Initial Study/Mitigated Negative Declaration

LUNR-24-13 (Berhane et. al)

Lead Agency:
Tuolumne County
Community Development Department
48 Yaney Avenue
Sonora, California 95370
209-533-5633
www.tuolumnecounty.ca.gov

Owner/Applicant:
Tewolde Berhane

July 6, 2026

INTRODUCTION AND REGULATORY GUIDANCE

This Initial Study/Proposed Mitigated Negative Declaration (IS/Proposed MND) has been prepared by Tuolumne County to evaluate potential environmental effects from a commercial rest stop area that consists of a restaurant and bar, visitors center, mini-mart and gas station in addition to eight RV campsites on two parcels totaling 4.19± acre parcel proposed to be rezoned to C-S (Special Commercial) and O (Open Space).

This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the *State CEQA Guidelines* (California Code of Regulations Section 15000 et seq.). An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment (*State CEQA Guidelines* Section 15063[a]), and thus to determine the appropriate environmental document. In accordance with State CEQA Guidelines Section 15070, a "public agency shall prepare…a proposed negative declaration or mitigated negative declaration…when: (a) The Initial Study shows that there is no substantial evidence…that the project may have a significant impact on the environment, or (b) The Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions would reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency prepares a written statement explaining its reasons for concluding that the project would not have a significant effect on the environment and therefore does not require an Environmental Impact Report (EIR). By contrast, an EIR is required when the project may have a significant environmental impact that cannot clearly be reduced to a less-than-significant effect through the adoption of mitigation measures or revisions to the project design.

As described in the environmental checklist (Section 2), the project would not result in any unmitigated significant environmental impacts. Therefore, an IS/Proposed MND is the appropriate document to comply with CEQA requirements. This IS/Proposed MND conforms to these requirements and to the content requirements of *State CEQA Guidelines* Section 15071.

PUBLIC REVIEW REQUIREMENTS

Under CEQA, the lead agency is the public agency with primary responsibility for approval of the project. Tuolumne County is the CEQA lead agency. The purpose of this document is to present information to decision-makers and the public about the environmental consequences of implementing the project. This disclosure document is being made available to the public for review and comment. This IS/Proposed MND will be available for a 30-day public review period from July 13, 2026, to August 11, 2026.

Supporting documentation referenced in this document is available for review at:
Tuolumne County Community Development Department
48 Yaney Avenue, Sonora, CA 95370

Comments must be postmarked by August 11, 2026, and should be addressed to:
Taryn Vanderpan, Planner II, Community Development Department
Tuolumne County Community Development Department
2 South Green Street, CA 95370
TVanderpan@co.tuolumne.ca.us

After comments are received from the public and reviewing agencies, Tuolumne County may (1) certify the MND and approve the project; (2) require additional environmental analysis; or (3) disapprove the project. If the project is approved, the applicant may proceed.

PROJECT INFORMATION

DATE: July 6, 2026

SURFACE/MINERAL RIGHTS OWNERS: Tewolde Berhane
Maha Alqashri
Taher Mohammed
Ali Yosef & Ahlam Alburati
Khalil Alomari

APPLICANT: Tewolde Berhane

PROJECT DESCRIPTION:

1. Ordinance for a Zone Change LUNR-24-13 to rezone two parcels totaling 4.19± acres from General Commercial (C-1) to Special Commercial (C-S) and 0.284± acres to Open Space-1 (O-1) under Title 17 of the Tuolumne County Ordinance Code (TCOC).

2. Conditional Use Permit LUNR-24-13 to allow the operation of a mini-mart in conjunction with a gas station and eight recreational vehicle camping sites.

3. Site Development Permit LUNR-24-13 to allow the development of a commercial rest stop area that would consist of a restaurant and bar, visitor center, mini-mart and gas station, eight RV campsites, and accessory uses/structures.

LOCATION: The project site is located at 7490 and 7520 State Highway 120, approximately 150 feet south of the intersection of State Highway 108 and 120. The project is located on the outskirts of Jamestown, approximately 6 miles from the center of the community, within portions of Sections 31 and 36, Township 1 North, Range 14 and 13 East, Mount Diablo Baseline and Meridian. The parcels are within Supervisorial District 4. Assessor's Parcel Numbers 064-310-005 & 064-440-001.

SITE DESCRIPTION: The project site is located at 7490 and 7520 State Highway 120, at the southeast corner of the intersection of State Routes 108 and 120 in unincorporated Tuolumne County, California, west of the community of Jamestown. The SR 108/SR 120 intersection serves as a major access point for travelers entering Tuolumne County and Yosemite National Park. The site is located on the outskirts of Jamestown, approximately six miles east of the community's main commercial hub.

The site is located within the Sonora, California U.S. Geological Survey (USGS) topographic quadrangle in Township 1 North, Range 13 East, Section 36, and Township 1 North, Range 14 East, Section 3, Mount Diablo Baseline and Meridian. The project site consists of two adjacent parcels identified as Assessor's Parcel Numbers 064-310-005 (approximately 1.12 acres) and 064-440-001 (approximately 3.07 acres), with elevations ranging from approximately 1,000 to 1,200 feet above mean sea level.

The project site contains several vacant and abandoned structures and has been previously developed and disturbed. Existing site features include vacant commercial buildings, a vacant residence, concrete slabs, and existing recreational

vehicle (RV) pads. The property was formerly operated as Yosemite Village Trailer Park, also known as Bonavia's Trailer Park, and historically supported trailer park and traveler-serving commercial uses.

Vegetation on the site consists of ornamental landscaping, disturbed areas, and remnant native vegetation. Developed portions of the site contain ornamental plantings, including roses, ivy, Italian cypress, and catalpa trees. Mountain Pass Creek, an intermittent stream identified on USGS mapping, traverses the northern portion of the site and supports riparian vegetation including willow, black walnut, and valley oak. Several mature valley oak trees also occur outside the riparian corridor. The southern portion of the site is largely disturbed, with vacant buildings, RV pads, ornamental vegetation, and non-native weeds.

Table Mountain is located north of State Route 120 adjacent to the project site; however, it is not located within the project boundaries. Site soils are volcanic in origin and have been substantially altered by previous agricultural and development activities.

DETAILED PROJECT DESCRIPTION:

The proposed project involves the redevelopment of an approximately 4.19-acre site located at 7490 and 7520 State Highway 120, at the southeast corner of the State Route 108/120 intersection in unincorporated Tuolumne County. The property occupies a prominent gateway location for residents, visitors, and travelers accessing Tuolumne County and Yosemite National Park. The site was previously developed with a trailer park and traveler-serving commercial uses but has remained largely vacant and underutilized for many years. The proposed project would redevelop the site to reestablish traveler-serving commercial services while preserving the Mountain Pass Creek corridor that traverses the northern portion of the property.

The project includes a Zone Change to rezone the property from General Commercial (C-1) to Special Commercial (C-S) and Open Space-1 (O-1), a Conditional Use Permit to allow operation of a convenience store (mini-mart) in conjunction with a gas station and eight overnight recreational vehicle (RV) campsites, and a Site Development Permit to allow construction and operation of the proposed uses and associated site improvements.

The proposed development includes both the construction of new facilities and the adaptive reuse of existing buildings on the site. New development would include an approximately 3,500-square-foot convenience store (mini-mart) and a fueling station with up to 12 fuel dispensers. Existing buildings would be renovated for continued use as an approximately 3,350-square-foot restaurant and bar and an approximately 586-square-foot visitor center. The project would also include eight overnight RV campsites, nine electric vehicle (EV) charging spaces, parking areas, internal drive aisles, pedestrian walkways, landscaping, exterior lighting, signage, and other site improvements necessary to support the proposed commercial uses.

Mountain Pass Creek and the associated riparian corridor located within the northern portion of the site would be rezoned to Open Space-1 (O-1) to provide long-term protection of the creek corridor. This portion of the site would remain largely undeveloped and would be limited to uses consistent with resource protection, maintenance of the creek corridor, interpretive improvements, and other activities authorized within the proposed O-1 zoning designation.

Primary access to the site would be provided from State Highway 120 through a new commercial driveway located near the southwest portion of the property. Internal circulation has been designed to accommodate passenger, recreational, and service vehicles, as well as emergency access throughout the development.

Water service would be provided by an existing on-site groundwater well. Fire protection would be provided by an approximately 200,000-gallon fire water storage tank. Wastewater would be treated through an on-site wastewater treatment system designed and approved in accordance with applicable Environmental Health requirements. Solid waste service would be provided by a licensed waste hauler.

Three structures formerly located on the project site have already been demolished pursuant to a determination by the Tuolumne County Building Official that they constituted an imminent health and safety hazard. The project would also include the removal of an existing concrete pad, while the remaining existing buildings would be retained and incorporated into the proposed development. Commercial uses, including the convenience store, gas station, restaurant, and RV facilities, are anticipated to operate daily, generally between 6:00 a.m. and 9:00 p.m.

Implementation of the project would require approval of the requested discretionary land use entitlements and compliance with all applicable federal, state, and local regulations, Conditions of Approval, and mitigation measures identified in this Initial Study/Mitigated Negative Declaration.

Other Agency Approvals:

In addition to County review and approval, the project would require permit issuance approvals from other agencies. These agencies would serve as responsible and trustee agencies pursuant to *CEQA Guidelines* Section 15381 and Section 15386, respectively. This document provides the necessary environmental information for discretionary actions by these agencies.

• California Department of Transportation (Caltrans) – Reviews and approves encroachment permits, access improvements, and work within the State Route 108 and State Route 120 rights-of-way, as applicable.

• California Department of Fish and Wildlife (CDFW) – Reviews activities that may affect fish, wildlife, streambeds, riparian habitat, or sensitive biological resources, including activities subject to California Fish and Game Code Section 1602. CDFW also serves as a Trustee Agency for biological resources and receives the applicable CEQA filing fee upon project approval.

• State Water Resources Control Board and Central Valley Regional Water Quality Control Board – Review and regulate construction-related stormwater discharges, water quality protection measures, and permitting requirements under the National Pollutant Discharge Elimination System (NPDES), including preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), as applicable.

• Tuolumne County Environmental Health Division – Reviews and approves onsite wastewater treatment systems, water supply facilities, food service facilities, and other applicable environmental health requirements.

• Tuolumne County Department of Public Works – Reviews grading, drainage, roadway improvements, and encroachment permits associated with the proposed development, as applicable.

Consultation Pursuant to Public Resources Code Section 21080.3.1:

In accordance with Senate Bill 52, formal consultation letters were sent to the contacts for the Chicken Ranch Rancheria of Me-Wuk Indians and the Tuolumne Band of Me-Wuk Indians. AB 52 consultation

letters were sent via certified mail and regular mail on April 3, 2025. To date, neither Tribe has requested consultation.

- **Solano Archaeological Services, LLC.** April 2024. *Cultural Resources Investigation for the Yosemite Junction Project, Tuolumne County, California.* Incorporated into this Initial Study by reference. Confidential Report is maintained in the project file.

- Augustine Planning Associates, Inc**.** October 2024. *Biological Resources Assessment for the Yosemite Junction Project.* Incorporated into this Initial Study by reference. Confidential Report is maintained in the project file.

- CalEEMod Version 2022.1.1.41, *LUNR-24-13 (Tewolde) CalEEMod Summary Report*, March 17, 2026. **Appendix A**

- **Johnson, Reid N., P.E.** 2025. *Yosemite Junction (YJP) Water System Hydrogeological Evaluation Report.* November 29, 2025. **Appendix B**

- **W-Trans.** June 30, 2026 *Transportation Impact Study for the Berhane Yosemite Junction Project.* **Appendix C**

Figure 1: Project Site

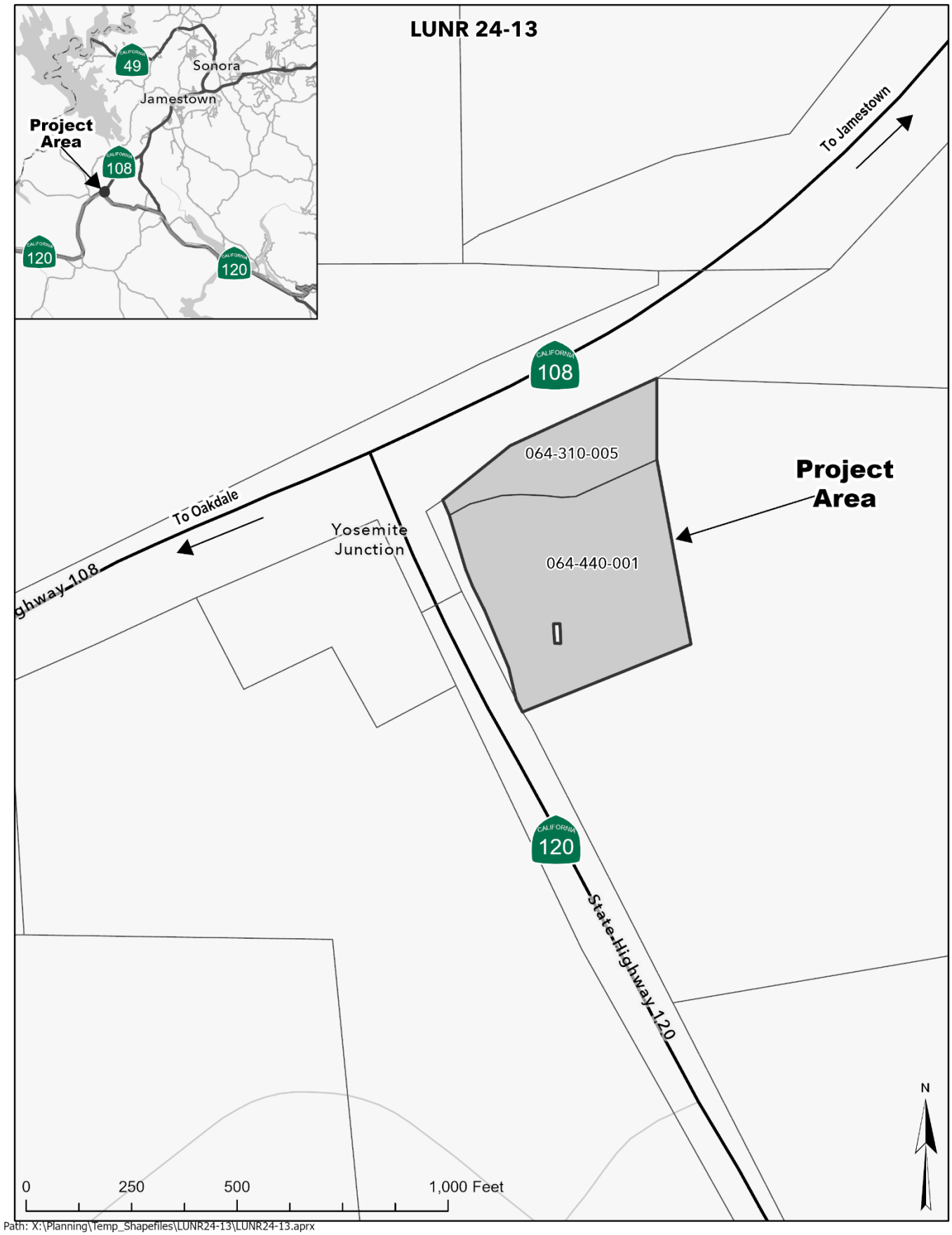
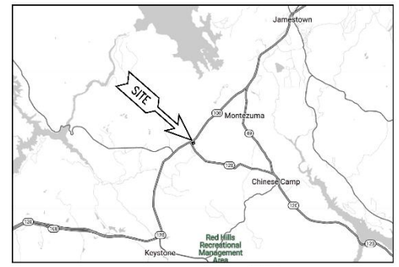


Figure 2: Existing Conditions



YOSEMITE JUNCTION
FOR
7490 AND 7520 HIGHWAY 120
JAMESTOWN, CALIFORNIA



VICINITY MAP
NO SCALE

PROJECT NOTES

1. OWNER:
   YOSEMITE JUNCTION LLC
   P.O. BOX 4972
   SONORA, CA 95370
   ATTN: TEWOLDE BERHANE
   209-743-1205
   tbbadua@gmail.com

   ATTN: ISAAC SALEH
   209-485-1258
   Rizk.Khanshal@gmail.com

2. ENGINEER:
   ROBERTSON ENGINEERING, INC
   2300 BETHARDS DRIVE, STE L
   SANTA ROSA, CA 95405
   ATTN: MIKE ROBERTSON
   707-523-7490
   mike@robertsonengineering.net

3. APN 064-440-001
   ADDRESS: 7520 STATE HWY 120
   LOT AREA: 3.07 AC
   ZONING: C-1
   LAND USE: SC - SPECIAL COMMERCIAL

4. APN 064-310-005
   ADDRESS: 7490 STATE HWY 120
   LOT AREA: 1.12 AC
   ZONING: C-1
   LAND USE: SC - SPECIAL COMMERCIAL

SHEET INDEX

1. EXISTING SITE PLAN
2. PROPOSED SITE PLAN

RECEIVED
Date: Via OpenGov April 1, 2024

DATE: 1/12/24
SCALE: As Shown
DESIGNED: MBR
DRAWN: KW
CHECKED: MBR
PROJ.ENGR.: MBR
PROJ.MGR.: MBR

No.	DATE	REVISION

REGISTERED PROFESSIONAL ENGINEER MICHAEL B. ROBERTSON No. 29540 CIVIL STATE OF CALIFORNIA

ROBERTSON ENGINEERING
2455 BENNETT VALLEY ROAD, SUITE B300, SANTA ROSA, CA 95404
Telephone 707.7910030
E-mail office@robertsonengineering.net

EXISTING SITE PLAN

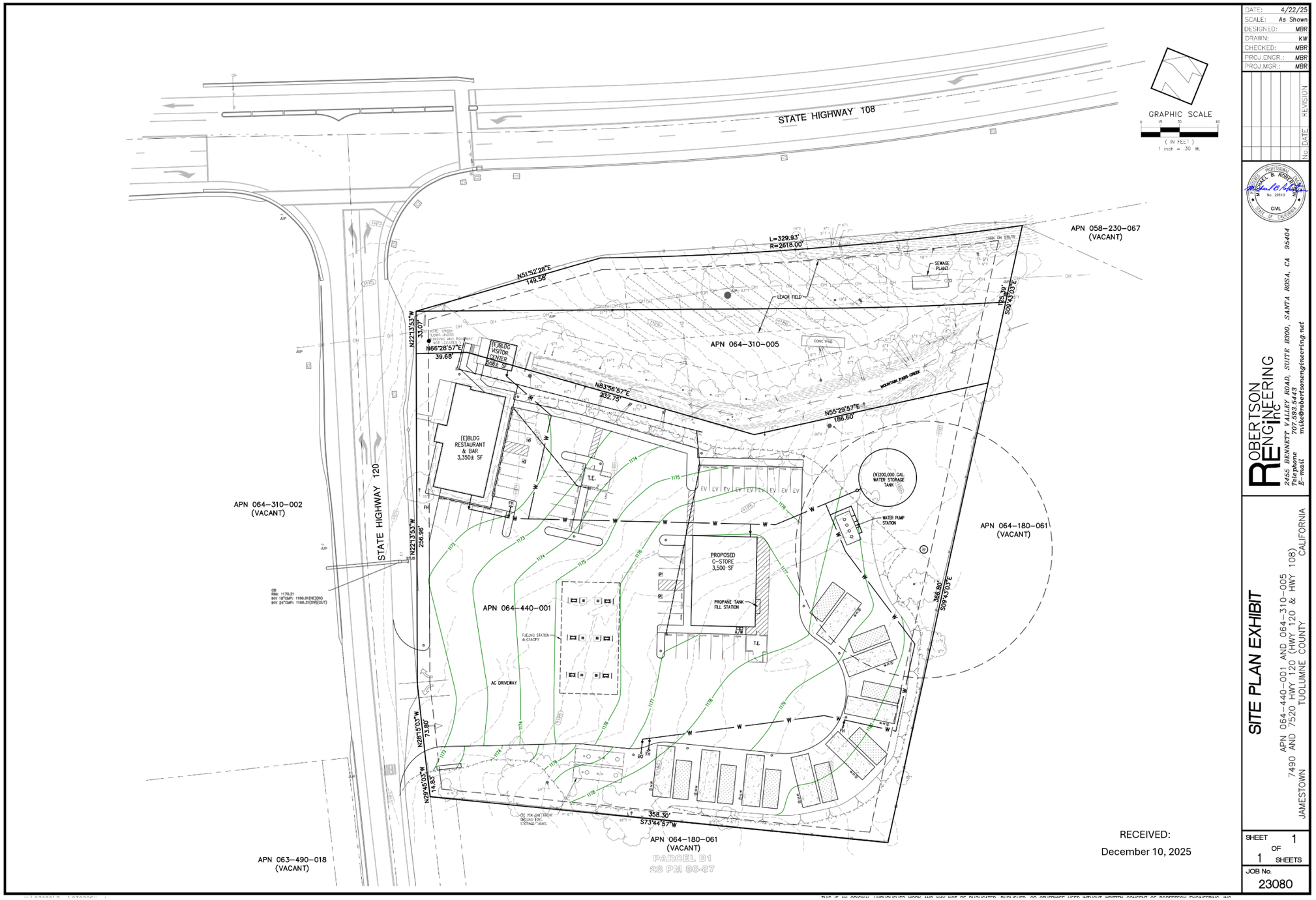
APN 064-440-001 AND 064-310-005
7490 AND 7520 HWY 120 (HWY 120 & HWY 108)
JAMESTOWN TUOLUMNE COUNTY CALIFORNIA

SHEET 1 OF 2 SHEETS
JOB No. 23080

Y:\23080\Dwg\23080Site.dwg

THIS IS AN ORIGINAL UNPUBLISHED WORK AND MAY NOT BE DUPLICATED, PUBLISHED, OR OTHERWISE USED WITHOUT WRITTEN CONSENT OF ROBERTSON ENGINEERING, INC.

