combination of one or more of these options. Preserved and/or created waters would have to be placed under conservation easement held by a third party and managed in perpetuity with an approved endowment fund. If losses are 0.5 acre or less, then impacts would be considered to be less than significant, and compensatory mitigation would not	Prior to initiation of construction						

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be necessary for purposes of CEQA.							
CULTURAL RESOURCES							
3.5-1. Discovery: If historical, archaeological or paleontological resources are discovered during site excavation, the County shall require that grading and construction work on the Preferred/Proposed Project site be immediately suspended until the significance of the features can be determined by a qualified archaeologist or paleontologist. In this event, the specialists shall provide recommendations for measures necessary to protect any site determined to contain or constitute a historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recover, excavation analysis, and curation of archaeological or paleontological materials. County staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously approved by the County.	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 laws including CEQA.	County of Tulare	County of Tulare, Qualified Archaeologist or Paleontologist			
3.5-2- Avoidance, Preservation, and Treatment: The property owner shall avoid and minimize impacts to paleontological resources. If a potentially significant paleontological resource is encountered during ground disturbing activities, all construction within a 100-foot radius of the find shall immediately cease until a qualified paleontologist determines whether the resources require further study. The project proponent shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The	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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paleontologist shall notify the Tulare County Resource Management Agency and the project proponent of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the Tulare County Resource Management Agency determines avoidance is not feasible, the paleontologist shall design and implement a data recovery plan consistent with applicable standards. The plan shall be submitted to the Tulare County Resource Management Agency for review and approval. Upon approval, the plan shall be incorporated into the project.							
3.5-3. Compliance with Health and Safety Code. Consistent with Section 7050.5 of the California Health and Safety Code and (CEQA Guidelines) Section 15064.5, if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). In the event of the accidental [that is, unanticipated] 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:	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 Archaeologist			

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a. The Tulare County Coroner/Sheriff must be contacted to determine that no investigation of the cause of death is required; and b. If the coroner determines the remains to be Native American: i. The coroner/sheriff shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code section 5097.98, or 2. Where the following conditions occur, the landowner or his/her 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							

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being notified by the commission. b. The descendant fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendent.							
GEOLOGY/SOILS (PALEONTOLOGICAL RESOURCES)							
Also See Mitigation Measures 3.5-1 through 3.5-3.							
TRIBAL CULTURAL RESOURCES							
Also See Mitigation Measures 3.5-1 through 3.5-3.							