Figure 3: Proposed Project Site Plan



RECEIVED:
December 10, 2025

DATE:	4/22/25
SCALE:	As Shown
DESIGNED:	MBR
DRAWN:	KW
CHECKED:	MBR
PROJ.ENGR.:	MBR
PROJ.MGR.:	MBR

REVISION | NO. | DATE

MICHAEL B. ROBERTSON No. 23612 CIVIL STATE OF CALIFORNIA

ROBERTSON ENGINEERING Inc

2455 BENNETT VALLEY ROAD, SUITE B300, SANTA ROSA, CA 95404
Telephone 707.593.5443
E-mail mike@robertsonengineering.net

SITE PLAN EXHIBIT

APN 064-440-001 AND 064-310-005
7490 AND 7520 HWY 120 (HWY 120 & HWY 108)
JAMESTOWN TUOLUMNE COUNTY CALIFORNIA

SHEET 1 OF 1 SHEETS

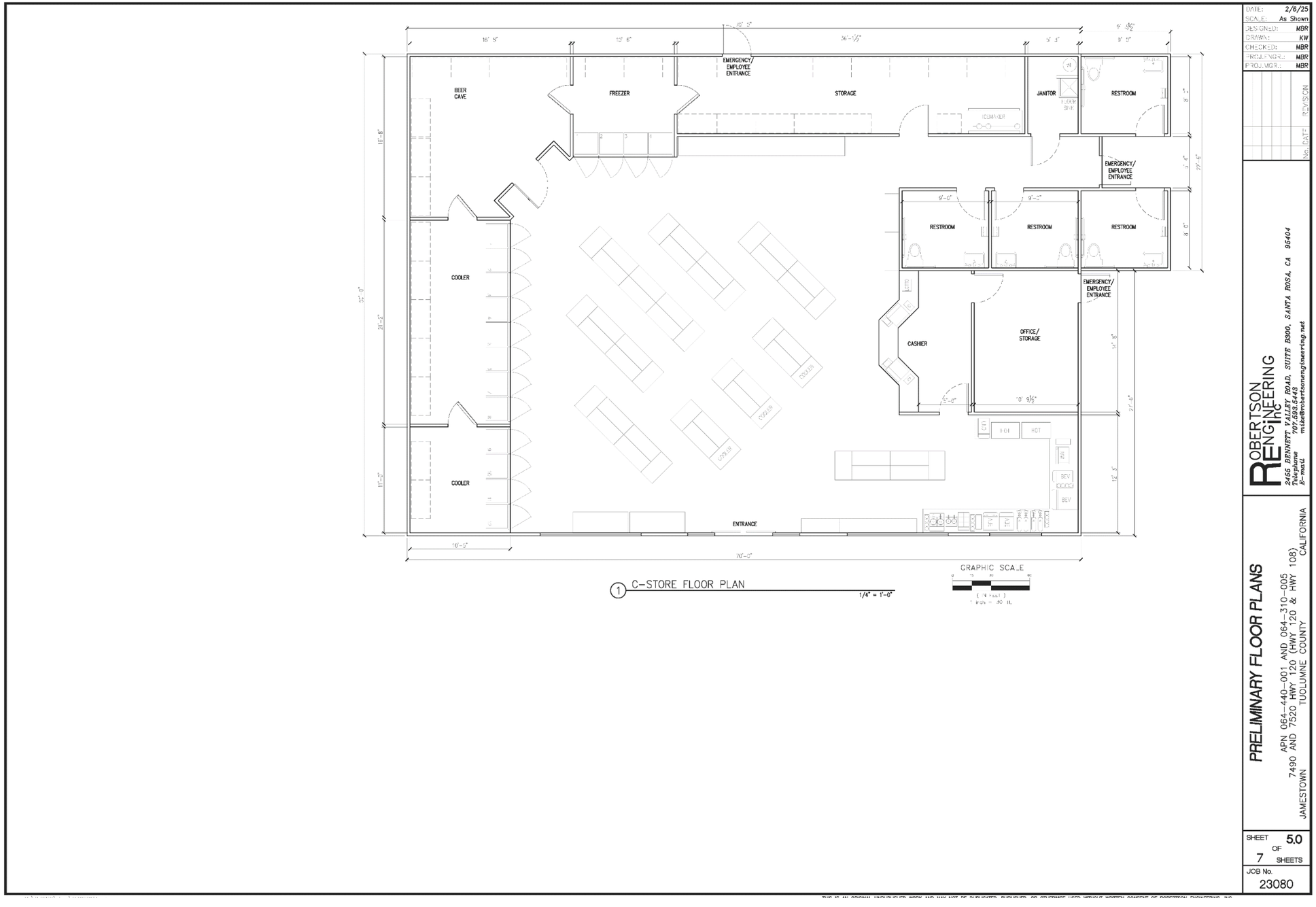
JOB No. 23080

THIS IS AN ORIGINAL UNPUBLISHED WORK AND MAY NOT BE DUPLICATED, PUBLISHED OR OTHERWISE USED WITHOUT WRITTEN CONSENT OF ROBERTSON ENGINEERING INC

Figure 4: Elevations



Figure 5: Commercial Store Floor Plan



DATE: 2/6/25
SCALE: As Shown
DESIGNED: MBR
DRAWN: KW
CHECKED: MBR
PROJ. ENGR.: MBR
PROJ. MGR.: MBR

No.	DATE	REVISION

ROBERTSON ENGINEERING Inc
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E-mail mike@mrobertsonengineering.net

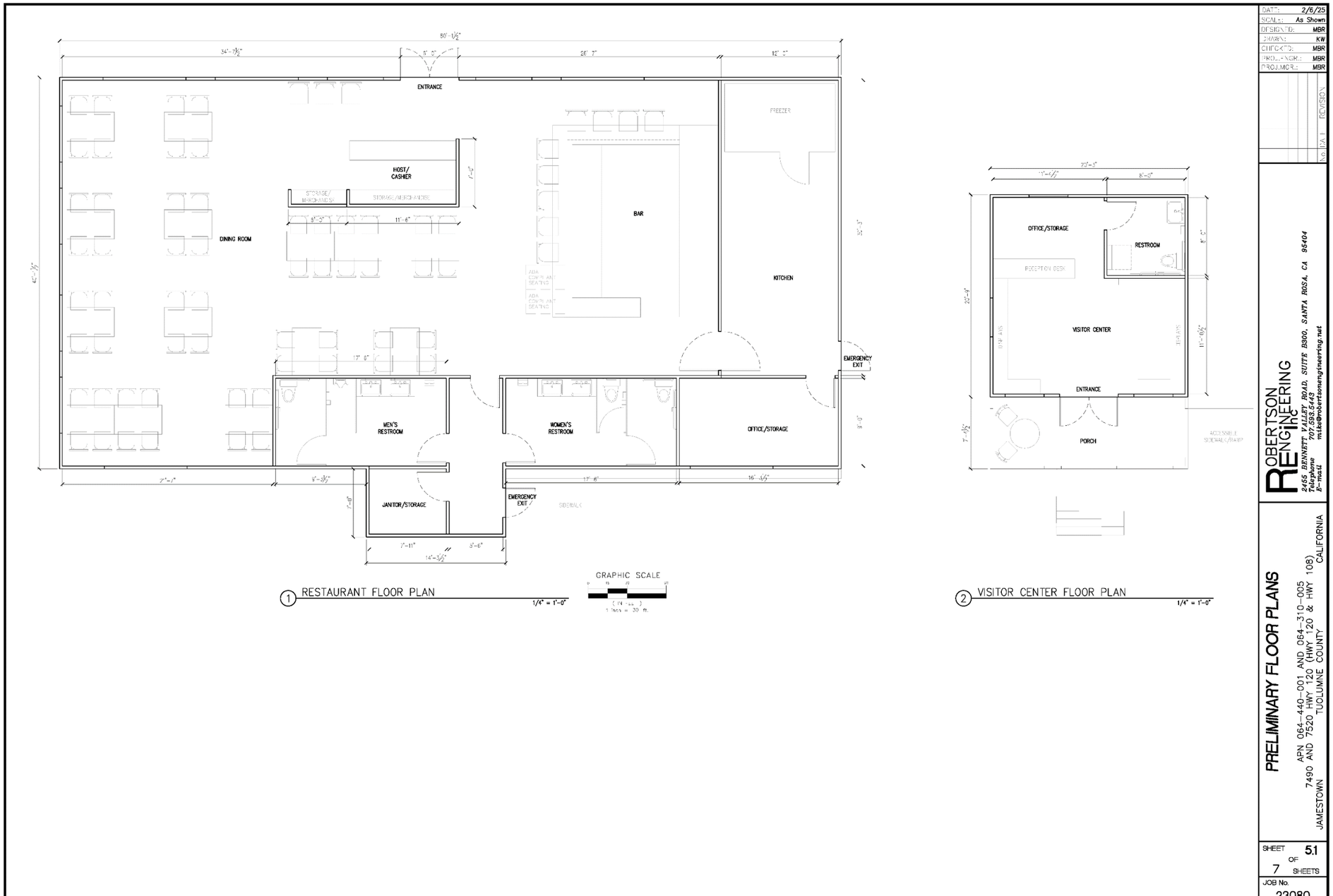
PRELIMINARY FLOOR PLANS

APN 064-440-001 AND 064-310-005
7490 AND 7520 HWY 120 (HWY 120 & HWY 108)
JAMESTOWN TUOLUMNE COUNTY CALIFORNIA

SHEET 5.0 OF 7 SHEETS

JOB No. 23080

Figure 6: Restaurant and Visitors Center Floor Plan



DATE: 2/6/25
SCALE: As Shown
DESIGNED: MBR
DRAWN: KW
CHECKED: MBR
PROJ.ENGR.: MBR
PROJ.MGR.: MBR

NO.	DATE	REVISION

ROBERTSON ENGINEERING Inc
2465 BENNETT VALLEY ROAD, SUITE B300, SANTA ROSA, CA 95404
(707) 538-4444 Fax
mike@robertsonengrgineering.net

PRELIMINARY FLOOR PLANS

APN 064-440-001 AND 064-310-005
7490 AND 7520 HWY 120 (HWY 120 & HWY 108)
JAMESTOWN TUOLUMNE COUNTY CALIFORNIA

SHEET 5.1 OF 7 SHEETS

JOB No. 23080

ENVIRONMENTAL EVALUATION

TERMINOLOGY DEFINITIONS: The following terminology from Appendix G of the *State CEQA Guidelines* is used in this environmental analysis to describe the level of significance of potential impacts to each resource area:

- ***Potentially Significant Impact*.** This term applies to adverse environmental consequences that have the potential to be significant according to the threshold criteria identified for the resource, even after mitigation strategies are applied, and/or to adverse effects that could be significant for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared consistent with CEQA.
- ***Less-than-Significant Impact with Mitigation*.** This item applies to adverse environmental consequences that have the potential to be significant but can be reduced to less-than-significant levels through the application of identified mitigation strategies incorporated into the proposed project.
- ***Less-than-Significant Impact*.** This term applies to potentially adverse environmental consequences that do not meet the significance threshold criteria for that resource. Therefore, no mitigation measures are required.
- ***No Impact.*** This term means that no adverse environmental consequences have been identified for the resource, or that any consequences are negligible or undetectable. Therefore, no mitigation measures are required.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below may be affected by this project, with at least one impact being a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Agriculture and 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

DETERMINATION (To be completed by the Lead Agency) on the basis of the initial evaluation:

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

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

☐ I find that the proposed project MAY have a significant effect on the environment, 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 the 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 DECLARTION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Roger Root
Environmental Coordinator

Date

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 by reference to both project-specific factors and 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 that 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.

AESTHETICS:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project/Action:				
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 experiences from publicly assessable vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Environmental Setting:

The project site is located at the intersection of State Routes 108 and 120 and is developed with vacant commercial buildings, a residence, paved areas, former recreational vehicle (RV) pads, and associated infrastructure. Vegetation on the site consists of ornamental landscaping, non-native vegetation, and native riparian vegetation associated with Mountain Pass Creek. Surrounding land uses include commercial uses, agriculturally designated parcels, rural residential development, and vacant land.

Table Mountain, located north of the project site, contains distinctive rock outcroppings that contribute to the area's visual character. The proposed project would occur on an existing developed commercial site and would not affect Table Mountain or its scenic features.

Portions of State Routes 49, 108, and 120 are identified by the County as locally designated scenic routes; however, no roadways within Tuolumne County are designated as official State Scenic Highways. There are no designated scenic vista points in the project vicinity.

Existing nighttime lighting in the project area is primarily associated with the signalized intersection of State Routes 108 and 120, vehicle headlights, and existing on-site development.

Analysis:

a) A scenic vista is generally defined as a view of an area that provides notable scenic quality or views of natural or cultural resources characteristic of the region. The project site is neither within nor adjacent to a designated scenic vista. The nearest designated scenic vista, the “Rim of the World” vista along State Route 120, is located more than 20 miles east of the project site and is separated from the site by distance and intervening topography. The proposed project would redevelop an existing disturbed commercial site and would not obstruct or degrade views from a designated scenic vista. Therefore, there would be no impact.

b) Tuolumne County does not currently have any officially designated State Scenic Highways; however, portions of State Routes 49, 108, and 120 are eligible for designation and have been identified as locally designated scenic routes in certain segments of the County. Table Mountain, located north of the project site, is a scenic feature in the area. However, the proposed project would occur on an existing developed commercial site and would not impact views of Table Mountain or its scenic character. The project site is not located within a designated scenic highway corridor. Therefore, the

proposed project would not damage scenic resources within a State Scenic Highway or locally designated scenic route corridor. There would be no impact.

c) The project site is currently developed with vacant commercial buildings, a residence, former RV pads, paved areas, and associated infrastructure. The site has been largely inactive for many years and contains disturbed areas associated with previous commercial uses. Surrounding land uses include commercial development, rural residential uses, agricultural lands, and vacant property.

The proposed project would redevelop an existing disturbed commercial site with a fueling station, convenience store, restaurant, RV accommodations, and associated site improvements. Development would be concentrated within previously disturbed portions of the site while the Mountain Pass Creek corridor would remain protected within the Open Space-1 (O-1) zoning designation. In addition, landscaping would be provided in accordance with Chapter 15.28 of the Tuolumne County Ordinance Code.

Although the project would alter the site's appearance, it would not substantially degrade the area's existing visual character or quality. The project would replace vacant and deteriorating commercial improvements with a coordinated commercial development consistent with surrounding highway-oriented commercial uses. Therefore, impacts related to visual character and quality would be less than significant.

The proposed project would introduce new lighting sources for the fueling station, convenience store, restaurant, parking areas, and associated site improvements. Although the site contains existing commercial development and the State Route 108/120 intersection is currently illuminated by traffic signals and associated roadway lighting, the property has been largely inactive for many years and currently contributes limited nighttime lighting to the surrounding area. A photometric lighting plan has been prepared for the project, demonstrating that exterior lighting will be designed to provide adequate safety illumination while minimizing off-site light spill and glare. However, to ensure that lighting is installed and maintained in a manner that minimizes impacts to surrounding uses and the adjacent Mountain Pass Creek corridor, Mitigation Measure AES-1 shall be implemented. With the implementation of Mitigation Measure AES-1, impacts related to light and glare would be reduced to a less-than-significant level.

Mitigation Measures:

AES-1: Prior to issuance of building permits, the project applicant shall submit a final lighting plan to the Tuolumne County Community Development Department (CDD) for review and approval. The lighting plan shall be consistent with the approved photometric plan and incorporate dark-sky-compliant lighting design. All exterior lighting shall be installed and maintained in accordance with the approved plan and shall include the following:

- lighting fixtures shall be shielded and directed downward to the area to be illuminated.
- lighting shall be designed to minimize glare, light trespass, and skyglow.
- light standards shall be of a height and design that minimizes off-site light spill; and
- lighting located near the Open Space-1 (O-1) area and Mountain Pass Creek shall be directed away from sensitive habitat areas. Any modifications to the approved lighting plan shall be subject to review and approval by the CDD.

Mitigation Monitoring:

Mitigation Measure AES-1 (See Table 6) shall be implemented prior to the issuance of building permits. Compliance with Mitigation Measure AES-1 shall be verified by the Tuolumne County Land Use and Natural

Resources Division. A Notice of Action shall be recorded to inform future property owners of the required mitigation measure and their responsibility to comply.

AGRICULTURAL AND FORESTRY RESOURCES:

According to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey, the project site is mapped as Josephine family deep–moderately deep complex and Josephine family moderately deep–deep complex soils. The project site is not designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. The site has been previously developed for commercial uses, is not used for agricultural production or timber harvesting, is not subject to a Williamson Act contract, and is not zoned Timberland Preserve (TPZ).

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project/Action:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐[1]	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by 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?	☐	☐	☐	☒

Analysis:

a) The project site consists of previously developed commercial property and is not designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance pursuant to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP). The proposed project would redevelop an existing commercial site and would not convert farmland to a nonagricultural use. Therefore, there would be no impact.

b) The project site is not enrolled in a Williamson act contract and does not contain the Agricultural Preserve (:AP) combining zone required for such enrollment pursuant to Tuolumne County Resolution 106-04. Therefore, the project would not conflict with a Williamson Act contract. There would be no impact.

c) The project site is currently zoned General Commercial (C-1) and is proposed to be rezoned to Special Commercial (C-S) and Open Space-1 (O-1). The site is not zoned forest land, timberland, or Timberland Preserve (TPZ), as defined by Public Resources Code Section 12220(g), Public Resources Code Section 4526, or Government Code Section 51104(g). Therefore, the proposed project would not conflict with existing zoning for forest land or timberland and would not result in the rezoning of such lands. There would be no impact.

d) The project site consists of previously developed commercial property and does not contain forest land or timberland. The proposed project would redevelop an existing commercial site and would not result in the loss of forest land or the conversion of forest land to a non-forest use. Therefore, there would be no impact.

e) The project site is not designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance pursuant to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP). In addition, the project site is developed with existing commercial structures, a residence, paved areas, and associated infrastructure and is surrounded by a mixture of commercial, rural residential, agricultural, and vacant lands. The proposed project would redevelop an existing commercial site and would not involve changes in the existing environment that would result in the conversion of farmland to a non-agricultural use. Therefore, there would be no impact.

Mitigation Measures: None Required

Mitigation Monitoring: Not Applicable

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:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Where available, the significance criteria established by the Tuolumne County Air Pollution Control District have been relied upon to make the following determinations. Would the Proposed Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Environmental Setting:

This section evaluates the potential impacts of the proposed project on local and regional air quality. The analysis considers existing air quality conditions, project-related construction and operational emissions, potential impacts to sensitive receptors, and consistency with applicable air quality standards and regulations. The project site is located within the Mountain Counties Air Basin (MCAB), which encompasses Tuolumne County and other counties within the Sierra Nevada foothills and mountain region. Air quality within Tuolumne County is regulated by the Tuolumne County Air Pollution Control District (TCAPCD), which implements and enforces local, state, and federal air quality regulations.

The federal and state Clean Air Acts establish ambient air quality standards for criteria pollutants, including ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (PM10 and PM2.5), and lead. The California Air Resources Board (CARB) and the United States Environmental Protection Agency (EPA) monitor air quality and classify areas as attainment, nonattainment, maintenance, or unclassified based on compliance with these standards. Table 1 summarizes the current federal and state attainment status for Tuolumne County.

Table 1. Tuolumne County Designations and Classifications

Pollutant	Designation/Classification	
	Federal Standard	State Standard
Ozone - One hour	Attainment	Nonattainment
Ozone - Eight hour	Nonattainment	Nonattainment
PM 10	Unclassified	Unclassified
PM 2.5	Attainment/Unclassified	Unclassified
Carbon Monoxide	Attainment/Unclassified	Attainment
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Unclassified	Attainment
Lead (Particulate)	Attainment/Unclassified	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified

Source: CARB
"Inhalable coarse particles (PM2.5-10)," such as those found near roadways and dusty industries, are between 2.5 and 10 micrometers in diameter. PM2.5-10 is deposited in the thoracic region of the lungs.
"Fine particles (PM2.5)," such as those found in smoke and haze, are 2.5 micrometers in diameter and smaller. These particles can be directly emitted from sources such as forest fires, or they can form when gases emitted from power plants, industries and automobiles react in the air. They penetrate deeply into the thoracic and alveolar regions of the lungs.

As shown in Table 1, Tuolumne County is designated nonattainment for the State ozone standards and the federal 8-hour ozone standard and is attainment or unclassified for all other State and federal ambient air quality standards. Air pollutant emissions within Tuolumne County are generally associated with motor vehicles, construction activities, commercial and industrial operations, residential wood burning, agricultural activities, and seasonal wildfire smoke. Ozone concentrations within the County are influenced by both local emission sources and regional transport of pollutants from upwind areas.

The project site is located at the intersection of State Routes 108 and 120, a major transportation corridor serving regional traffic, tourism, and commercial activity. Existing air quality conditions in the project vicinity are therefore influenced primarily by vehicle traffic on these state highways.

Sensitive receptors are land uses where occupants may be more susceptible to adverse effects from air pollution, including residences, schools, daycare centers, hospitals, and senior care facilities. Sensitive receptors in the vicinity consist primarily of rural residences located near the project site. Schools, hospitals, daycare centers, and similar sensitive land uses are not located in the immediate vicinity of the project site.
The TCAPCD has established CEQA significance thresholds for reactive organic gases (ROG), oxides of nitrogen (NOX), particulate matter (PM10), carbon monoxide (CO), toxic air contaminants, and odors. These thresholds are used to evaluate whether the construction and operation of a proposed project could result in significant air quality impacts. Criteria air pollutant emissions associated with the construction and operation of the proposed project were evaluated using CalEEMod Version 2022.1.1.41. Model assumptions, inputs, and outputs are included in Appendix A.

Analysis:

Table 2: Annual Emissions Model Summary

Table 2. Annual Criteria Pollutant Emissions Summary

Pollutant	Construction Emissions (tons/year)	Operational Emissions (tons/year)	TCAPCD Threshold (tons/year)	Exceed Threshold?
ROG	0.19	0.04	100	No
NOx	1.01	0.0002	100	No
PM10	0.10	0.00005	100	No
PM2.5	0.058	0.00004	100	No
CO	1.41	0.03	100	No

Source: CalEEMod Version 2022.1.1.41 (Appendix A).

a) The proposed project was evaluated using CalEEDMod Version 2022.1.1.41. The project would be subject to applicable federal, state, and local regulations intended to reduce emissions of criteria air pollutants, including the California Building Code (Title 24), CALGreen, and Tuolumne County Air Pollution Control District (TCAPCD) requirements.

Because the project would be developed in accordance with applicable air quality regulations and would not result in land uses or activities that conflict with implementation of the regional air quality planning framework, the project would not conflict with or obstruct implementation of the applicable air quality plan. Impacts would be less than significant.

Construction and operations are discussed separately below.

b) Construction and operational emissions were quantified using CalEEMod Version 2022.1.1.41. Maximum unmitigated construction emissions occur during the winter construction period and are estimated at approximately 29.28 pounds per day of NOx, 8.94 pounds per day of ROG, 21.06 pounds per day of PM10, and 11.28 pounds per day of PM2.5. Annual construction greenhouse gas emissions are estimated at approximately 90.6 metric tons CO2e in 2026 and 237.0 metric tons CO2e in 2027. The CalEEMod analysis indicates that modeled operational emissions are minimal and substantially below levels typically associated with significant air quality impacts.

Construction activities would be temporary and would occur over a limited duration. In addition, the project would comply with Tuolumne County Air Pollution Control District requirements for fugitive dust control and construction emissions reduction measures. Because construction emissions are temporary and operational emissions are low, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under applicable federal or state ambient air quality standards. Impacts would be less than significant.

Construction

Construction emissions would be temporary and would cease upon completion of construction activities. The project would be required to implement dust-control measures as required by the Tuolumne County Air Pollution Control District (TCAPCD) and the Tuolumne County Code. These

requirements would be included as Conditions of Approval for the project and are not considered mitigation measures.

Operation

Operation of the proposed project would include a fueling station, convenience store, restaurant, visitor-serving uses, RV spaces, and associated site improvements. Operational emissions would primarily result from vehicle trips, area sources, and fuel dispensing activities. The proposed fueling station would generate reactive organic gas (ROG) emissions associated with fuel storage and dispensing; however, gasoline dispensing facilities are required to comply with applicable California Air Resources Board (CARB) and Tuolumne County Air Pollution Control District (TCAPCD) requirements, including vapor recovery systems designed to minimize fuel vapor emissions.

As shown in Table 2, annual construction and operational emissions for all evaluated criteria pollutants are well below the TCAPCD significance thresholds. Construction emissions would be temporary and limited to the duration of site development, while operational emissions would be associated with the ongoing commercial uses. The project would also comply with applicable Tuolumne County Air Pollution Control District rules and regulations intended to reduce emissions and support implementation of regional air quality planning efforts. Because emissions would remain below the applicable thresholds, the project would not result in a cumulatively considerable contribution to regional air quality impacts. Therefore, impacts would be less than significant.

c) The proposed fueling station would introduce a source of toxic air contaminants (TACs), including benzene and other constituents associated with gasoline vapors. However, gasoline dispensing facilities must comply with applicable California Air Resources Board (CARB) and Tuolumne County Air Pollution Control District (TCAPCD) regulations, including requirements for enhanced vapor recovery systems designed to minimize fugitive emissions during fuel storage and dispensing operations. In addition, the project site is located within a commercial corridor and nearby sensitive receptors are limited to scattered rural residences. Given the project's scale, the required regulatory controls, and the low modeled emissions, project operation would not expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts would be less than significant.

d) The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the proximity and sensitivity of exposed individuals. The proposed project consists of commercial uses typical of highway-serving development, including a fueling station, mini-mart, and restaurant, as well as visitor-serving uses, which are not typically associated with the generation of substantial or objectionable odors.

While fueling operations may generate minor, intermittent gasoline odors, these emissions are regulated and minimized through compliance with California Air Resources Board (CARB) and Tuolumne County Air Pollution Control District (TCAPCD) requirements, including the use of vapor recovery systems. Construction-related odors from equipment exhaust and paving activities would be temporary and localized. Restaurant operations may also generate occasional cooking-related odors; however, these odors are typical of commercial uses and are not expected to affect a substantial number of people.

The project would be required to comply with all local, state, and federal regulations. Therefore, the project would not create objectionable odors that would affect a substantial number of people, and the impacts would be less than significant.

Mitigation Measure: None Required

Mitigation Monitoring: Not applicable

BIOLOGICAL RESOURCES:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project/Action:				
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 the 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 the 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 Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Setting:

The project site is located at the intersection of State Routes 108 and 120 within the Sierra foothill region of Tuolumne County. The site consists of previously disturbed and developed land containing former commercial uses, paved areas, ornamental landscaping, non-native grasses, scattered native trees, and associated infrastructure. Mountain Pass Creek traverses the northern portion of the site and supports riparian vegetation and aquatic habitat.

Based on the Tuolumne County Wildlife Habitat Handbook (TCWH), habitat types present on the site include Urban (URB), Annual Grassland (AGS), and Residential-Park (RSP). The highest-quality biological resources occur within the Mountain Pass Creek corridor and associated riparian habitat, which provide habitat for wildlife movement, foraging, and nesting.

As documented in the Biological Resources Assessment, incorporated into this Initial Study by reference database reviews, habitat evaluations, and field surveys were completed for the project. The assessment reviewed information from the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS), and the U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) system. Special-status species that may occur in the project vicinity include the foothill yellow-legged frog, western pond turtle, special-status birds, bats, and invertebrates associated with riparian habitat. Field surveys confirmed the presence of the western pond turtle, oak titmouse, and Bullock's oriole within the project area.

Regulatory Setting:

Biological resources within the project area are regulated by federal, state, and local laws intended to protect special-status species, wetlands and waters, riparian habitat, nesting birds, wildlife movement corridors, and oak woodland resources. Applicable regulations include the Federal Endangered Species Act, Clean Water Act, California Endangered Species Act, California Fish and Game Code, Tuolumne County General Plan, and the Tuolumne County Wildlife Habitat Handbook.

The Tuolumne County Wildlife Habitat Handbook identifies habitat types within the County and provides guidance for evaluating biological impacts and developing mitigation measures. The project site contains Urban, Annual Grassland, and Residential-Park habitat types, with the riparian habitat associated with Mountain Pass Creek representing the most biologically sensitive resource on the site.

Implementation Program 16.B.i of the Tuolumne County General Plan requires discretionary projects to evaluate and mitigate impacts to special-status species, sensitive natural communities, wetlands, riparian habitats, wildlife movement corridors, breeding sites, and oak woodland resources. The General Plan also establishes standards for evaluating impacts to oak woodlands and valley oaks, which are considered sensitive biological resources.

Project activities affecting biological resources may require review or authorization from agencies including the California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), U.S. Army Corps of Engineers (USACE), and the Central Valley Regional Water Quality Control Board (RWQCB), depending on the nature and location of any disturbance within or adjacent to Mountain Pass Creek and associated riparian habitat.

Analysis:

a) A Biological Resources Assessment was prepared for the project and included database reviews, habitat evaluations, and field surveys. The assessment identified several special-status species with potential to occur on-site or within the project vicinity, including foothill yellow-legged frog, western pond turtle, special-status birds, bats, fish species, and invertebrates associated with riparian habitat. Field surveys confirmed the presence of the western pond turtle, oak titmouse, and Bullock's oriole within the project area.

   Much of the site consists of previously disturbed urban and annual grassland habitat. Potential habitat for special-status species is primarily associated with Mountain Pass Creek and the adjacent riparian corridor. While construction activities can disturb special-status species, the Biological Resources Assessment identified measures to avoid direct impacts and minimize disturbance during construction.

   Mitigation measures include environmental awareness training for construction personnel, preconstruction surveys, biological monitoring, nesting-bird protection measures, stop-work procedures if sensitive species are encountered, and species-specific protections for the western pond turtle, foothill yellow-legged frog, and crotch bumblebee. These measures are intended to identify sensitive species before construction begins, avoid occupied habitat where feasible, and ensure that any species encountered during construction are protected. With the implementation of Mitigation Measures BIO-1, BIO-2, BIO-6, BIO-7, BIO-10, and BIO-17, impacts to special-status species would be reduced to a less-than-significant level. (See Table 6)

b) The project site contains Urban (URB), Annual Grassland (AGS), and Residential-Park (RSP) habitat types. The Urban and Annual Grassland habitats are common and disturbed. The Residential-Park habitat associated with Mountain Pass Creek contains riparian vegetation and provides important habitat functions for wildlife, including foraging, nesting, cover, and movement opportunities.

Project development would occur primarily within previously disturbed portions of the site. The Mountain Pass Creek corridor and associated riparian habitat would remain protected under the Open Space-1 (O-1) zoning designation. Mitigation Measures BIO-1 through BIO-4 (See Table 6) require fencing of environmentally sensitive areas, avoidance buffers, biological monitoring, protection of riparian vegetation, and erosion and sediment control measures to ensure that construction activities remain outside sensitive habitat areas.

With implementation of these measures, impacts to riparian habitat and other sensitive natural communities would be reduced to a less-than-significant level.

c) Mountain Pass Creek traverses the northern portion of the project site and may contain resources subject to the jurisdiction of the California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), and U.S. Army Corps of Engineers (USACE). Disturbance to the bed, bank, channel, or associated riparian habitat of the creek could require permits or approvals from these agencies.

The project has been designed to avoid impacts to Mountain Pass Creek by directing development to previously disturbed portions of the site and preserving the creek corridor. In addition, Mitigation Measures BIO-1 through BIO-4 (See Table 6) require protection of environmentally sensitive areas during construction and compliance with all applicable permit requirements and agency conditions of approval. These measures ensure that any work occurring near the creek is conducted in a manner that protects water quality, riparian habitat, and aquatic resources.

With implementation of these measures, impacts to federally protected wetlands, waters of the United States, and other regulated aquatic resources would be reduced to a less-than-significant level.

d) Mountain Pass Creek provides habitat and movement opportunities for wildlife within the project area. The riparian corridor supports a variety of wildlife species and functions as a movement pathway through the site.

Construction activities occurring near the corridor could temporarily disturb wildlife. However, mitigation measures include nesting-bird surveys, biological monitoring, avoidance buffers, and species-specific protection measures designed to minimize disturbance and maintain the corridor's habitat functions. Because the riparian corridor would remain intact and protected, the project would not substantially interfere with wildlife movement or with the area's use for nesting and breeding.

With the implementation of Mitigation Measures BIO-1 through BIO-17 (See Table 6), impacts to wildlife movement corridors, nesting birds, and nursery sites would be reduced to a less-than-significant level.

e) The project was evaluated for consistency with the biological resource policies of the 2018 Tuolumne County General Plan and the Tuolumne County Wildlife Habitat Handbook, including Implementation Programs 16.B.i, 16.B.j, and 16.B.j. The site contains Urban (URB), Annual Grassland (AGS), and Residential-Park (RSP) habitat types. Although scattered valley oaks occur on the property, the site does not meet the General Plan definition of oak woodland because native oak canopy cover is less than 10 percent of the site. Therefore, the project would not result in the conversion of oak woodland habitat as defined by the General Plan.

The Biological Resources Assessment evaluated the project's potential effects on special-status species, sensitive habitats, wildlife movement opportunities, and oak resources. The project incorporates the recommended mitigation measures and preserves the Mountain Pass Creek corridor through the Open Space-1 (O-1) zoning designation. Accordingly, the project would be consistent with

applicable biological resource policies of the Tuolumne County General Plan and Tuolumne County Wildlife Habitat Handbook. Impacts would be less than significant with mitigation incorporated.

f) The project site is not located within an area subject to an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan. Therefore, the project would not conflict with the provisions of any adopted habitat conservation plan, and there would be no impact.

Mitigation Measures (Summarized, see MMRP for full condition):

BIO-1: Preconstruction Bee Surveys

Prior to issuance of grading permits for any staging, construction, or ground-disturbing activities occurring between February 1 and November 30 of the construction year, a qualified biologist shall survey the project site for active crotch bumble bee nests. If active nests are identified, the California Department of Fish and Wildlife (CDFW) shall be consulted regarding appropriate avoidance buffers and protective measures. If avoidance cannot be achieved, construction shall not occur until the nest is no longer occupied. No pesticides or herbicides shall be used while the species occupies the site.

BIO-2: Environmental Awareness Training

Prior to construction, all contractors involved in site development and affected County personnel shall attend environmental awareness training conducted by a qualified biologist. The training shall address special-status species that may occur on or adjacent to the project site, environmentally sensitive habitats, implementation of mitigation measures, reporting procedures, and stop-work requirements.

BIO-3: Preconstruction Foothill Yellow-Legged Frog Surveys and Monitoring

Prior to site disturbance, a qualified biologist shall conduct surveys to confirm the absence of foothill yellow-legged frog within suitable habitat. If foothill yellow-legged frogs are identified, a qualified biologist shall monitor all construction activities occurring within 200 feet of Mountain Pass Creek and shall have authority to stop work if necessary to protect the species or its habitat.

BIO-4: Environmentally Sensitive Area Fencing

Prior to commencing staging, construction, ground disturbance, or other project activities, Environmentally Sensitive Area (ESA) fencing shall be installed along Mountain Pass Creek as identified in the Biological Resources Assessment. The fencing shall remain in place throughout construction. No parking, staging, storage of materials, or disposal of construction debris shall occur within the protected area.

BIO-5: Staging and Spill Prevention

Staging, fueling, and equipment maintenance activities shall not occur within 50 feet of the top of the bank of Mountain Pass Creek unless specifically authorized by the project biologist. The applicant shall prepare and implement a spill prevention and cleanup plan prior to construction.

BIO-6: Stop Work Procedures

If foothill yellow-legged frog or western pond turtle is encountered during project activities, construction shall immediately stop in the vicinity of the observation, and CDFW shall be contacted for guidance unless the project biologist determines that no impact to the species will occur.

BIO-7: Western Pond Turtle Surveys and Monitoring

Prior to earth-disturbing activities occurring within 300 feet of Mountain Pass Creek, a qualified biologist shall conduct preconstruction surveys for the western pond turtle. If a western pond turtle is identified, appropriate avoidance and monitoring measures shall be implemented in consultation with CDFW.

BIO-8: Erosion Control

Prior to construction, the contractor shall prepare an Erosion Control Plan for County review and approval. Disturbed soils shall be stabilized through reseeding, hydro mulching, or other approved methods prior to forecasted rain events. Erosion control measures shall be maintained throughout construction.

BIO-9: Stormwater and Water Quality Protection

The applicant shall comply with all applicable National Pollutant Discharge Elimination System (NPDES) requirements and shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control Plan, if required. All erosion and sediment control devices shall be installed and maintained throughout construction.

BIO-10: Nesting Bird Protection

If construction activities occur between February 1 and September 30, a qualified biologist shall conduct preconstruction nesting bird surveys in accordance with CDFW guidelines. If active nests are identified, no-disturbance buffers shall be established and maintained until a qualified biologist determines that the nest is no longer active.

BIO-11: Swallow Nest Management

Where feasible, measures shall be implemented to discourage nesting by swallows in active construction areas prior to nest establishment. Existing nests containing eggs or young shall not be removed. Nest management activities shall be conducted in accordance with the Biological Resources Assessment.

BIO-12: Exterior Noise Limits

Project-generated noise shall not exceed the exterior noise limits identified in the Biological Resources Assessment at adjacent properties.

BIO-13: Lighting and Glare

All project lighting shall be directed downward onto the project site. Lighting shall not be directed toward Table Mountain or otherwise increase ambient nighttime lighting levels within the surrounding area.

BIO-14: Bat Surveys

At least 15 days prior to ground-disturbing activities occurring between April 1 and September 30, a qualified biologist shall survey suitable bat roosting habitat within the project area. If active roosts are identified, appropriate avoidance and minimization measures shall be implemented in consultation with CDFW.

BIO-15: Construction Hours

Construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m., unless an emergency exists.

BIO-16: Clean Water Act and Fish and Game Code Compliance

Prior to issuance of grading or building permits for any work occurring within Mountain Pass Creek, its banks, associated riparian habitat, or floodplain, the applicant shall obtain all required permits and approvals pursuant to Section 404 of the Clean Water Act, Fish and Game Code Section 1602, and other applicable regulations. Any required mitigation or habitat replacement shall be completed in accordance with permit conditions.

BIO-17: Open Space Protection

Prior to issuance of a certificate of occupancy, Open Space-1 (O-1) zoning shall be established along Mountain Pass Creek to the limits identified in the Biological Resources Assessment. Riparian vegetation within the protected area shall be retained, and the open space area shall be managed in accordance with the uses and restrictions identified in the Biological Resources Assessment.

BIO-18: Avoidance of Inadvertent Animal Trapping

Throughout construction, all trenches and excavations greater than two feet deep shall be covered, fenced, or equipped with escape ramps when left unattended. Excavations shall be inspected prior to backfilling. Stored pipes and similar materials shall be inspected prior to use to ensure that wildlife is not trapped within them.

BIO-19: Valley Oak Preservation

To the maximum extent feasible, Valley Oaks with a diameter of 24 inches or greater at breast height shall be protected during construction. Ground disturbance, equipment storage, material stockpiling, and other activities that could damage retained trees shall be avoided within the protected root zone. Protective measures shall remain in effect throughout construction and operation of the project.

Mitigation Monitoring

The mitigation measures identified above shall be incorporated into the project and monitored through the Mitigation Monitoring and Reporting Program prepared (See Table 6) pursuant to Public Resources Code Section 21081.6. A Notice of Action will be recorded to advise future owners of the required mitigation measures and their responsibility to comply with them.

CULTURAL RESOURCES:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project/Action:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the State CEQA Guidelines?	☐	☒	☐	☐
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?	☐	☒	☐	☐

Environmental Setting:

The approximately 4.19-acre project site is located at the intersection of State Route 108 and State Route 120 in Tuolumne County. The site consists of previously developed commercial property that has been substantially disturbed by grading, building construction, paving, utility installation, and development of trailer and recreational vehicle facilities. Existing conditions include dilapidated structures, paved surfaces, concrete pads, and other remnants of former commercial development.

A records search conducted by the Central California Information Center (CCIC) identified one previously recorded historic-era resource associated with the Goodwin Ranch; however, subsequent evaluation determined that any remaining features associated with the resource are located outside the project site. Nine additional cultural resources have been recorded within a 0.5-mile radius of the site, but none occur within the project boundaries.

As documented in the Cultural Resources Study, incorporated into this Initial Study by reference, Solano Archaeological Services, LLC conducted archival research, an intensive pedestrian survey, and subsurface testing of the project site in March 2024. The investigation included pedestrian transects and excavation of nine auger tests throughout the project area. No prehistoric or historic-era archaeological resources were identified. Limited subsurface materials encountered during testing were determined to be associated with previous site disturbance and did not represent significant archaeological deposits. The report is maintained in the project file.

Based on the records search, archival research, field survey, and subsurface investigation, no historical resources, archaeological resources, or tribal cultural resources were identified within the project site. Due to the extent of the previous disturbance, the site is considered to have low sensitivity to undiscovered cultural resources. However, as with any ground-disturbing project, previously unidentified archaeological materials or human remains could be encountered during construction.

Regulatory Setting:

Cultural resources are protected under the California Environmental Quality Act (CEQA), which requires evaluation of historical resources, archaeological resources, unique archaeological resources, and tribal cultural resources. A project may result in a significant impact if it causes a substantial adverse change in the significance of a historical resource, archaeological resource, or tribal cultural resource.

Assembly Bill 52 (AB 52), enacted in 2014, amended CEQA to establish consultation requirements with California Native American tribes and to require lead agencies to consider impacts to tribal cultural resources. Pursuant to Public Resources Code Sections 21080.3.1, 21080.3.2, 21074, and 21082.3, consultation notices were provided to the Tuolumne Band of Me-Wuk Indians and Chicken Ranch Rancheria, the tribes that have

requested notification of projects within Tuolumne County.

Cultural resources may include prehistoric archaeological sites, historic-era resources, buildings, structures, objects, cultural landscapes, and places of traditional cultural significance. Prehistoric resources are often associated with habitation areas located near creeks, springs, and other reliable water sources, while historic-era resources within Tuolumne County are commonly associated with mining, ranching, agriculture, transportation, and early settlement patterns.

In addition to CEQA requirements, the discovery of human remains is governed by California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which establish procedures for the treatment of human remains and consultation with the Native American Heritage Commission and Most Likely Descendant, if applicable.

Analysis:

a), b), c) A Cultural Resources Study was prepared by Solano Archaeological Services, LLC (SAS) in April 2024 for the proposed project. The Area of Potential Effect (APE) consists of the approximately 4.19-acre project site located at the intersection of State Route 120 and State Route 108. A records search conducted by the Central California Information Center (CCIC) identified one previously recorded historic-era resource (P-55-000131) associated with the Goodwin Ranch in the project vicinity. Subsequent evaluations determined that the remaining walls, foundations, and associated features attributed to the Goodwin Ranch are located outside of the project area and that no identifiable remains are present within the project site.

Archival research indicated that portions of the historic Goodwin Ranch complex were once located within or adjacent to the project area. Historic aerial photographs show that these buildings were abandoned, altered, or demolished during the twentieth century, and later development of the site substantially disturbed the property. The project site contained three dilapidated structures. These structures were evaluated as part of the cultural resources investigation and were not found to be historically significant. The County Building Official determined the buildings posed an imminent health and safety risk, and they were demolished. Their demolition, therefore, did not result in the loss of a historical resource.

To evaluate the potential for cultural resources, SAS conducted an intensive pedestrian survey and subsurface investigation between March 13 and March 15, 2024. The investigation included systematic pedestrian transects and excavation of nine auger tests throughout the site. No prehistoric or historic-era cultural resources were identified. Materials encountered during subsurface testing consisted primarily of twentieth-century debris associated with prior site disturbance and the property's former development and were not determined to constitute significant archaeological deposits.

Native American outreach was conducted as part of the cultural resources' investigation, and a Sacred Lands File search was requested through the Native American Heritage Commission. No tribal cultural resources were identified within the project area. In addition, AB 52 consultation notices were provided to the Tuolumne Band of Me-Wuk Indians and Chicken Ranch Rancheria.

Based on the records search, archival research, pedestrian survey, and subsurface testing, no historical resources, archaeological resources, unique archaeological resources, or tribal cultural resources were identified within the project site. SAS concluded that no further cultural resource investigation was warranted. However, because ground-disturbing activities always carry the potential to uncover previously unknown archaeological materials or human remains, Mitigation Measures CUL-1, CUL-2, and CUL-3 have been incorporated to address inadvertent discoveries

(See below).

Although no historical, archaeological, or tribal cultural resources were identified within the project site, previously unknown resources could be encountered during ground-disturbing activities. Mitigation Measures CUL-1, CUL-2, and CUL-3 have been incorporated to address inadvertent discoveries, human remains, and tribal cultural resources. With implementation of these measures, impacts would be reduced to a less-than-significant level with mitigation incorporated.

CUL-1: If archaeological or historical resources are discovered during ground-disturbing activities, all work within a minimum 50-foot radius of the find shall cease immediately. A qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards shall evaluate the discovery and determine its significance. If the resource is determined to be significant pursuant to CEQA Guidelines Section 15064.5, appropriate treatment measures shall be developed and implemented, which may include avoidance, preservation in place, or data recovery. Work shall not resume in the vicinity of the discovery until the evaluation is completed and any recommended treatment measures have been implemented.

CUL-2: If human remains are encountered during ground-disturbing activities, all work in the vicinity of the discovery shall cease immediately, and the Tuolumne County Coroner shall be notified pursuant to California Health and Safety Code Section 7050.5. If the remains are determined to be of Native American origin, the coroner shall notify the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the Most Likely Descendant pursuant to Public Resources Code Section 5097.98. The recommendations of the Most Likely Descendant regarding treatment and disposition of the remains and any associated grave goods shall be considered and implemented where feasible in coordination with the County.

CUL-3: Prior to commencement of ground-disturbing activities, the applicant shall provide written notice to the Tuolumne Band of Me-Wuk Indians. The Tribe shall be afforded the opportunity to provide a tribal monitor during initial ground-disturbing activities. If a tribal cultural resource is encountered during construction, all work within a minimum 50-foot radius of the discovery shall cease immediately and the resource shall be evaluated in coordination with the Tribe, a qualified archaeologist, and the County. Appropriate treatment measures shall be implemented prior to resumption of work in the area.

Mitigation Monitoring:

CUL-1: Mitigation Measure CUL-1 shall be implemented during all ground-disturbing activities. Compliance shall be verified by the Land Use and Natural Resources (LUNR) Division of the Community Development Department (CDD).

CUL-2: Mitigation Measure CUL-2 shall be implemented in the event that human remains are encountered during ground-disturbing activities. Compliance shall be verified by the LUNR Division of the Community Development Department (CDD).

CUL-3: Prior to commencement of ground-disturbing activities, the applicant shall provide written notice to the Tuolumne Band of Me-Wuk Indians and provide the Tribe an opportunity to have a tribal monitor present during initial ground-disturbing activities. Compliance shall be verified by the LUNR Division of the Community Development Department (CDD).

ENERGY:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Environmental Setting:

The project site has historically been developed with commercial and recreational uses and contains existing buildings, paved areas, utility infrastructure, and other improvements associated with prior development. Electrical service is provided by Pacific Gas and Electric (PG&E). Existing utility infrastructure is available to serve the project, and no new energy generation or transmission facilities are proposed.

Regulatory Setting:

Energy consumption and efficiency are regulated through a combination of federal, state, and local programs intended to reduce energy demand, increase energy efficiency, and promote the use of renewable energy resources.

At the state level, the California Energy Commission (CEC) establishes the Building Energy Efficiency Standards (Title 24, Part 6 of the California Code of Regulations), which set mandatory energy-efficiency requirements for residential and nonresidential construction. The California Green Building Standards Code (CALGreen) establishes additional requirements related to energy efficiency, water conservation, construction waste reduction, and sustainable building practices. New development within Tuolumne County is required to comply with the applicable provisions of Title 24 and CALGreen through the building permit process.

California has also adopted statewide policies to reduce energy consumption and increase renewable energy generation, including the Renewables Portfolio Standard (RPS), Senate Bill 350 (the Clean Energy and Pollution Reduction Act), and other energy-efficiency and greenhouse-gas-reduction programs. These programs promote energy conservation, increased use of renewable energy resources, and reduction of fossil fuel consumption throughout the state.

At the local level, the 2018 Tuolumne County General Plan and the 2022 Climate Action Plan (CAP) contain goals and policies that promote energy efficiency, renewable energy, and reduction of greenhouse gas emissions. Applicable projects must comply with these policies as part of the County's development review and permitting processes.

Implementation Program 18.A.a: Include specific GHG emissions reduction measures in the CAP. Examples include, but are not limited to, the following:

- Require compliance with CALGreen Tier 1 Green Building standards and Tier 1 Building Energy Efficiency Standards for eligible alterations or additions to existing buildings;
- Require compliance with CALGreen Tier 1 Green Building standards and Tier 1 standards for all new construction, and phase in Zero Net Energy (ZNE) standards for new construction;
- Require new or replacement residential water heating systems to be electrically powered and/or alternatively fueled systems;
- Promote recycling to reduce waste and energy consumption;
- Refine protection guidelines for existing riparian lands to establish a no-net-loss goal;

Policy 18.A.5: Promote energy efficiency and alternative energy while reducing energy demand.

Analysis:

a,b) The proposed project would consume energy during both construction and operation. Construction activities would require fuel for construction equipment, material hauling, and worker vehicle trips; however, these activities would be temporary and cease upon completion of construction.

Operational energy use would consist primarily of electricity for the commercial buildings, site lighting, RV facilities, water and wastewater infrastructure, and fuel dispensing equipment, as well as transportation energy associated with employee and customer vehicle trips. Electrical service would be provided by Pacific Gas and Electric (PG&E) utilizing existing utility infrastructure.

The project would be required to comply with all applicable state and local energy-efficiency regulations, including the California Building Energy Efficiency Standards (Title 24) and the California Green Building Standards Code (CALGreen). Compliance with these requirements would ensure that the project incorporates energy-efficient building design, lighting, mechanical systems, and other energy conservation measures.

The project also includes electric vehicle (EV) charging infrastructure, which supports the transition to alternative-fuel vehicles and aligns with State and local policies that promote renewable energy and reduce reliance on fossil fuels. In addition, all new buildings and site improvements would be required to comply with applicable Title 24 Building Energy Efficiency Standards and CALGreen requirements at the time of building permit issuance.

The project represents redevelopment of a previously developed and disturbed commercial site located along an existing highway corridor. The project would rely on existing utility services and would not require new energy generation or transmission facilities.. In addition, the project would provide services at a location already used by regional travelers along State Routes 108 and 120 and would not result in inefficient land use or unnecessary energy consumption.

The project is consistent with applicable energy-efficiency requirements in Title 24, CALGreen, the 2018 Tuolumne County General Plan, and the 2022 Climate Action Plan. Compliance with these requirements would ensure that energy consumption associated with the project is not wasteful, inefficient, or unnecessary. Therefore, impacts related to energy consumption and consistency with applicable energy-efficiency and renewable energy plans would be less than significant.

Mitigation Measure: None required.

Mitigation Monitoring: Not applicable.

GEOLOGY AND SOILS:

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

Environmental Setting:

The project site is located within the Sierra Nevada foothills of Tuolumne County and consists of previously disturbed commercial property. Existing development includes buildings, paved surfaces, utility infrastructure, and other improvements associated with former commercial and recreational uses.

The nearest active fault is the New Melones Fault, located approximately 20 miles west of the project site. The project site is not located within an Alquist-Priolo Earthquake Fault Zone, a mapped liquefaction hazard zone, or a designated seismic landslide hazard zone.

According to the USDA Natural Resources Conservation Service (NRCS) Web Soil Survey, the project site is underlain by Josephine family deep-moderately deep complex and Josephine family moderately deep-deep complex soils with slopes ranging from approximately 5 to 35 percent.

The project site is not located within an area known to contain significant paleontological resources.

Analysis:

a.i) The project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known active faults traverse the site. Therefore, the project would not expose people or structures to hazards associated with surface fault rupture. Impacts would be less than significant.

a.ii) The project site is located within a seismically active region and may be subject to ground shaking during an earthquake. However, seismic activity in Tuolumne County is relatively low compared to other areas of California. All proposed structures would be designed and constructed in accordance with the California Building Code (CBC), which incorporates seismic safety standards to minimize risks. Compliance with CBC requirements would ensure that potential impacts related to strong ground shaking would be less than significant.

a.iii) The potential for liquefaction at the project site is low due to the nature of the underlying soils, relatively deep groundwater conditions, and the absence of mapped liquefaction hazard zones. Groundwater in the vicinity is not shallow, as evidenced by the existing on-site well extending approximately 150 feet below the ground surface. Therefore, impacts related to seismic-related ground failure, including liquefaction, would be less than significant.

a.iv) The project site is not located within a mapped landslide hazard zone and is characterized by relatively gentle slopes that have been previously disturbed and developed. While landslides can occur in steep or improperly graded areas, adherence to standard grading practices and County requirements would ensure slope stability. Therefore, landslide-related impacts would be less than significant.

b) Construction activities associated with the project, including minor grading and excavation, could result in temporary soil erosion or loss of topsoil. However, the project would be required to comply with applicable erosion and sediment control measures, including the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP), as well as NPDES requirements, the California Building Code, and the Tuolumne County Ordinance Code. These measures would minimize erosion and sedimentation during construction. Therefore, impacts would be less than significant.

c) The project site consists of previously disturbed soils associated with prior development, including fill and compacted materials. While unstable soils could be encountered, compliance with standard engineering practices, including site preparation, compaction, and foundation design in accordance with CBC requirements, would ensure structural stability. Therefore, impacts related to unstable soils would be less than significant.

d) Expansive soils have not been identified on the project site. In addition, compliance with CBC requirements for foundation design would address any potential shrink-swell characteristics of soils. Therefore, impacts related to expansive soils would be less than significant.

e) The project would be served by on-site sewage disposal systems because public sewer service is not available to the project site. A Site and Soil Evaluation has been completed for the project. Environmental Health determined that additional site-specific evaluation and preparation of a commercial septic system design are required prior to issuance of a building permit to confirm the suitability of the proposed wastewater disposal system. The proposed system would be subject to review, permitting, and approval by the Tuolumne County Environmental Health Division in accordance with Title 13 of the Tuolumne County Ordinance Code. Compliance with Environmental Health requirements would ensure the system is appropriately designed based on site-specific soil conditions, setbacks, sizing, and applicable design standards. Therefore, impacts would be less than significant.

f) The project site is not located within a geologic formation known to have a high potential for paleontological resources, and the site has been substantially disturbed by previous development. As a result, the

likelihood of encountering significant paleontological resources is low. Therefore, impacts would be less than significant.

Mitigation Measures: None required.

Mitigation Monitoring: Not applicable.

GREENHOUSE GAS EMISSIONS:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant with Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project/Action:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Setting:

The project site consists of a previously developed commercial property located at the intersection of State Routes 108 and 120. Greenhouse gas emissions associated with the project were evaluated using CalEEMod Version 2022.1.1.41, with model assumptions, inputs, and outputs provided in Appendix A.

Construction of the proposed project would generate temporary greenhouse gas emissions associated with construction equipment, material hauling, and worker trips. Long-term operational emissions would primarily result from vehicle trips, energy consumption, water use, wastewater treatment, and solid waste generation.

Regulatory Setting:

California has adopted statewide greenhouse gas (GHG) reduction targets through Assembly Bill 32 (AB 32), Senate Bill 32 (SB 32), and related executive orders. These regulations establish statewide goals to reduce GHG emissions to 1990 levels, achieve a 40 percent reduction below 1990 levels by 2030, and achieve carbon neutrality by 2045. The California Air Resources Board (CARB) is responsible for implementing these requirements through various regulations and programs.

CARB's 2017 Climate Change Scoping Plan provides the framework for achieving the State's GHG reduction targets and identifies strategies for reducing emissions from transportation, energy use, waste generation, agriculture, and other sectors.

At the local level, the Tuolumne County Board of Supervisors adopted the 2022 Climate Action Plan (CAP), which identifies existing and projected GHG emissions, establishes reduction targets, and provides policies and implementation measures intended to reduce communitywide greenhouse gas emissions.

Significance Criteria

Neither Tuolumne County nor the Tuolumne County Air Pollution Control District (TCAPCD) has adopted a quantitative greenhouse gas significance threshold for CEQA review. Consistent with CARB guidance, projects should incorporate feasible design features and measures that reduce greenhouse gas emissions and support implementation of state and local climate policies.

For purposes of this analysis, project-related greenhouse gas emissions were evaluated using CalEEMod and considered in relation to existing site conditions, applicable regulations, and consistency with the 2022 Climate Action Plan.

Analysis:

a,b) The proposed project would generate greenhouse gas (GHG) emissions during construction and operation. Construction emissions would result from the operation of construction equipment, worker trips, and material hauling activities. These emissions would be temporary and would occur only during construction.

Greenhouse gas emissions associated with the project were evaluated using CalEEMod Version 2022.1.1.41. The model estimated construction emissions of approximately 90.6 metric tons of carbon dioxide equivalent ($MTCO_2e$) in 2026 and approximately 237.0 $MTCO_2e$ in 2027. These emissions are associated with site development activities and would cease once construction is complete.

Operational emissions would be associated with vehicle trips, fuel dispensing activities, building energy use, water consumption, wastewater treatment, and solid waste generation. The project is located on a previously developed commercial site along the State Route 108/120 corridor and is intended to serve travelers already using the highway. As such, a portion of project traffic is anticipated to consist of pass-by and diverted trips rather than entirely new vehicle trips.

The project would be required to comply with Title 24 Building Energy Efficiency Standards and CALGreen requirements. The project also includes electric vehicle charging infrastructure and is consistent with applicable State and local greenhouse gas reduction goals and policies, including AB 32, SB 32, the CARB Climate Change Scoping Plan, the Tuolumne County General Plan, and the 2022 Tuolumne County Climate Action Plan.

Neither Tuolumne County nor the Tuolumne County Air Pollution Control District has adopted a quantitative greenhouse gas significance threshold for CEQA review. In the absence of a locally adopted threshold, neighboring California air districts have established greenhouse gas screening thresholds for CEQA analysis. Accordingly, the San Joaquin Valley Air Pollution Control District's screening threshold of 1,100 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year is used as a conservative point of comparison and not as an adopted significance threshold for Tuolumne County. As shown in the CalEEMod analysis (Appendix A), the proposed project's greenhouse gas emissions are well below this threshold. In addition, construction emissions would be temporary, the project would redevelop a previously developed commercial site, and the project would comply with applicable State and local greenhouse gas reduction requirements, including the California Building Energy Efficiency Standards (Title 24), CALGreen, and the 2022 Tuolumne County Climate Action Plan. Based on the project's low greenhouse gas emissions and its consistency with applicable greenhouse gas reduction measures and policies, the project would not conflict with any applicable plan, policy, or regulation adopted to reduce greenhouse gas emissions. Therefore, impacts would be less than significant.

Mitigation Measures: None Required.

Mitigation Monitoring: Not Applicable.

HAZARDS AND HAZARDOUS MATERIALS:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project/Action:				
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 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 in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

Environmental Setting:

Construction of the proposed project would involve the use of fuels, lubricants, solvents, paints, and other materials commonly associated with construction activities. Once operational, the proposed fueling station and other commercial uses would utilize fuels, oils, cleaning products, and other hazardous materials commonly associated with commercial development. The use, storage, transportation, and disposal of hazardous materials are regulated by federal, state, and local requirements.

The project site was reviewed using the California Department of Toxic Substances Control (DTSC) EnviroStor database and the State Water Resources Control Board GeoTracker database. The site was previously associated with a release from an underground storage tank; however, the case has been closed to the satisfaction of the applicable regulatory agency. No active hazardous materials cases are associated with the project site.

The nearest school, Chinese Camp Elementary School, is located approximately 3.5 miles southeast of the project site. No schools are located within one-quarter mile of the site.

The project site is not located within an Airport Land Use Compatibility Plan area and is not subject to the Tuolumne County Airport Overlay designation. Columbia Airport, the nearest airport, is located approximately 10 miles northwest of the project site.

Regulatory Setting:

Hazardous materials are regulated by a variety of federal, state, and local agencies. The Resource Conservation and Recovery Act (RCRA) establishes requirements for the generation, transportation, treatment, storage, and disposal of hazardous waste, while the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) provides authority for the investigation and remediation of contaminated sites. Transportation of hazardous materials is regulated by the U.S. Department of Transportation.

At the state level, the Hazardous Materials Release Response Plans and Inventory Law (Health and Safety Code Section 25500 et seq.) requires businesses that handle hazardous materials in quantities above specified thresholds to prepare hazardous materials business plans and implement employee training and emergency response procedures. The California Accidental Release Prevention (CalARP) Program establishes additional requirements for facilities that store regulated substances above specified thresholds. California Government Code Section 65962.5 (the Cortese List) identifies sites with known hazardous materials contamination.

Locally, hazardous materials management programs are administered by the Tuolumne County Environmental Health Division, which serves as the County's Certified Unified Program Agency (CUPA). The County also implements the Tuolumne County Emergency Operations Plan, Multi-Jurisdictional Hazard Mitigation Plan, Fire Safe Ordinances, and the 2018 Tuolumne County General Plan, which contain policies and standards related to hazardous materials management, emergency response, and wildfire protection.

Analysis:

a,b) The proposed project would involve the routine transport, use, and storage of hazardous materials during both construction and operation. Construction activities would involve the use of fuels, oils, solvents, and other materials typical of construction equipment and practices. Operational activities would include the use and storage of hazardous materials associated with the proposed fueling station (e.g., gasoline and diesel fuels) as well as materials commonly used in commercial settings, such as cleaning products, paints, and maintenance supplies.

Fueling facilities have the potential to result in accidental releases; however, modern fueling stations are subject to stringent federal, state, and local regulations designed to prevent leaks and spills. These requirements include double-walled underground storage tanks (USTs), leak detection systems, spill containment measures, overfill protection devices, and regular inspection and maintenance. In addition, fueling operations must comply with applicable California Air Resources Board (CARB) vapor recovery requirements.

The project would be subject to review and permitting by the Tuolumne County Environmental Health Division, acting as the County's Certified Unified Program Agency (CUPA). Prior to operation of the fueling station, the applicant shall obtain all applicable permits and approvals related to underground storage tanks, hazardous materials storage, and fuel dispensing facilities. The project shall comply with all applicable requirements governing underground storage tanks, hazardous materials business plans, spill prevention and response procedures, leak detection systems, employee training, emergency response planning, and hazardous waste management. If required by the Environmental Health Division,

a Spill Prevention, Control, and Countermeasure (SPCC) Plan or equivalent spill prevention measures shall be prepared and implemented.

Compliance with these federal, state, and local requirements would minimize the potential for accidental releases and ensure that any releases are promptly contained and remediated. Although the project site was previously listed in regulatory databases due to a historic underground storage tank release, the release has been closed by the applicable regulatory agency, and the project site is not associated with any active hazardous materials cleanup case. Therefore, the project would not pose a significant hazard to the public or the environment from the routine use, transport, storage, or disposal of hazardous materials. Impacts would be less than significant.

c) The project would involve the handling of hazardous materials; however, no schools are located within one-quarter mile of the project site. The nearest school, Chinese Camp Elementary School, is located approximately 3.5± miles from the site. Therefore, the project would not expose students or school personnel to hazardous emissions or materials. Impacts would be less than significant.

d) The DTSC EnviroStor and State Water Resources Control Board GeoTracker databases were reviewed for the project site. Although the site was previously identified due to a historic release, the case has been closed and no active hazardous materials sites are present on-site. Therefore, the project would not create a significant hazard to the public or environment related to existing contamination. Impacts would be less than significant.

e) The project site is not located within an airport land use plan area and is not within two miles of a public airport or private airstrip. The nearest airport, Columbia Airport, is located approximately 10± miles from the project site. Therefore, the project would not pose a safety hazard to airport operations. Impacts would be less than significant.

f) The project would be accessed from State Routes 108 and 120, which are major regional transportation corridors capable of supporting emergency access and evacuation. The project would be required to comply with applicable fire and emergency access requirements, including those contained in the California Fire Code, California Building Code, and Tuolumne County Fire Safe regulations. The project would not impair the implementation of, or physically interfere with, an adopted emergency response or evacuation plan. Therefore, impacts would be less than significant.

g) The project site is located within a State Responsibility Area (SRA) and is classified as a Very High Fire Hazard Severity Zone. Development of the site would introduce structures that could be exposed to wildfire risk. However, the project would be required to comply with applicable fire safety regulations, including defensible space requirements, fuel modification standards, emergency access requirements, and ignition-resistant construction standards, as set forth in the California Fire Code, California Building Code, and applicable Tuolumne County regulations.

All structures would be required to comply with applicable ignition-resistant construction requirements for development within wildfire hazard areas, including Chapter 7A of the California Building Code. In addition, the project would include site improvements and managed landscaping that would reduce existing unmanaged vegetation and potential fuel loads on-site.

Compliance with these requirements would substantially reduce wildfire risk and minimize the potential for loss, injury, or damage resulting from wildland fire. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

Mitigation Measures: None required.

Mitigation Monitoring: Not applicable.

HYDROLOGY AND WATER QUALITY:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water 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 or surface runoff in a manner which would create flooding on- or off-site;	☐	☐	☒	☐
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; or?	☐	☐	☒	☐
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 a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Environmental Setting:

The project site is located within the Stanislaus River watershed. Mountain Pass Creek traverses the project site and provides localized drainage through the property. The creek is a tributary to Green Springs Run, which ultimately drains to Tulloch Reservoir on the Stanislaus River. Portions of the creek corridor are proposed to be preserved within the Open Space (O-1) zoning district and would remain subject to applicable federal, state, and local regulations protecting waters and riparian resources.

The project would be served by an existing on-site groundwater well and on-site wastewater disposal systems. The site is not located within a groundwater basin subject to the Sustainable Groundwater Management Act (SGMA) and is not subject to a Groundwater Sustainability Plan.

The Hydrogeological Evaluation Report, incorporated into this Initial Study by reference, concluded that the existing 150-foot-deep well has sufficient capacity to serve the proposed development. Estimated project demand is approximately 3,000 gallons per day, while the well can produce approximately 576,00 gallons per day. The evaluation concluded that sufficient groundwater supplies are available during normal, dry, and multiple-dry years and that the project would not adversely affect other groundwater users.

The project site is located within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB).

Regulatory Setting:

The Federal Water Pollution Control Act, commonly known as the Clean Water Act, regulates discharges to waters of the United States and is implemented through the National Pollutant Discharge Elimination System

(NPDES). In California, the NPDES program is administered by the State Water Resources Control Board and the Regional Water Quality Control Boards. Construction projects that disturb one acre or more are required to obtain coverage under the State General Construction Permit by submitting a Notice of Intent and preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must identify Best Management Practices (BMPs) to reduce erosion, sedimentation, and pollutant discharge during construction.

The project site is located within the jurisdiction of the Central Valley Regional Water Quality Control Board, which regulates water quality and waste discharge requirements within the region.

The Federal Emergency Management Agency (FEMA) prepares Flood Insurance Rate Maps (FIRMs) identifying areas subject to flood hazards. The project site is located within Flood Zone X, which is an area of minimal flood hazard. Chapter 15.24 of the Tuolumne County Ordinance Code establishes local flood hazard regulations intended to reduce risks to life and property in flood-prone areas.

Groundwater and wells within Tuolumne County are regulated under Chapters 13.16 and 13.20 of the Tuolumne County Ordinance Code. These provisions regulate well construction, maintenance, and groundwater management within the County. The proposed water system would be subject to applicable County Environmental Health Division and/or State Water Resources Control Board permitting requirements, depending on the final number of service connections and users served.

On-site wastewater disposal systems are regulated by the Tuolumne County Environmental Health Division pursuant to applicable County requirements. The proposed on-site sewage disposal system would be required to comply with applicable standards for siting, design, construction, operation, and maintenance.

Analysis:

a) Construction activities have the potential to result in temporary erosion, sedimentation, and pollutant discharges that could affect surface water quality if exposed soils are not properly managed. Because the project would disturb more than one acre, the applicant would be required to obtain coverage under the State General Construction Permit and prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMPs) designed to minimize erosion, sedimentation, and pollutant discharge during construction.

   The project includes a fueling station and associated commercial uses that have the potential to generate pollutants, including petroleum products, vehicle fluids, and stormwater runoff. However, fueling facilities must comply with applicable federal, state, and local regulations governing fuel storage, spill prevention, leak detection, and stormwater management. Underground fuel storage tanks would be equipped with leak-detection and spill-prevention systems designed to protect surface water and groundwater resources.

   The project would also utilize on-site wastewater disposal systems subject to review and approval by the Tuolumne County Environmental Health Division and other applicable regulatory agencies. Prior to approval of wastewater facilities, the applicant shall complete any required soils evaluations and septic system design in accordance with the Tuolumne County Local Agency Management Program (LAMP) and applicable State requirements. Depending on the design capacity and projected wastewater flows, additional review by the State Water Resources Control Board may be required. The proposed water system and wastewater disposal facilities would be required to comply with all applicable siting, design, construction, operation, and maintenance standards intended to protect groundwater and nearby surface waters, including Mountain Pass Creek.

   Compliance with these regulatory requirements would ensure that the project would not violate water quality standards or waste discharge requirements and would not substantially degrade surface water or groundwater quality. Therefore, impacts would be less than significant.

b) A Hydrogeologic Evaluation prepared for the project concluded that the existing 150-foot-deep well has sufficient capacity to serve the proposed development. Estimated project water demand is 3,000 gallons per day, while the well completion report indicates a well yield of 576,000 gallons per day (400 gallons per minute).

To verify available supply, a 24-hour pump test was conducted at a pumping rate of approximately 18 gallons per minute. During the test, the water level declined from approximately 8 feet to 10 feet, remained stable throughout the pumping period, and recovered to static conditions within approximately two minutes after pumping ceased. The Hydrogeologic Evaluation concluded that the well has sufficient capacity to serve the proposed project during normal, dry, and multiple-dry water years, and that the project's water use would not adversely affect nearby groundwater users.

The project site is not located within a groundwater basin subject to the Sustainable Groundwater Management Act (SGMA), and the Hydrogeologic Evaluation concluded that the project would not impede sustainable groundwater management or adversely affect groundwater supplies.
Based on the findings of the Hydrogeologic Evaluation, the project would not substantially deplete groundwater supplies, adversely affect groundwater recharge, or lower the local groundwater table. Therefore, impacts would be less than significant.

c.i–c.iv) Development of the project would include site improvements, grading, and construction activities that could temporarily alter drainage patterns and increase runoff from disturbed areas. However, the project would be required to comply with applicable grading, drainage, erosion control, and stormwater management requirements administered by the Tuolumne County Department of Public Works and the State Water Resources Control Board. Implementation of BMPs through the required SWPPP, together with compliance with applicable grading and drainage requirements, would minimize erosion, sedimentation, and runoff impacts. The project would not substantially alter existing drainage patterns, create substantial erosion or siltation, or increase flood hazards on- or off-site. Impacts would be less than significant.

d) According to FEMA Flood Insurance Rate Maps, the project site is located within Flood Zone X, an area of minimal flood hazard. The site is not located within a 100-year floodplain, floodway, tsunami hazard area, or seiche hazard area. Because the project is not located within an area subject to inundation hazards, project facilities would not be exposed to flood-related conditions that could result in the release of pollutants. Therefore, no impact would occur.

e) The project would be required to comply with applicable federal, state, and local regulations intended to protect water quality, including implementation of BMPs during construction, compliance with the State General Construction Permit, and adherence to County requirements for well construction and on-site wastewater disposal systems. In addition, the project is consistent with the applicable provisions of the Tuolumne County General Plan and Water Quality Plan that are intended to protect surface water and groundwater resources. As discussed above, the project would not adversely affect groundwater supplies, groundwater recharge, surface water quality, or drainage patterns. Therefore, the project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management program. Impacts would be less than significant.

Mitigation Measures: None Required.

Mitigation Monitoring: Not Applicable.

LAND USE AND PLANNING:

Issues and Supporting Information Sources		*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project/Action:					
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation of an agency with jurisdiction over the project (adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Environmental Setting:

The project site consists of approximately 4.19 acres located at the intersection of State Routes 108 and 120 in Tuolumne County. The site is currently zoned General Commercial (C-1) and designated Special Commercial (SC) under the 2018 Tuolumne County General Plan. The project proposes to rezone portions of the site to Special Commercial (C-S) and Open Space-1 (O-1).

Surrounding properties are designated Special Commercial (SC) and Agricultural (AG) under the General Plan and consist primarily of vacant land, open space, rural residential uses, and highway-oriented commercial development. State Routes 108 and 120 form a major transportation corridor through the area and provide access to the project site and surrounding properties.

The project site is currently developed with existing commercial structures, paved areas, utility infrastructure, and other improvements associated with prior commercial and recreational uses. The proposed project would redevelop the site with commercial uses consistent with the Special Commercial General Plan designation while preserving the Mountain Pass Creek corridor within the proposed Open Space-1 zoning district.

Analysis:

a) The proposed project consists of the redevelopment of an existing commercial site located at the intersection of State Routes 108 and 120. Development would occur entirely within the project site and would not alter existing parcel configurations, public access, circulation patterns, or transportation corridors in a manner that would physically divide an established community. The project does not include the construction of infrastructure that would separate neighborhoods, restrict access, or disrupt connectivity between surrounding land uses. Therefore, the project would not physically divide an established community. No impact would occur.

b) The project site is designated Special Commercial (SC) under the 2018 Tuolumne County General Plan and is currently zoned General Commercial (C-1). The project proposes to rezone the site to Special Commercial (C-S) and Open Space-1 (O-1) and develop a visitor-serving commercial facility consisting of a fueling station, mini-mart, restaurant, recreational vehicle overnight accommodations, electric vehicle charging facilities, and associated site improvements

   The SC General Plan designation is intended to accommodate sales and service establishments that serve both County residents and visitors in areas without public water and sewer service, particularly along major highway corridors. Typical uses contemplated under the designation include restaurants, gas stations, mini-markets, recreational vehicle facilities, and other visitor-serving commercial uses. The proposed project is consistent with the purpose and intent of the SC designation and would provide services to both the traveling public and residents at the intersection of State Routes 108 and 120.

   Table 1.3 of the Community Development and Design Element identifies the C-S zoning district as a compatible implementing zone for the SC General Plan designation. The proposed rezone would bring the

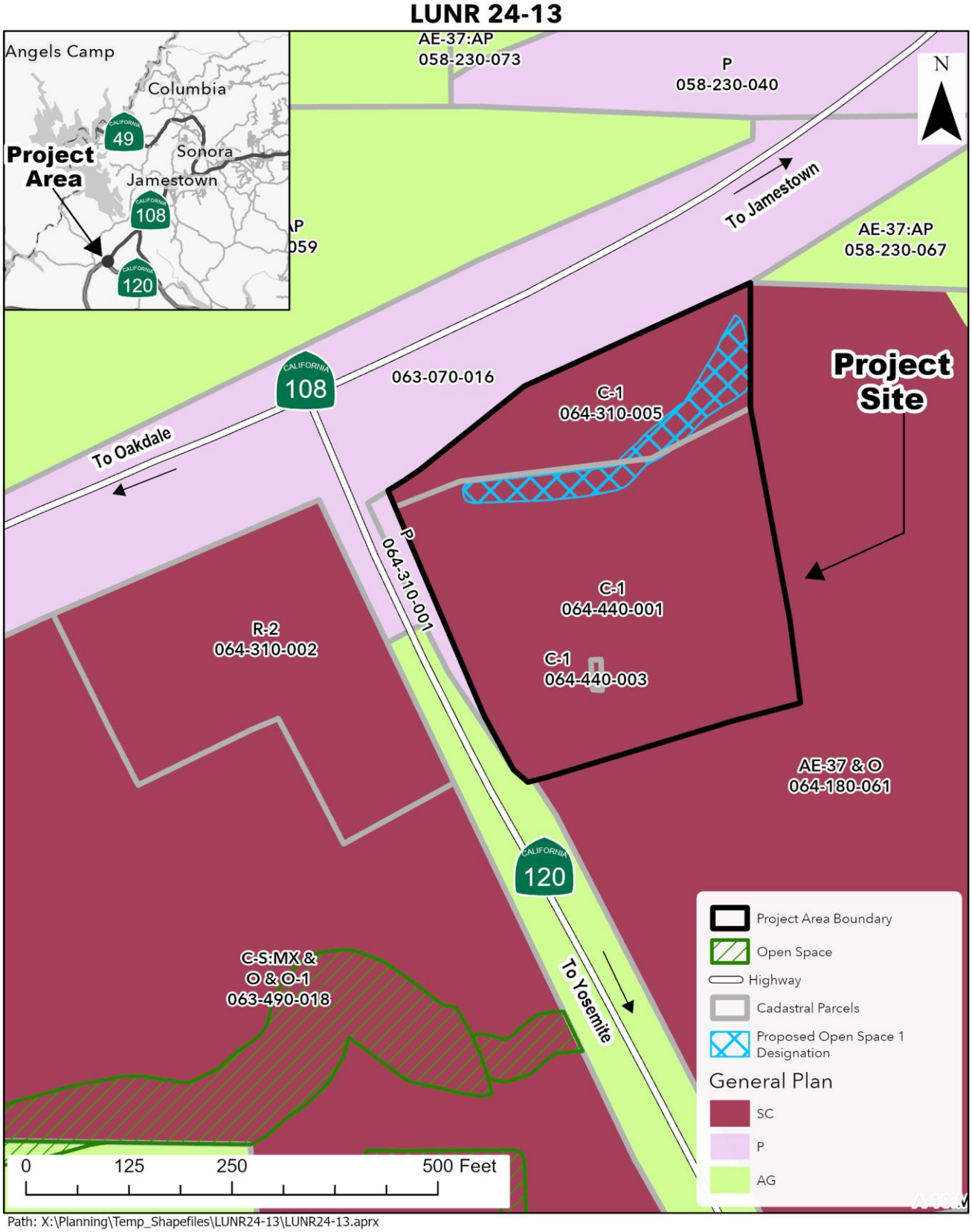
zoning of the property into consistency with the General Plan and allow development of the types of uses intended under the SC designation, including a fueling station, mini-mart, restaurant, recreational vehicle overnight accommodations, and electric vehicle charging facilities. In addition, the proposed O-1 zoning district would preserve the Mountain Pass Creek corridor and associated riparian habitat, providing long-term protection of environmental resources on the site.

The project has been reviewed for consistency with the 2018 Tuolumne County General Plan, applicable provisions of the Tuolumne County Ordinance Code, and other County regulations. As discussed throughout this Initial Study, the project has been evaluated for potential impacts to biological resources, cultural resources, water quality, wildfire, public safety, and other environmental resources. The project also complies with applicable County requirements related to site design, access, parking, water supply, wastewater disposal, and resource protection. Therefore, the project is consistent with applicable plans, policies, and regulations intended to avoid or mitigate environmental impacts.

Mitigation Measures: None Required.

Mitigation Monitoring: Not Applicable.

Figure 9: General Plan and Zoning Map



MINERAL RESOURCES:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Environmental Setting:

Tuolumne County has a long history of mineral extraction associated with gold mining and the production of aggregate, limestone, and dolomite resources. Mineral resources within the County are concentrated in specific geologic formations and areas identified by the State Mining and Geology Board and the California Geological Survey.

The project site is located at the intersection of State Routes 108 and 120 and is currently developed with existing commercial improvements associated with prior commercial and recreational uses.

Regulatory Setting:

The Surface Mining and Reclamation Act of 1975 (SMARA) provides for the classification and conservation of mineral resources throughout California. Pursuant to SMARA, the California Geological Survey classifies lands according to their mineral resource potential using Mineral Resource Zones (MRZs). Areas classified as MRZ-2 contain known or inferred significant mineral resources.

Tuolumne County implements mineral resource protection through the Mineral Preserve Overlay (MPZ) designation of the 2018 General Plan. The MPZ overlay is applied to lands identified as containing significant mineral resources and is intended to protect those resources from incompatible development.

Analysis:

a,b) Geographic Information System (GIS) data indicates that the project site is underlain by the Mehrten Formation (undifferentiated), consisting of volcanic flows, mudflows, plugs, and sediment of andesitic composition, including some mafic and silicic rock.

Mineral resource classification mapping identifies the project site within the Southwestern County Area for aggregate, carbonate, and precious mineral resources. Based on California Geological Survey Mineral Resource Zone (MRZ) classifications, the site is designated as MRZ-4 for aggregate resources and MRZ-1 for both carbonate and precious mineral resources. MRZ-1 and MRZ-4 classifications indicate that there are no known significant mineral deposits within the project area.

The Mineral Preserve Overlay (-MPZ) General Plan designation is applied to lands classified as MRZ-2a or MRZ-2b, which contain known significant mineral resources. The project site does not contain the -MPZ overlay designation and is not identified as containing significant mineral resources. In addition, there are no nearby mineral resource recovery sites or lands designated with the -MPZ overlay that would be affected by the project.

Policy 7.C.1 of the 2018 Tuolumne County General Plan directs the County to protect lands classified as MRZ-2 from incompatible development. Because the project site is not classified as MRZ-2 and

does not contain known mineral resources of regional or statewide importance, the proposed development would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site.

Therefore, the project would result in no impact.

Mitigation Measures: None required.

Mitigation Monitoring: Not applicable.

NOISE:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project Result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located with the vicinity of a private airstrip or an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting:

Noise is commonly measured in A-weighted decibels (dBA), which approximate the sensitivity of human hearing. Existing ambient noise levels in the project vicinity are primarily influenced by traffic on State Routes 108 and 120, which intersect near the project site. Additional noise sources in the area include commercial activities, agricultural operations, and occasional heavy vehicle traffic associated with highway use.

The project site consists of approximately 4.19 acres and is currently developed with commercial buildings, paved areas, utility infrastructure, and other improvements associated with former commercial and recreational uses. The site is located within an existing highway corridor where traffic-related noise is the predominant source of ambient noise.

Groundborne vibration is generally associated with heavy equipment, construction activities, and large vehicle traffic. Vibration impacts are typically temporary in nature and limited to areas immediately adjacent to the source.

Noise-sensitive receptors such as schools, daycare facilities, hospitals, and nursing care facilities are not located within 0.25 mile of the project site. The nearest noise-sensitive receptors consist of scattered rural residential uses located on surrounding properties.

Table 4 MAXIMUM ALLOWABLE NOISE EXPOSURE-STATIONARY NOISE SOURCES[1]		
	Daytime (7 a.m. to 10 p.m.)	**Nighttime (10 p.m. to 7 a.m.)**
Hourly L_{eq}, dB[2]	50	45
Maximum level, dB[3]	70	65

[1] This table applies to noise exposure as a result of stationary noise sources. For a development project or land use change involving a noise-sensitive land use, the noise from nearby noise sources will be considered during design and approval of the project, or in determining whether the land use change is appropriate. For development projects which may produce noise, land use changes and project review will consider the effects of the noise on possible noise-sensitive land uses. When considering modification or expansion at a site that already produces noise levels which exceed these standards at noise-sensitive land uses, the modification or expansion shall be reviewed to consider if the proposed action will further raise the existing noise levels received at the noise-sensitive land use(s).
Noise-sensitive land uses include urban residential land uses, libraries, churches, and hospitals, in addition to nursing homes or schools which have over 6 beds or students, respectively. Transient lodging establishments which are considered noise sensitive land uses include hotels, motels, or homeless shelters, but not bed and breakfast establishments located in rural areas, campgrounds, or guest ranches.
[2] The sound equivalent level as measured or modeled for a one-hour sample period. The daytime or nighttime value should not be exceeded as determined at the property line of the noise-sensitive land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.
[3] Similar to the hourly L_{eq}, except this level should not be exceeded for any length of time.

Table 5 SIGNIFICANCE OF CHANGES IN CUMULATIVE NOISE EXPOSURE[1]	
Ambient Noise Level Without Project[2] (Ldn or CNEL)	**Significant Impact if Cumulative Level Increases By:**
<60 dB	+ 5.0 dB or more
60-65 dB	+ 3.0 dB or more
>65 dB	+ 1.5 dB or more

[1]These standards shall be applied when considering the noise impacts from projects that could cause a significant increase in the cumulative noise exposure of existing noise-sensitive land uses. If it is likely that existing noise-sensitive land uses could experience these increases in cumulative noise exposure, as measured in CNEL or Ldn, then an acoustical analysis that meets the requirements of Table 6 shall be accomplished and the results considered in project design.
[2]Ambient Noise is defined as the composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
Source: Federal Interagency Committee on Noise (FICON), Federal Agency Review of Selected Airport Noise Analysis Issues, August 1992.

Analysis:

a) Construction

Construction activities associated with the proposed project would result in temporary increases in ambient noise levels. Construction would include site preparation, grading, excavation, and building construction for the fueling station, mini-mart, restaurant, recreational vehicle overnight accommodations, and associated infrastructure. These activities would require the use of heavy equipment and construction vehicles that generate temporary noise.

Construction-generated noise would be intermittent and temporary, with the highest levels occurring during grading and site preparation. Noise levels would fluctuate depending on the type of equipment

used and the construction phase. The project site is located within an existing highway corridor at the intersection of State Routes 108 and 120, where ambient noise levels are already influenced by roadway traffic. Noise-sensitive receptors such as schools, daycare facilities, hospitals, and nursing care facilities are not located within 0.25 miles of the project site. The nearest sensitive receptors consist of scattered rural residential uses located on surrounding properties.

Implementation of Mitigation Measure NOI-1 (See Table 6) would limit construction activities to daytime hours and prohibit construction on Sundays and County holidays, thereby reducing temporary construction noise impacts to nearby receptors. With the implementation of Mitigation Measure NOI-1, construction-related noise impacts would be less than significant.

Operation

Operational noise associated with the proposed project would include vehicle traffic entering and exiting the site, fuel dispensing activities, operation of mechanical equipment such as HVAC systems and refrigeration units, and general activity associated with the mini-mart, restaurant, and recreational vehicle overnight accommodations.

The project is designed as a highway-oriented commercial use intended to serve travelers along State Routes 108 and 120. As such, operational noise would be similar to existing traffic-related and commercial noise sources already present in the area. The project site is located within an existing highway corridor where ambient noise levels are already influenced by traffic on State Routes 108 and 120.

The nearest sensitive receptors consist of scattered rural residential uses located on surrounding properties. The Tuolumne County General Plan establishes noise standards for stationary noise sources at noise-sensitive land uses. Based on the nature of the proposed uses, the existing noise environment, and compliance with applicable County noise standards, operational noise generated by the project is not expected to exceed allowable noise limits or result in a substantial increase in ambient noise levels.

Therefore, the impacts of operational noise would be less than significant.

b) Construction activities would result in minor, temporary groundborne vibration from equipment such as dozers, loaders, excavators, and haul trucks. However, the project would not involve pile driving, blasting, or other construction techniques that typically generate substantial vibration.

Any vibration generated during construction would be temporary and would dissipate rapidly with distance from the source. Operational activities associated with the proposed project would not generate substantial groundborne vibration. Therefore, impacts related to groundborne vibration would be less than significant.

c) The project site is not located within an airport land use plan area and is not within two miles of a public airport or private airstrip. Columbia Airport, the nearest public airport, is located approximately 10 miles northwest of the project site. Therefore, the project would not expose people residing or working in the project area to excessive airport-related noise. No impact would occur.

Mitigation Measures: NOI-1: Exterior construction activities shall be limited to 7:00 a.m. to 7:00 p.m., Monday through Saturday. Exterior construction activities shall be prohibited on Sundays and County holidays.

Mitigation Monitoring: NOI-1 shall be implemented during all construction activities and shall be verified by the Community Development Department.

POPULATION AND HOUSING:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project/Action:				
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?	☐	☐	☐	☒

Environmental Setting:

Tuolumne County has experienced relatively stable population levels in recent years. The project site is currently developed with commercial uses and is located at the intersection of State Routes 108 and 120. The site is served by existing infrastructure, including paved roadways, electricity, and telecommunications facilities, and would continue to rely on on-site water and wastewater systems.

The proposed project consists of the development of a commercial and visitor-serving facility, including a fueling station, mini-mart, restaurant, recreational vehicle overnight accommodations, electric vehicle charging facilities, and associated infrastructure.

Analysis:

a) The proposed project would not induce substantial unplanned population growth, either directly or indirectly. The project consists of a commercial and visitor-serving development and does not include the construction of residential units. Therefore, the project would not directly contribute to population growth.

The project would be served by existing infrastructure and would not require the extension of major roadways, utilities, or public services that could facilitate growth in the surrounding area.

Therefore, the project would not induce substantial unplanned population growth, either directly or indirectly, and would have no impact.

b) The project site does not contain any existing residential units that would be displaced by the proposed development. The project would not require the demolition of housing or the displacement of people. Therefore, the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

Mitigation Measures: None required.

Mitigation Monitoring: Not applicable.

PUBLIC SERVICES:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project/Action:				
a) 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 these public services:				
Fire Protection?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other Public Facilities?	☐	☐	☒	☐

Environmental Setting:

Fire Protection

Fire protection services for the project site are provided by the Tuolumne County Fire Department and CAL FIRE. Development within Tuolumne County is subject to applicable fire protection requirements, including emergency access, water supply, defensible space, and fire-safe standards contained in the California Fire Code, California Building Code, and Tuolumne County Ordinance Code.

Police Protection

Law enforcement services within the unincorporated areas of Tuolumne County are provided by the Tuolumne County Sheriff's Office. Additional law enforcement services on State highways are provided by the California Highway Patrol (CHP).

Schools

The project site is located within the Jamestown Elementary School District. The nearest school, Chinese Camp Elementary School, is located approximately 3.5 miles southeast of the project site. Sonora Union High School is located approximately 8.7 miles northwest of the site. No schools are located within one-quarter mile of the project site.

Parks

Tuolumne County provides a variety of recreational opportunities through County, State, and Federal facilities, including local parks, Stanislaus National Forest, and Yosemite National Park. The nearest County-operated

Park is Mary Laveroni Community Park, located approximately 2.3 miles from the project site. Public lands managed by the U.S. Forest Service are also located adjacent to and within the vicinity of the project site.

Other Public Facilities

Additional public services within Tuolumne County include libraries, administrative facilities, public works facilities, and other governmental services that support County residents and visitors.

Analysis:

Fire Protection

Fire protection services would be provided by Tuolumne County Fire and CAL FIRE. The project has been reviewed by the Tuolumne County Fire Prevention Division and would be required to comply with all applicable fire protection requirements, including emergency access, defensible space, fire flow, water supply, and fire-safe standards set forth in the California Fire Code, California Building Code, and Tuolumne County Ordinance Code. The project includes an existing on-site well and a proposed 200,000-gallon water storage tank to provide fire protection.

The proposed project consists of a commercial and visitor-serving development that includes a fueling station, convenience store, restaurant, visitor center, recreational vehicle overnight accommodations, and associated infrastructure. Operation of the project may result in a minor increase in demand for fire protection and emergency medical services; however, the increase would not be substantial and would not require the construction of new or expanded fire protection facilities to maintain acceptable service levels. Therefore, impacts related to fire protection services would be less than significant.

Police Protection

Law enforcement services would be provided by the Tuolumne County Sheriff's Office, with additional enforcement along State highways provided by the California Highway Patrol. The proposed project may generate occasional calls for law enforcement services associated with retail sales, fuel sales, traffic incidents, and general commercial activity. However, the project is relatively small in scale and is not expected to generate demand that would require constructing or expanding law enforcement facilities to maintain acceptable service levels.

The project has been reviewed by County departments, and no concerns have been identified regarding the ability of existing law enforcement agencies to serve the site. Therefore, impacts related to police protection services would be less than significant.

Schools

The proposed project does not include residential development and would not directly generate new student enrollment. While the project would create a limited number of employment opportunities, the increase would not be sufficient to create a demand for new or expanded school facilities. Therefore, impacts related to schools would be less than significant.

Parks

The project consists of a commercial and visitor-serving development and would not result in a substantial increase in the use of public parks or recreational facilities. In addition, the project includes recreational amenities for guests and is located in an area with access to numerous recreational opportunities on surrounding public lands. The project would not require the construction or expansion of park facilities to maintain acceptable service levels. Therefore, impacts related to parks would be less than significant.

Other Public Facilities

Other public facilities include libraries, government offices, community facilities, and other public service facilities. The project would generate a limited increase in demand for these services and would not require the construction of new or expanded public facilities. Therefore, impacts related to other public facilities would be less than significant.

Mitigation Measures: None Required

Mitigation Monitoring: Not Applicable

RECREATION:

Issues and Supporting Information Sources		*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project/Action:					
a)	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)	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Environmental Setting:

Tuolumne County has a variety of recreational opportunities for the public, including Yosemite National Park, Stanislaus National Forest, State parks, and other Federal and State government agencies such as the U.S. Bureau of Reclamation and the Bureau of Land Management. Community-based recreation and park districts include the Tuolumne County Recreation Department and the City of Sonora Recreation Department. Tuolumne County operates and maintains approximately 341± acres of parks.

The nearest public recreational facility to the project site includes Mary Laveroni Community Park. The park is approximately 2.3 acres and includes a children's playground, a grass field, picnic areas, and a skate park. Parcels directly adjacent to the project site and within the vicinity are open public lands under the jurisdiction of the USFS.

Analysis:

a,b) The proposed project consists of a visitor-serving commercial development that includes a fueling station, mini-mart, restaurant, recreational vehicle overnight accommodations, and associated site improvements. The project does not include residential development and would not result in a substantial population increase that would generate demand for new or expanded public recreational facilities.

The project site is located in an area with access to numerous recreational opportunities, including public lands managed by the U.S. Forest Service, Tuolumne County parks, and other regional recreational resources. In addition, the project includes visitor-serving amenities intended to accommodate travelers and recreational users already utilizing the surrounding area.

Because the project would not substantially increase demand for recreational facilities or require the construction or expansion of public recreational facilities, the project would not cause substantial physical deterioration of existing recreational facilities or result in adverse physical effects associated with the construction of new recreational facilities. Therefore, impacts would be less than significant.

Mitigation Measures: None Required.

Mitigation Monitoring: Not Applicable.

TRANSPORTATION:

Issues and Supporting Information Sources		*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project/:					
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐

Environmental Setting:

The project site is located at the southeast corner of the intersection of State Route (SR) 120 and SR 108 in Tuolumne County. Access to the site would be provided from a new driveway connection to SR 120 south of the signalized SR 120/SR 108 intersection. SR 120 and SR 108 are major regional transportation corridors that provide access to the communities of Sonora, Jamestown, and Groveland, as well as Yosemite National Park. Traffic volumes in the area are influenced by both local travel and seasonal tourism.

A Focused Transportation Impact Study was prepared by W-Trans in 2026 (Appendix D) evaluate potential transportation impacts associated with the proposed project. The study evaluated existing conditions, future baseline conditions, future baseline plus project conditions, cumulative conditions, and cumulative plus project conditions. The analysis included weekday AM and PM peak hours, as well as Friday and Sunday recreational peak periods that are representative of traffic conditions in the project area.

The study concluded that the project would not result in significant impacts on vehicle miles traveled (VMT) and that the SR 120/SR 108 intersection would continue to operate at acceptable levels of service under all analyzed conditions. The study also evaluated site access, vehicle queuing, emergency access, and internal circulation associated with the proposed development.

The project site is located within Caltrans's right-of-way jurisdiction. Improvements affecting SR 120 would be subject to review and approval by Caltrans through the encroachment permit process.

Analysis:

a) The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, or pedestrian facilities.

   A Focused Transportation Impact Study was prepared by W-Trans to evaluate transportation impacts associated with the proposed project. The study evaluated existing conditions, future baseline conditions, future baseline plus project conditions, cumulative conditions, and cumulative plus project conditions. Traffic operations were analyzed during weekday AM and PM peak hours, as well as Friday and Sunday recreational peak periods representative of traffic conditions in the project area.

   The study concluded that operation of the proposed project would not cause the SR 120/SR 108 intersection or other analyzed roadway facilities to operate at unacceptable levels. The study also evaluated site access, internal circulation, emergency access, and vehicle queuing. Queue lengths at

the SR 120/SR 108 intersection were determined to remain within available storage lengths under analyzed conditions.

Caltrans reviewed the project and provided comments regarding driveway design, sight distance, turn lane design, truck turning movements, and related roadway improvements. These comments primarily relate to final engineering design and encroachment permit review. The project would be required to obtain all applicable encroachment permits and approvals from Caltrans prior to construction of improvements within State highway right-of-way. Compliance with Caltrans requirements would ensure that project access and circulation improvements are designed and constructed in accordance with applicable State standards.

Therefore, the project would not conflict with an adopted circulation system plan, policy, or ordinance, and impacts would be less than significant.

b) Pursuant to CEQA Guidelines Section 15064.3, transportation impacts are evaluated based on Vehicle Miles Traveled (VMT). The Focused Transportation Impact Study evaluated VMT associated with the proposed project and concluded that the project would not result in a significant VMT impact.

The proposed project consists primarily of highway-oriented commercial uses intended to serve existing travelers utilizing State Routes 108 and 120. As a result, a substantial portion of project trips would consist of pass-by trips already traveling through the project vicinity. Based on the findings of the transportation study, the project would not result in a substantial increase in VMT and would not conflict with CEQA Guidelines Section 15064.3.

Therefore, impacts would be less than significant.

c) The proposed project would obtain access from State Route 120 and would be subject to review and approval by Caltrans. The transportation study evaluated site access, internal circulation, and roadway operations associated with the proposed development. The study concluded that safe access to the site can be provided.

Caltrans reviewed the project and provided comments regarding final driveway geometry, sight distance, truck turning movements, turn lane design, and related roadway improvements. These comments will be incorporated as Conditions of Approval for the project and implemented through the final engineering design and Caltrans encroachment permit process. Compliance with the Conditions of Approval, applicable Caltrans design standards, and encroachment permit requirements would ensure that the project would not create a substantial transportation hazard or unsafe roadway condition. Therefore, impacts would be less than significant.

Therefore, the project would not substantially increase hazards due to a geometric design feature, hazardous intersection condition, or incompatible uses, and impacts would be less than significant.

d) Emergency access to the project site would be provided from State Route 120 and internal circulation routes designed in accordance with applicable County Fire Department, Public Works, and Caltrans requirements. The transportation study evaluated site circulation and concluded that adequate access can be provided for emergency vehicles.

The project would not interfere with emergency response, evacuation activities, or emergency vehicle access. Therefore, impacts would be less than significant.

Mitigation Measures: None required.

Mitigation Monitoring: Not applicable.

TRIBAL CULTURAL RESOURCES:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant with Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project/Action:				
Cause a substantial adverse change in the significance of a tribal cultural resource as 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), or pursuant to Section 15064.5?	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Environmental Setting:

The project site is located at the intersection of State Routes 108 and 120 in Tuolumne County and is developed with vacant commercial buildings, paved areas, former recreational vehicle (RV) pads, and associated infrastructure from previous commercial and visitor-serving uses. The project site is located within an area historically occupied by the Central Sierra Miwok.

As documented in the Cultural Resources Study, incorporated into this Initial Study by reference, a records search, Native American Heritage Commission (NAHC) Sacred Lands File search, pedestrian survey, subsurface testing, and tribal outreach were completed for the project.

Pursuant to Assembly Bill 52 (AB 52), the Tuolumne County Community Development Department provided formal notification of the proposed project to the Chicken Ranch Rancheria of Me-Wuk Indians and the Tuolumne Band of Me-Wuk Indians. Neither Tribe requested formal consultation under AB 52. During the notification process, the Tuolumne Band of Me-Wuk Indians requested that a tribal monitor be present during ground-disturbing activities.

Regulatory Setting:

CEQA requires lead agencies to consider whether projects will affect tribal cultural resources. PRC 21074 states the following:

a) "Tribal cultural resources" are either of the following:
   1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
      A) Included or determined to be eligible for inclusion in the CRHR.
      B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
   2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

AB 52, signed by the California Governor in September of 2014, establishes a new class of resources under CEQA: "tribal cultural resources." It requires that lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation once the lead agency determines that the application for the project is complete, prior to the issuance of a notice of preparation of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration.

To date, two tribal entities have contacted the Tuolumne County Community Development Department to request formal consultation under the AB 52 process. The Chicken Ranch Rancheria of Me-Wuk Indians and the Tuolumne Band of Me-Wuk Indians have requested formal consultation under the AB 52 process for CEQA-subject projects.

Formal consultation letters were sent to the contacts for the Chicken Ranch Rancheria of Me-Wuk Indians and the Tuolumne Band of Me-Wuk Indians Tribes. AB 52 consultation letters were sent via certified mail and regular mail on April 3, 2025. Neither Tribe has requested consultation or responded to the AB 52 letters. Informal project notification letters were sent to both Tribes during the initial project notification period on December 6, 2022. The Tuolumne Band of Me-Wuk Indians Tribe provided a response via the stakeholder notification process that was received on January 24, 2023

Analysis:

a,b) A Cultural Resources Technical Memorandum was prepared by Solano Archaeological Services, LLC, in April 2024 and previously incorporated by reference to evaluate the potential for cultural and tribal resources within the project area. The study included a records search through the Central California Information Center (CCIC), Native American community outreach, intensive pedestrian survey, archival research, and subsurface auger testing.

The records search identified one previously recorded historic-era resource associated with the former Goodwin Ranch (P-55-000131) within the project vicinity; however, previous investigations determined that identifiable remains associated with the resource are located outside the project area. The pedestrian survey and subsurface testing conducted for the project did not identify any prehistoric archaeological resources, tribal cultural resources, buried structure remains, or archaeologically sensitive deposits within the project area.

Pursuant to AB 52, formal notification of the proposed project was provided to the Chicken Ranch Rancheria of Me-Wuk Indians and the Tuolumne Band of Me-Wuk Indians. Neither Tribe requested formal consultation under AB 52. However, during the earlier project notification process, the Tuolumne Band of Me-Wuk Indians requested that a tribal monitor be present during ground-disturbing activities. In response to this request, Mitigation Measure CUL-3 has been incorporated into the project to provide the Tribe the opportunity to monitor initial ground-disturbing activities.

Although no tribal cultural resources were identified within the project area, previously unknown tribal cultural resources could be encountered during construction. Mitigation Measures CUL-1, CUL-2, and CUL-3 establish procedures for the treatment of archaeological resources, human remains, and tribal cultural resources that may be discovered during ground-disturbing activities.

Implementation of Mitigation Measures CUL-1, CUL-2, and CUL-3 would reduce potential impacts to tribal cultural resources to a less-than-significant level with mitigation incorporated.

Mitigation Measures: See the "Cultural Resources" section of this report.

Mitigation Monitoring: See the "Cultural Resources" section of this report.

UTILITIES AND SERVICE SYSTEMS:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Would the Proposed Project/Action:				
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 statues and regulations related to solid waste?	☐	☐	☒	☐

Environmental Setting:

Water for the proposed project would be provided by an existing on-site groundwater well. Wastewater would be treated through on-site wastewater disposal systems, subject to review and approval by the Tuolumne County Environmental Health Division. Public water and public sewer service are not available to the project site.

The Hydrogeological Evaluation Report, incorporated into this Initial Study by reference, concluded that the existing well has sufficient capacity to serve the proposed development during normal, dry, and multiple-dry years, and that adequate groundwater supplies are available to meet the project's anticipated water demand. Electrical service is provided by Pacific Gas and Electric (PG&E). Propane and telecommunications services are available within the project area.

Solid waste generated by the project would be collected by the franchised waste hauler serving the project area and disposed of through the County's existing solid waste management system.

Analysis:

a) The project would be served by an existing on-site groundwater well, on-site wastewater disposal systems, existing electrical service provided by Pacific Gas and Electric (PG&E), propane service, and existing telecommunications infrastructure. The project would not require the extension of public water or public sewer facilities.

Development of the site would require installation of on-site utility improvements, including water distribution lines, wastewater disposal facilities, electrical connections, telecommunications connections, and stormwater drainage improvements. Stormwater runoff would be managed through on-site drainage facilities designed in accordance with County and State requirements. Drainage plans would be reviewed and approved by the Department of Public Works Engineering Division prior to issuance of applicable permits.

The project has been reviewed by the applicable agencies with jurisdiction over utility services. Construction of these on-site utility improvements would not result in significant environmental effects beyond those evaluated throughout this Initial Study. Therefore, the project would not require or result in the construction or relocation of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities that would cause significant environmental impacts. Impacts would be less than significant.

b) Water for the project would be provided by an existing on-site groundwater well. A Hydrogeological Evaluation Report was prepared for the Yosemite Junction YJP Water System in November 2025 to evaluate the capacity of the existing well and determine whether sufficient groundwater resources are available to serve the proposed development. The report evaluated the existing well, historical well completion records, pump-testing information, nearby groundwater conditions, and projected water demand for the project.

The report estimates that peak project water demand would be approximately 3,000 gallons per day. The existing well is approximately 150 feet deep, and well completion records indicate an estimated yield of approximately 400 gallons per minute, or approximately 576,000 gallons per day. A 24-hour pump test demonstrated sustained production of approximately 18 gallons per minute, with water levels returning to pre-test levels upon completion. The report concluded that the existing well has more than sufficient capacity to serve the proposed development.

The Hydrogeological Evaluation further concluded that the proposed water use is reasonable, that groundwater supplies are available to serve the project, and that operation of the proposed water system would not adversely affect neighboring wells or groundwater users. The report also notes that the site has historically been used commercially and that the proposed project represents a continuation of commercial water use on the property.

The project is not located within a groundwater basin subject to the Sustainable Groundwater Management Act (SGMA) and is not subject to a Groundwater Sustainability Plan. As discussed in the Hydrology and Water Quality section of this report, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge.

Based on the findings of the Hydrogeological Evaluation and compliance with applicable County and State requirements governing water systems, sufficient water supplies are available to serve the project during normal, dry, and multiple dry years. Therefore, impacts would be less than significant.

c) The project would not be served by a public wastewater treatment provider. Wastewater generated by the project would be treated through on-site wastewater disposal systems subject to review and approval by the Tuolumne County Environmental Health Division in accordance with applicable County

and State requirements.

Pursuant to Chapter 13.08 of the Tuolumne County Ordinance Code and Chapter 3 of the 2018 Tuolumne County General Plan, public sewer service is not considered available to the project site. Therefore, the project is not required to connect to a public wastewater treatment facility. Because the project would not be served by a wastewater treatment provider, no determination regarding treatment capacity is required.

Therefore, there would be no impact.

d) Construction and operation of the project would generate solid waste typical of commercial development, including construction debris, recyclable materials, food waste, packaging materials, and general refuse associated with operation of the fueling station, mini-mart, restaurant, and associated commercial uses. Solid waste generated by the project would be collected by the franchised waste hauler serving the project area and disposed of at facilities authorized to receive such waste.

   The amount of solid waste generated by the project would be typical of commercial development and would not exceed the capacity of local or regional solid waste infrastructure. Solid waste generated within Tuolumne County is processed at transfer stations, where recyclable materials and hazardous waste are removed before the residual waste is disposed of at permitted landfill facilities. Therefore, the project would not generate solid waste in excess of State or local standards or exceed the capacity of local infrastructure. Impacts would be less than significant.

e) The project would be required to comply with all applicable federal, state, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act, Chapter 8.05 of the Tuolumne County Ordinance Code, and Title 7 of the Tuolumne County Ordinance Code. Compliance with these requirements would ensure proper storage, collection, recycling, and disposal of solid waste generated by the project.

Therefore, the project would comply with applicable federal, state, and local statutes and regulations governing solid waste management and reduction. Impacts would be less than significant.

Mitigation Measures: None required.

Mitigation Monitoring: Not applicable.

WILDFIRE:

Issues and Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Proposed Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
e) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Environmental Setting:

The project site is developed with commercial structures, paved areas, utility infrastructure, and other improvements associated with former commercial uses. Surrounding land uses include commercial, rural residential, agricultural, and open space properties. Vegetation on and adjacent to the site consists of annual grasses, scattered shrubs, oak woodland, and riparian vegetation associated with Mountain Pass Creek.

The project site is located within a State Responsibility Area (SRA) and a Very High Fire Hazard Severity Zone. The Tuolumne County Multi-Jurisdictional Hazard Mitigation Plan identifies wildfire as a significant natural hazard throughout the County. Development within the project area is subject to review by the Tuolumne County Fire Prevention Division and must comply with applicable fire protection requirements, including emergency access, defensible space, fire flow, and ignition-resistant construction.

The project site is accessible from State Routes 108 and 120 and would continue to utilize the existing roadway network for emergency access and evacuation.

Analysis:

a) Tuolumne County does not maintain fixed evacuation routes due to the dynamic nature of emergencies. In the event of a wildfire or other emergency, evacuations are coordinated by the Tuolumne County Sheriff's Office in cooperation with local, State, and Federal emergency response agencies. Emergency notifications are provided through the Emergency Notification System, local media, and other available communication methods.

   The project site is located at the intersection of State Route 108 and State Route 120 and would continue to utilize the existing roadway network for site access. The project would not close, obstruct, or otherwise interfere with public roadways used for emergency response or evacuation purposes. Access improvements associated with the project would be reviewed by Caltrans, the Tuolumne County Fire Prevention Division, and other applicable agencies to ensure adequate access is maintained.

   Therefore, the project would not substantially impair the implementation of an emergency response plan or emergency evacuation. Impacts would be less than significant.

b) The project site is located within a State Responsibility Area (SRA) and is therefore subject to wildfire hazards common to the Sierra foothill region. The project consists of the redevelopment of an existing commercial site that has historically been used for commercial purposes and contains existing disturbed areas, buildings, paved surfaces, utilities, and access improvements. The proposed project would not expand development into previously undisturbed wildland areas.

The Tuolumne County Fire Prevention Division has been consulted during the processing of the application, consistent with General Plan Policy 9.A.1, which encourages involvement of fire protection agencies in land use planning decisions. The project would be required to comply with applicable provisions of the California Fire Code, California Building Code, Tuolumne County Ordinance Code, and other applicable fire safety regulations, consistent with General Plan Policy 9.E.3. The project includes an existing on-site well and a proposed 200,000-gallon water storage tank to provide fire protection. Building and grading plans would be reviewed by the Tuolumne County Fire Prevention Division and other applicable agencies prior to issuance of permits to ensure compliance with emergency access, fire apparatus access, fire flow, water supply, and other applicable fire protection requirements.

The project would also be required to maintain defensible space around structures in accordance with applicable State and local regulations, consistent with General Plan Policy 17.E.2. Compliance with these requirements would reduce wildfire risks associated with the project and minimize the potential for the project to contribute to the uncontrolled spread of wildfire.

Therefore, the project would not substantially exacerbate wildfire risks or expose occupants to a significant increase in wildfire hazards. Impacts would be less than significant.

c) The project consists of the redevelopment of an existing commercial site and would utilize existing access from State Route 108 and State Route 120. The project would not require construction of substantial new wildfire-related infrastructure such as major roadway extensions, fuel breaks, transmission corridors, or emergency water reservoirs.

Utility and infrastructure improvements associated with the project would occur within a previously disturbed commercial site and would be reviewed by the applicable agencies during project permitting. The Tuolumne County Fire Prevention Division did not identify the need for additional fire protection infrastructure beyond compliance with applicable fire safety regulations. Therefore, the project would not require infrastructure that would exacerbate wildfire risk or result in significant environmental impacts. Impacts would be less than significant.

d) As discussed in the Geology and Soils and Hydrology and Water Quality sections of this report, the project site is not located within an area subject to significant flooding or landslide hazards. The project would be required to implement drainage improvements, erosion control measures, and stormwater management facilities in accordance with applicable County and State requirements.

The project would not substantially alter existing drainage patterns in a manner that would expose people or structures to significant risks associated with post-fire flooding, slope instability, debris flows, or drainage changes. Therefore, impacts would be less than significant.

Mitigation Measures: None required.

Mitigation Monitoring: Not applicable.

MANDATORY FINDINGS OF SIGNIFICANCE:

Supporting Information Sources	*Potentially Significant Impact*	*Less-than-Significant With Mitigation Incorporation*	*Less-than-Significant Impact*	*No Impact*
Proposed Project/Action:				
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 or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulative considerable? ("Cumulative 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?	☐	☐	☒	☐

Analysis:

a) As discussed throughout this Initial Study, the project would not substantially degrade the quality of the environment, substantially reduce habitat for 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 species, or eliminate important examples of California history or prehistory provided the identified mitigation measures are properly implemented and maintained as follows.

Biological resource studies prepared for the project identified potential impacts on special-status species, nesting birds, riparian habitat, and other sensitive biological resources. Implementation of Mitigation Measures BIO-1 through BIO-19 would reduce these impacts to a less-than-significant level.

Cultural resource investigations conducted for the project did not identify any significant historical, archaeological, or tribal cultural resources within the project area. However, because previously undiscovered archaeological materials or human remains could be encountered during ground-disturbing activities, Mitigation Measures CUL-1 and CUL-2 have been incorporated to address inadvertent discoveries.

With implementation of the identified mitigation measures, impacts to biological resources, cultural resources, and tribal cultural resources would be reduced to less-than-significant levels. Therefore, the project would not substantially degrade the quality of the environment. Impacts would be less than significant with mitigation incorporated.

b) CEQA requires consideration of whether a project's incremental contribution to cumulative impacts would be cumulatively considerable. As discussed throughout this Initial Study, the project would either result in no impact, less-than-significant impacts, or less-than-significant impacts with mitigation incorporated. The project consists of the redevelopment of an existing commercial site and would be subject to applicable federal, state, and local regulations intended to avoid or minimize environmental impacts.

Implementation of the mitigation measures identified in this Initial Study would reduce project-level

impacts to less-than-significant levels provided the identified mitigation measures are properly implemented and maintained. The project would not result in a cumulatively considerable contribution to significant impacts related to biological resources, cultural resources, tribal cultural resources, hydrology and water quality, wildfire, transportation, noise, public services, utilities, or other environmental resource areas evaluated in this document.

Therefore, cumulative impacts would be less than significant.

c) As discussed throughout this Initial Study, the project would be required to comply with applicable federal, state, and local regulations governing hazardous materials, fire protection, building safety, water quality, wastewater disposal, and public health and safety. The project would not expose people to substantial hazards associated with geologic conditions, flooding, wildfire, hazardous materials, traffic hazards, noise, or other environmental conditions.

Potential impacts associated with the construction and operation of the project would be less than significant or reduced to less-than-significant levels through implementation of the identified mitigation measures. Therefore, the project would not result in substantial adverse effects on human beings, either directly or indirectly. Impacts would be less than significant provided the identified mitigation measures are properly implemented and maintained.

Mitigation Measures: See the Mitigation Monitoring and Reporting Program Table Below.

Mitigation Monitoring: See the Mitigation Monitoring and Reporting Program Table Below.

Table 6: Mitigation Monitoring and Reporting Program

Mitigation Measure	When Implemented	Monitored by	Verified by
AES-1: Prior to issuance of building permits, the project applicant shall submit a final lighting plan to the Tuolumne County Community Development Department (CDD) for review and approval. The lighting plan shall be consistent with the approved photometric plan and incorporate dark-sky-compliant lighting design. All exterior lighting shall be installed and maintained in accordance with the approved plan and shall include the following: • lighting fixtures shall be shielded and directed downward to the area to be illuminated. • lighting shall be designed to minimize glare, light trespass, and skyglow. • light standards shall be of a height and design that minimizes off-site light spill; and • lighting located near the Open Space-1 (O-1) area and Mountain Pass Creek shall be directed away from sensitive habitat areas. Any modifications to the approved lighting plan shall be subject to review and approval by the CDD.	Prior to issuance of a building permit and maintained throughout the life of the project.	Tuolumne County Community Development Department (CDD)	Land Use and Natural Resources (LUNR) Division
BIO-1: Prior to issuance of grading permits for any staging, construction, or ground-disturbing activities occurring between February 1 and November 30 of the construction year, a qualified biologist shall survey the project site for active crotch bumble bee nests. If active nests are identified, the California Department of Fish and Wildlife (CDFW) shall be consulted regarding appropriate avoidance buffers and protective measures. If avoidance cannot be achieved, construction shall not occur until the nest is no longer occupied. No pesticides or herbicides shall be used while the species occupies the site.	Prior to the issuance of grading permits	Qualified Biologist	LUNR Division

BIO -2: Prior to construction, all contractors involved in site development and affected County personnel shall attend environmental awareness training conducted by a qualified biologist. The training shall address special-status species that may occur on or adjacent to the project site, environmentally sensitive habitats, implementation of mitigation measures, reporting procedures, and stop-work requirements.	Prior to construction	Qualified Biologist	LUNR Division
BIO-3: Prior to site disturbance, a qualified biologist shall conduct surveys to confirm the absence of foothill yellow-legged frog within suitable habitat. If foothill yellow-legged frogs are identified, a qualified biologist shall monitor all construction activities occurring within 200 feet of Mountain Pass Creek and shall have authority to stop work if necessary to protect the species or its habitat.	Prior to commencement of grading, construction, or ground-disturbing activities. Ongoing throughout construction if foothill yellow-legged frogs are identified.	Qualified Biologist	LUNR Division
BIO-4: Prior to commencing staging, construction, ground disturbance, or other project activities, Environmentally Sensitive Area (ESA) fencing shall be installed along Mountain Pass Creek as identified in the Biological Resources Assessment. The fencing shall remain in place throughout construction. No parking, staging, storage of materials, or disposal of construction debris shall occur within the protected area.	Prior to commencement of staging, construction, ground-disturbing activities, or other project activities, and throughout construction.	Qualified Biologist	LUNR Division
BIO-5: Staging, fueling, and equipment maintenance activities shall not occur within 50 feet of the top of the bank of Mountain Pass Creek unless specifically authorized by the project biologist. The applicant shall prepare and implement a spill prevention and cleanup plan prior to construction.	Prior to commencement of construction activities and throughout construction	Construction Contractor/ Qualified Biologist	LUNR Division

BIO-6: If foothill yellow-legged frog or western pond turtle is encountered during project activities, construction shall immediately stop in the vicinity of the observation, and CDFW shall be contacted for guidance unless the project biologist determines that no impact to the species will occur.	Throughout construction and ground-disturbing activities	Qualified Biologist	LUNR Division
BIO-7: Prior to earth-disturbing activities occurring within 300 feet of Mountain Pass Creek, a qualified biologist shall conduct preconstruction surveys for western pond turtle. If western pond turtle is identified, appropriate avoidance and monitoring measures shall be implemented in consultation with CDFW.	Prior to earth-disturbing activities	Qualified Biologist	LUNR Division
BIO-8: Prior to construction, the contractor shall prepare an Erosion Control Plan for County review and approval. Disturbed soils shall be stabilized through reseeding, hydro mulching, or other approved methods prior to forecasted rain events. Erosion control measures shall be maintained throughout construction.	Prior to construction and throughout construction	Construction Contractor	LUNR Division/ Public Works - Engineering Division (PW/ED)
BIO-9: The applicant shall comply with all applicable National Pollutant Discharge Elimination System (NPDES) requirements and shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control Plan, if required. All erosion and sediment control devices shall be installed and maintained throughout construction.	Prior to construction and throughout construction	Construction Contractor	PW/ED
BIO-10: If construction activities occur between February 1 and September 30, a qualified biologist shall conduct preconstruction nesting bird surveys in accordance with CDFW guidelines. If active nests are identified, no-disturbance buffers shall be established and maintained until a qualified biologist determines that the nest is no longer active.	Prior to construction activities occurring between February 1 and September 30, and throughout construction if active nests are identified.	Qualified Biologist	LUNR Division

BIO-11: Where feasible, measures shall be implemented to discourage nesting by swallows in active construction areas prior to nest establishment. Existing nests containing eggs or young shall not be removed. Nest management activities shall be conducted in accordance with the Biological Resources Assessment.	Prior to nest establishment and throughout construction activities.	Qualified Biologist	LUNR Division
BIO-12: Project-generated noise shall not exceed the exterior noise limits identified in the Biological Resources Assessment at adjacent properties.	Throughout construction activities	Construction Contractor	LUNR Division
BIO-13: All project lighting shall be directed downward onto the project site. Lighting shall not be directed toward Table Mountain or otherwise increase ambient nighttime lighting levels within the surrounding area.	Throughout the life of the project.	CDD	LUNR Division
BIO-14: At least 15 days prior to ground-disturbing activities occurring between April 1 and September 30, a qualified biologist shall survey suitable bat roosting habitat within the project area. If active roosts are identified, appropriate avoidance and minimization measures shall be implemented in consultation with CDFW.	At least 15 days prior to ground-disturbing activities occurring between April 1 and September 30.	Qualified Biologist	LUNR Division
BIO-15: Construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m., unless an emergency exists.	Throughout construction activities	Construction Contractor	CDD

BIO-16: Prior to issuance of grading or building permits for any work occurring within Mountain Pass Creek, its banks, associated riparian habitat, or floodplain, the applicant shall obtain all required permits and approvals pursuant to Section 404 of the Clean Water Act, Fish and Game Code Section 1602, and other applicable regulations. Any required mitigation or habitat replacement shall be completed in accordance with permit conditions.	Prior to issuance of grading permit or building permit for any work occurring within Mountain Pass Creek, its banks, associated riparian habitat, or floodplain.	LUNR	LUNR
BIO-17: Prior to issuance of a certificate of occupancy, Open Space-1 (O-1) zoning shall be established along Mountain Pass Creek to the limits identified in the Biological Resources Assessment. Riparian vegetation within the protected area shall be retained, and the open space area shall be managed in accordance with the uses and restrictions identified in the Biological Resources Assessment.	Prior to issuance of a certificate of occupancy.	LUNR	LUNR
BIO-18: Throughout construction, all trenches and excavations greater than two feet deep shall be covered, fenced, or equipped with escape ramps when left unattended. Excavations shall be inspected prior to backfilling. Stored pipes and similar materials shall be inspected prior to use to ensure that wildlife is not trapped within them.	Throughout construction activities	Construction Contractor	PW/ED
BIO-19: To the maximum extent feasible, Valley Oaks with a diameter of 24 inches or greater at breast height shall be protected during construction. Ground disturbance, equipment storage, material stockpiling, and other activities that could damage retained trees shall be avoided within the protected root zone. Protective measures shall remain in effect throughout the construction and operation of the project.	Throughout construction activities	Construction Contractor	LUNR

CUL-1: If archaeological or historical resources are discovered during ground-disturbing activities, all work within a minimum 50-foot radius of the find shall cease immediately. A qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards shall evaluate the discovery and determine its significance. If the resource is determined to be significant pursuant to CEQA Guidelines Section 15064.5, appropriate treatment measures shall be developed and implemented, which may include avoidance, preservation in place, or data recovery. Work shall not resume in the vicinity of the discovery until the evaluation is completed and any recommended treatment measures have been implemented.	During all ground-disturbing activities	CDD	LUNR Division
CUL-2: If human remains are encountered during ground-disturbing activities, all work in the vicinity of the discovery shall cease immediately, and the Tuolumne County Coroner shall be notified pursuant to California Health and Safety Code Section 7050.5. If the remains are determined to be of Native American origin, the coroner shall notify the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the Most Likely Descendant pursuant to Public Resources Code Section 5097.98. The recommendations of the Most Likely Descendant regarding treatment and disposition of the remains and any associated grave goods shall be considered and implemented where feasible in coordination with the County.	During all ground-disturbing activities	CDD	LUNR Division
CUL-3: Prior to commencement of ground-disturbing activities, the applicant shall provide written notice to the Tuolumne Band of Me-Wuk Indians. The Tribe shall be afforded the opportunity to provide a tribal monitor during initial ground-disturbing activities. If a tribal cultural resource is encountered during construction, all work within a minimum 50-foot radius of the discovery shall cease immediately and the	Prior to the commencement of ground-disturbing activities	CDD	LUNR Division

resource shall be evaluated in coordination with the Tribe, a qualified archaeologist, and the County. Appropriate treatment measures shall be implemented prior to resumption of work in the area.			
NOI-1: Hours of exterior construction on the project site shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Saturday. Exterior construction shall be prohibited on Sunday and County holidays.	Throughout construction activities	CDD	Building and Safety Division

AGENCIES CONTACTED:

Tuolumne County:
Community Development Department, Building and Safety Division
Community Development Department, Environmental Health Division
Curtis Creek Elementary School District
Department of Public Works, County Surveyor
Department of Public Works, Engineering Division
Department of Public Works, Solid Waste Division
Department of Public Works, Roads
Fire Department, Fire Prevention Division
Sheriff's Department
Sonora Union High School District
Soulsbyville Elementary
Superintendent of Schools
Tuolumne County Transportation Council

State of California:
Department of Fish and Wildlife
Department of Forestry and Fire Protection
Department of Highway Patrol
Department of Transportation, Caltrans District 10
Regional Water Quality Control Board

Other:
AT&T
Audubon Society
Central Sierra Environmental Resource Center
Chicken Ranch Rancheria of Me-Wuk Tribal Council
Citizens for Responsible Growth
Comcast Cable Communications
Pacific Gas & Electric Company
Sierra Club, Tuolumne Group
Jamestown School District
Sonora Union High School District
Tuolumne County Association of Realtors
Tuolumne County Farm Bureau
Tuolumne Heritage Committee
Tuolumne Me-Wuk Tribal Council
Tuolumne Utilities District
United States Fish and Wildlife Service
U.S. Army Corp of Engineers

SOURCES REVIEWED:

Tuolumne County:
2018 General Plan
EIR for the 2018 General Plan Update
Zoning Ordinance (Title 17)
Land Divisions Ordinance (Title 16)
Road Standards (Title 11)
Connecting Roadways (Chapter 12.04)
Grading Ordinance (Chapter 12.20)
Water and Sewers (Title 13)

Construction Codes (Chapter 15.04)
Fire Code (Chapter 15.08)
Fire Safety Standards (Chapter 15.20)
Traffic Impact Mitigation Fees (Chapter 3.54)
County Service Impact Mitigation Fees (Chapter 3.50)
Rubbish, Refuse and Recyclables (8.05)
Geotechnical Interpretive Maps
General Plan Maps
Wildlife Habitat Maps
Tuolumne County Wildlife Handbook
Wildlife Aerial Photography
Fire Hazard Maps
Deer Herd Maps
Regional Transportation Plan
Historic/Archeological Index to Studies

Other:

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Report of Class I-II Cultural Resources Investigation in Accordance with the Tuolumne County Historic Preservation Review Commission Demolition Review Committee Decision for the Demolition Review D18-002 of the "Ruth Gray Homestead Site," Wondjina Research Institute, Twain Harte, California, August 31, 2021.

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PREPARED BY: Taryn Vanderpan, Planner II: Community Development Department

APPENDICES

Initial Study / Mitigated Negative Declaration

LUNR-24-13 (Berhane et al.)

Berhane Yosemite Junction Project

Tuolumne County Community Development Department

June 2026

Appendix A

CalEEMod Air Quality and Greenhouse Gas Emissions Modeling Report

(Summary and Detailed Reports)

LUNR-24-13 (Tewolde) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

2.2.2. Onsite Construction Emissions by Year, Unmitigated

2.2.3. Offsite Construction Emissions by Year, Unmitigated

2.3. Operations Emissions Compared Against Thresholds

2.4. Operations Emissions by Sector, Unmitigated

3. Construction Emissions Details

3.1. Demolition (2026)

3.1.1. Onsite - Unmitigated

3.1.2. Offsite - Unmitigated

3.2. Site Preparation (2026)

3.2.1. Onsite - Unmitigated

3.2.2. Offsite - Unmitigated

3.3. Grading (2026)

3.3.1. Onsite - Unmitigated

3.3.2. Offsite - Unmitigated

3.4. Building Construction (2026)

3.4.1. Onsite - Unmitigated

3.4.2. Offsite - Unmitigated

3.5. Building Construction (2027)

3.5.1. Onsite - Unmitigated

3.5.2. Offsite - Unmitigated

3.6. Paving (2027)

3.6.1. Onsite - Unmitigated

3.6.2. Offsite - Unmitigated

3.7. Architectural Coating (2027)

3.7.1. Onsite - Unmitigated

3.7.2. Offsite - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

8.1. Justifications

8.3. Land Use

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	LUNR-24-13 (Tewolde)
Construction Start Date	10/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.10000
Precipitation (days)	46.4000
Location	37.890755734794155, -120.48758062518846
County	Tuolumne
City	Unincorporated
Air District	Tuolumne County APCD
Air Basin	Mountain Counties
TAZ	3026
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.41

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
User Defined Commercial	4.20000	User Defined Unit	4.20000	6,850.00	18,295.2	—	—	—

User Defined Recreational	8.00000	User Defined Unit	0.00000	0.00000	18,295.2	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

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.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.24735	1.04550	9.45813	13.1090	0.02361	0.33701	0.02863	0.36564	0.31008	0.00701	0.31709	—	2,452.43	2,452.43	0.09837	0.02519	0.15042	2,462.55
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.96196	8.93782	29.2806	30.0132	0.04890	1.24251	19.8180	21.0605	1.14311	10.1402	11.2833	—	5,465.50	5,465.50	0.22610	0.04993	0.01970	5,486.05
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.17051	1.05196	5.53177	7.72551	0.01366	0.19754	0.43926	0.54854	0.18175	0.21693	0.31747	—	1,425.79	1,425.79	0.05754	0.01477	0.05206	1,431.68
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21362	0.19198	1.00955	1.40991	0.00249	0.03605	0.08016	0.10011	0.03317	0.03959	0.05794	—	236.056	236.056	0.00953	0.00245	0.00862	237.031

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.24735	1.04550	9.45813	13.1090	0.02361	0.33701	0.02863	0.36564	0.31008	0.00701	0.31709	—	2,452.43	2,452.43	0.09837	0.02519	0.15042	2,462.55
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.86613	3.25540	29.2806	30.0132	0.04890	1.24251	19.8180	21.0605	1.14311	10.1402	11.2833	—	5,465.50	5,465.50	0.22610	0.04993	0.01846	5,486.05
2027	8.96196	8.93782	9.46528	13.0897	0.02361	0.33703	0.18398	0.42574	0.31011	0.04313	0.31711	—	2,450.63	2,450.63	0.09864	0.02524	0.01970	2,460.62
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.36249	0.30465	2.70325	3.01752	0.00504	0.10928	0.43926	0.54854	0.10054	0.21693	0.31747	—	545.054	545.054	0.02232	0.00528	0.03041	547.217
2027	1.17051	1.05196	5.53177	7.72551	0.01366	0.19754	0.02424	0.22178	0.18175	0.00583	0.18759	—	1,425.79	1,425.79	0.05754	0.01477	0.05206	1,431.68
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.06615	0.05560	0.49334	0.55070	0.00092	0.01994	0.08016	0.10011	0.01835	0.03959	0.05794	—	90.2400	90.2400	0.00369	0.00087	0.00503	90.5980
2027	0.21362	0.19198	1.00955	1.40991	0.00249	0.03605	0.00442	0.04047	0.03317	0.00106	0.03423	—	236.056	236.056	0.00953	0.00245	0.00862	237.031

2.2.2. Onsite 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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.23076	1.02988	9.39093	12.9379	0.02340	0.33657	0.00000	0.33657	0.30965	0.00000	0.30965	—	2,397.08	2,397.08	0.09724	0.01945	0.00000	2,405.30
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.74146	3.14387	29.1635	28.8082	0.04890	1.24251	19.6570	20.8995	1.14311	10.1024	11.2456	—	5,297.94	5,297.94	0.21491	0.04298	0.00000	5,316.12
2027	8.95906	8.93526	9.39093	12.9379	0.02340	0.33657	0.00000	0.33657	0.30965	0.00000	0.30965	—	2,397.08	2,397.08	0.09724	0.01945	0.00000	2,405.30
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2026	0.35120	0.29457	2.68841	2.90932	0.00502	0.10924	0.42451	0.53375	0.10050	0.21345	0.31396	—	526.927	526.927	0.02137	0.00427	0.00000	528.735
2027	1.15522	1.03767	5.48683	7.58010	0.01354	0.19729	0.00000	0.19729	0.18150	0.00000	0.18150	—	1,386.65	1,386.65	0.05625	0.01125	0.00000	1,391.40
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.06409	0.05376	0.49063	0.53095	0.00092	0.01994	0.07747	0.09741	0.01834	0.03896	0.05730	—	87.2387	87.2387	0.00354	0.00071	0.00000	87.5381
2027	0.21083	0.18938	1.00135	1.38337	0.00247	0.03600	0.00000	0.03600	0.03312	0.00000	0.03312	—	229.575	229.575	0.00931	0.00186	0.00000	230.363

2.2.3. Offsite 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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.01659	0.01562	0.06720	0.17101	0.00022	0.00043	0.02863	0.02906	0.00043	0.00701	0.00744	—	55.3569	55.3569	0.00114	0.00574	0.15042	57.2466
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.12466	0.11153	0.11705	1.20503	0.00022	0.00046	0.16098	0.16098	0.00046	0.03773	0.03773	—	167.559	167.559	0.01120	0.00695	0.01846	169.929
2027	0.13232	0.11687	0.12140	1.27785	0.00022	0.00046	0.18398	0.18398	0.00046	0.04313	0.04313	—	188.176	188.176	0.01235	0.00795	0.01970	190.872
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.01129	0.01008	0.01484	0.10820	0.00002	0.00004	0.01475	0.01479	0.00004	0.00348	0.00351	—	18.1278	18.1278	0.00094	0.00101	0.03041	18.4818
2027	0.01529	0.01429	0.04494	0.14541	0.00012	0.00025	0.02424	0.02449	0.00025	0.00583	0.00608	—	39.1438	39.1438	0.00129	0.00352	0.05206	40.2784
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00206	0.00184	0.00271	0.01975	< 0.000005	0.00001	0.00269	0.00270	0.00001	0.00063	0.00064	—	3.00126	3.00126	0.00016	0.00017	0.00503	3.05987
2027	0.00279	0.00261	0.00820	0.02654	0.00002	0.00005	0.00442	0.00447	0.00005	0.00106	0.00111	—	6.48071	6.48071	0.00021	0.00058	0.00862	6.66855

2.3. 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.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.24311	0.23902	0.00251	0.29791	0.00002	0.00053	0.00000	0.00053	0.00040	0.00000	0.00040	0.00000	1.58718	1.58718	0.00011	0.00002	0.00000	1.59517
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.19010	0.19010	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.36208	0.36208	0.00006	0.00001	0.00000	0.36566
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21624	0.21422	0.00124	0.14692	0.00001	0.00026	0.00000	0.00026	0.00020	0.00000	0.00020	0.00000	0.96624	0.96624	0.00008	0.00001	0.00000	0.97199
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03946	0.03910	0.00023	0.02681	< 0.000005	0.00005	0.00000	0.00005	0.00004	0.00000	0.00004	0.00000	0.15997	0.15997	0.00001	< 0.000005	0.00000	0.16092

2.4. 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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.24311	0.23902	0.00251	0.29791	0.00002	0.00053	—	0.00053	0.00040	—	0.00040	—	1.22510	1.22510	0.00005	0.00001	—	1.22952
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.36208	0.36208	0.00006	0.00001	—	0.36566
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.24311	0.23902	0.00251	0.29791	0.00002	0.00053	0.00000	0.00053	0.00040	0.00000	0.00040	0.00000	1.58718	1.58718	0.00011	0.00002	0.00000	1.59517
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.19010	0.19010	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.36208	0.36208	0.00006	0.00001	—	0.36566
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.19010	0.19010	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.36208	0.36208	0.00006	0.00001	0.00000	0.36566
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.21624	0.21422	0.00124	0.14692	0.00001	0.00026	—	0.00026	0.00020	—	0.00020	—	0.60416	0.60416	0.00003	0.00001	—	0.60634
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.36208	0.36208	0.00006	0.00001	—	0.36566
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.21624	0.21422	0.00124	0.14692	0.00001	0.00026	0.00000	0.00026	0.00020	0.00000	0.00020	0.00000	0.96624	0.96624	0.00008	0.00001	0.00000	0.97199
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.03946	0.03910	0.00023	0.02681	< 0.000005	0.00005	—	0.00005	0.00004	—	0.00004	—	0.10003	0.10003	< 0.000005	< 0.000005	—	0.10039
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.05995	0.05995	0.00001	< 0.000005	—	0.06054
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.03946	0.03910	0.00023	0.02681	< 0.000005	0.00005	0.00000	0.00005	0.00004	0.00000	0.00004	0.00000	0.15997	0.15997	0.00001	< 0.000005	0.00000	0.16092

3. Construction Emissions Details

3.1. Demolition (2026)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.72490	2.28674	20.6515	19.0056	0.03253	0.84309	—	0.84309	0.77564	—	0.77564	—	3,426.59	3,426.59	0.13900	0.02780	—	3,438.35
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14931	0.12530	1.13159	1.04140	0.00178	0.04620	—	0.04620	0.04250	—	0.04250	—	187.759	187.759	0.00762	0.00152	—	188.403
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02725	0.02287	0.20652	0.19006	0.00033	0.00843	—	0.00843	0.00776	—	0.00776	—	31.0856	31.0856	0.00126	0.00025	—	31.1922
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10685	0.09560	0.10033	1.03288	0.00000	0.00000	0.13799	0.13799	0.00000	0.03234	0.03234	—	143.622	143.622	0.00960	0.00596	0.01582	145.653
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00582	0.00520	0.00493	0.05593	0.00000	0.00000	0.00734	0.00734	0.00000	0.00172	0.00172	—	7.98885	7.98885	0.00049	0.00031	0.01444	8.10744
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00106	0.00095	0.00090	0.01021	0.00000	0.00000	0.00134	0.00134	0.00000	0.00031	0.00031	—	1.32265	1.32265	0.00008	0.00005	0.00239	1.34228
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2. Site Preparation (2026)

3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74146	3.14387	29.1635	28.8082	0.04890	1.24251	—	1.24251	1.14311	—	1.14311	—	5,297.94	5,297.94	0.21491	0.04298	—	5,316.12
Dust From Material Movement	—	—	—	—	—	—	19.6570	19.6570	—	10.1024	10.1024	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05125	0.04307	0.39950	0.39463	0.00067	0.01702	—	0.01702	0.01566	—	0.01566	—	72.5745	72.5745	0.00294	0.00059	—	72.8236
Dust From Material Movement	—	—	—	—	—	—	0.26927	0.26927	—	0.13839	0.13839	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00935	0.00786	0.07291	0.07202	0.00012	0.00311	—	0.00311	0.00286	—	0.00286	—	12.0155	12.0155	0.00049	0.00010	—	12.0568
Dust From Material Movement	—	—	—	—	—	—	0.04914	0.04914	—	0.02526	0.02526	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12466	0.11153	0.11705	1.20503	0.00000	0.00000	0.16098	0.16098	0.00000	0.03773	0.03773	—	167.559	167.559	0.01120	0.00695	0.01846	169.929
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00170	0.00152	0.00144	0.01631	0.00000	0.00000	0.00214	0.00214	0.00000	0.00050	0.00050	—	2.33008	2.33008	0.00014	0.00009	0.00421	2.36467
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00031	0.00028	0.00026	0.00298	0.00000	0.00000	0.00039	0.00039	0.00000	0.00009	0.00009	—	0.38577	0.38577	0.00002	0.00001	0.00070	0.39150
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3. Grading (2026)

3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.95871	1.64586	14.9701	17.4372	0.02732	0.64622	—	0.64622	0.59452	—	0.59452	—	2,959.64	2,959.64	0.12006	0.02401	—	2,969.79
Dust From Material Movement	—	—	—	—	—	—	7.08259	7.08259	—	3.42474	3.42474	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04293	0.03607	0.32811	0.38219	0.00060	0.01416	—	0.01416	0.01303	—	0.01303	—	64.8688	64.8688	0.00263	0.00053	—	65.0914
Dust From Material Movement	—	—	—	—	—	—	0.15523	0.15523	—	0.07506	0.07506	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00783	0.00658	0.05988	0.06975	0.00011	0.00258	—	0.00258	0.00238	—	0.00238	—	10.7398	10.7398	0.00044	0.00009	—	10.7766
Dust From Material Movement	—	—	—	—	—	—	0.02833	0.02833	—	0.01370	0.01370	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10685	0.09560	0.10033	1.03288	0.00000	0.00000	0.13799	0.13799	0.00000	0.03234	0.03234	—	143.622	143.622	0.00960	0.00596	0.01582	145.653
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00233	0.00208	0.00197	0.02237	0.00000	0.00000	0.00293	0.00293	0.00000	0.00069	0.00069	—	3.19554	3.19554	0.00020	0.00012	0.00578	3.24297
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00042	0.00038	0.00036	0.00408	0.00000	0.00000	0.00054	0.00054	0.00000	0.00013	0.00013	—	0.52906	0.52906	0.00003	0.00002	0.00096	0.53691
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4. Building Construction (2026)

3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.27993	1.07101	9.85401	12.9664	0.02340	0.37865	—	0.37865	0.34836	—	0.34836	—	2,397.24	2,397.24	0.09724	0.01945	—	2,405.47
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10770	0.09012	0.82920	1.09110	0.00197	0.03186	—	0.03186	0.02931	—	0.02931	—	201.725	201.725	0.00818	0.00164	—	202.417
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01966	0.01645	0.15133	0.19913	0.00036	0.00582	—	0.00582	0.00535	—	0.00535	—	33.3978	33.3978	0.00135	0.00027	—	33.5124
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01561	0.01397	0.01466	0.15094	0.00000	0.00000	0.02016	0.02016	0.00000	0.00473	0.00473	—	20.9879	20.9879	0.00140	0.00087	0.00231	21.2848

Vendor	0.00163	0.00134	0.06471	0.01268	0.00022	0.00046	0.00847	0.00892	0.00046	0.00228	0.00274	—	33.5085	33.5085	0.00005	0.00492	0.00195	34.9774
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00131	0.00117	0.00111	0.01255	0.00000	0.00000	0.00165	0.00165	0.00000	0.00039	0.00039	—	1.79285	1.79285	0.00011	0.00007	0.00324	1.81946
Vendor	0.00014	0.00012	0.00538	0.00103	0.00002	0.00004	0.00070	0.00073	0.00004	0.00019	0.00023	—	2.82044	2.82044	< 0.000005	0.00042	0.00274	2.94725
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00024	0.00021	0.00020	0.00229	0.00000	0.00000	0.00030	0.00030	0.00000	0.00007	0.00007	—	0.29683	0.29683	0.00002	0.00001	0.00054	0.30123
Vendor	0.00003	0.00002	0.00098	0.00019	< 0.000005	0.00001	0.00013	0.00013	0.00001	0.00003	0.00004	—	0.46696	0.46696	< 0.000005	0.00007	0.00045	0.48795
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Building Construction (2027)

3.5.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23076	1.02988	9.39093	12.9379	0.02340	0.33657	—	0.33657	0.30965	—	0.30965	—	2,397.08	2,397.08	0.09724	0.01945	—	2,405.30
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	1.23076	1.02988	9.39093	12.9379	0.02340	0.33657	—	0.33657	0.30965	—	0.30965	—	2,397.08	2,397.08	0.09724	0.01945	—	2,405.30
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67439	0.56432	5.14572	7.08929	0.01282	0.18442	—	0.18442	0.16967	—	0.16967	—	1,313.47	1,313.47	0.05328	0.01066	—	1,317.97
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12308	0.10299	0.93909	1.29379	0.00234	0.03366	—	0.03366	0.03096	—	0.03096	—	217.459	217.459	0.00882	0.00176	—	218.206
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01513	0.01421	0.00958	0.15983	0.00000	0.00000	0.02016	0.02016	0.00000	0.00473	0.00473	—	22.4202	22.4202	0.00111	0.00082	0.08314	22.7762
Vendor	0.00146	0.00141	0.05762	0.01119	0.00022	0.00043	0.00847	0.00890	0.00043	0.00228	0.00271	—	32.9367	32.9367	0.00002	0.00492	0.06728	34.4704
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01450	0.01281	0.01331	0.14005	0.00000	0.00000	0.02016	0.02016	0.00000	0.00473	0.00473	—	20.6241	20.6241	0.00135	0.00087	0.00216	20.9196

Vendor	0.00139	0.00134	0.06104	0.01171	0.00022	0.00046	0.00847	0.00892	0.00046	0.00228	0.00274	—	32.9251	32.9251	0.00005	0.00492	0.00174	34.3938
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00789	0.00736	0.00647	0.07569	0.00000	0.00000	0.01072	0.01072	0.00000	0.00251	0.00251	—	11.4720	11.4720	0.00069	0.00045	0.01967	11.6432
Vendor	0.00077	0.00075	0.03304	0.00621	0.00012	0.00025	0.00453	0.00478	0.00025	0.00122	0.00147	—	18.0449	18.0449	0.00003	0.00270	0.01589	18.8646
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00144	0.00134	0.00118	0.01381	0.00000	0.00000	0.00196	0.00196	0.00000	0.00046	0.00046	—	1.89933	1.89933	0.00011	0.00007	0.00326	1.92767
Vendor	0.00014	0.00014	0.00603	0.00113	0.00002	0.00005	0.00083	0.00087	0.00005	0.00022	0.00027	—	2.98753	2.98753	< 0.000005	0.00045	0.00263	3.12324
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Paving (2027)

3.6.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79104	0.66333	6.08588	8.82716	0.01296	0.24176	—	0.24176	0.22242	—	0.22242	—	1,350.39	1,350.39	0.05478	0.01096	—	1,355.03
Paving	0.00000	0.00000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03901	0.03271	0.30013	0.43531	0.00064	0.01192	—	0.01192	0.01097	—	0.01097	—	66.5947	66.5947	0.00270	0.00054	—	66.8232
Paving	0.00000	0.00000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00712	0.00597	0.05477	0.07944	0.00012	0.00218	—	0.00218	0.00200	—	0.00200	—	11.0255	11.0255	0.00045	0.00009	—	11.0633
Paving	0.00000	0.00000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13232	0.11687	0.12140	1.27785	0.00000	0.00000	0.18398	0.18398	0.00000	0.04313	0.04313	—	188.176	188.176	0.01235	0.00795	0.01970	190.872
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00648	0.00605	0.00531	0.06215	0.00000	0.00000	0.00880	0.00880	0.00000	0.00206	0.00206	—	9.42047	9.42047	0.00057	0.00037	0.01615	9.56105

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00118	0.00110	0.00097	0.01134	0.00000	0.00000	0.00161	0.00161	0.00000	0.00038	0.00038	—	1.55967	1.55967	0.00009	0.00006	0.00267	1.58294
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7. Architectural Coating (2027)

3.7.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13715	0.11335	0.83116	1.12539	0.00173	0.01905	—	0.01905	0.01752	—	0.01752	—	133.513	133.513	0.00542	0.00108	—	133.971
Architectural Coatings	8.82191	8.82191	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00676	0.00559	0.04099	0.05550	0.00009	0.00094	—	0.00094	0.00086	—	0.00086	—	6.58419	6.58419	0.00027	0.00005	—	6.60678

Architect Coatings	0.43505	0.43505	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00123	0.00102	0.00748	0.01013	0.00002	0.00017	—	0.00017	0.00016	—	0.00016	—	1.09009	1.09009	0.00004	0.00001	—	1.09383
Architectural Coatings	0.07940	0.07940	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00290	0.00256	0.00266	0.02801	0.00000	0.00000	0.00403	0.00403	0.00000	0.00095	0.00095	—	4.12481	4.12481	0.00027	0.00017	0.00043	4.18392
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00014	0.00013	0.00012	0.00136	0.00000	0.00000	0.00019	0.00019	0.00000	0.00005	0.00005	—	0.20650	0.20650	0.00001	0.00001	0.00035	0.20958
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00003	0.00002	0.00002	0.00025	0.00000	0.00000	0.00004	0.00004	0.00000	0.00001	0.00001	—	0.03419	0.03419	< 0.000005	< 0.000005	0.00006	0.03470
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
User Defined Recreational	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

User Defined Commercial	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
User Defined Recreational	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
User Defined Recreational	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

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	TOG	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	0.14659	0.14659	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04351	0.04351	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipment	0.05301	0.04892	0.00251	0.29791	0.00002	0.00053	—	0.00053	0.00040	—	0.00040	—	1.22510	1.22510	0.00005	0.00001	—	1.22952
Total	0.24311	0.23902	0.00251	0.29791	0.00002	0.00053	—	0.00053	0.00040	—	0.00040	—	1.22510	1.22510	0.00005	0.00001	—	1.22952
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.14659	0.14659	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04351	0.04351	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.19010	0.19010	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02675	0.02675	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.00794	0.00794	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00477	0.00440	0.00023	0.02681	< 0.000005	0.00005	—	0.00005	0.00004	—	0.00004	—	0.10003	0.10003	< 0.000005	< 0.000005	—	0.10039
Total	0.03946	0.03910	0.00023	0.02681	< 0.000005	0.00005	—	0.00005	0.00004	—	0.00004	—	0.10003	0.10003	< 0.000005	< 0.000005	—	0.10039

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.18104	0.18104	0.00003	< 0.000005	—	0.18283
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.18104	0.18104	0.00003	< 0.000005	—	0.18283
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.36208	0.36208	0.00006	0.00001	—	0.36566
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.18104	0.18104	0.00003	< 0.000005	—	0.18283
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.18104	0.18104	0.00003	< 0.000005	—	0.18283
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.36208	0.36208	0.00006	0.00001	—	0.36566
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.02997	0.02997	< 0.000005	< 0.000005	—	0.03027
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.02997	0.02997	< 0.000005	< 0.000005	—	0.03027
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.05995	0.05995	0.00001	< 0.000005	—	0.06054

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000

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	TOG	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. 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	TOG	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	TOG	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	TOG	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	TOG	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	TOG	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	TOG	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
Demolition	Demolition	10/1/2026	10/29/2026	5.00000	20.0000	—
Site Preparation	Site Preparation	10/30/2026	11/6/2026	5.00000	5.00000	—
Grading	Grading	11/7/2026	11/18/2026	5.00000	8.00000	—
Building Construction	Building Construction	11/19/2026	10/7/2027	5.00000	230.000	—
Paving	Paving	10/8/2027	11/2/2027	5.00000	18.0000	—
Architectural Coating	Architectural Coating	11/3/2027	11/28/2027	5.00000	18.0000	—

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
Demolition	Concrete/Industrial Saws	Diesel	Average	1.000000	8.00000	33.0000	0.73000
Demolition	Excavators	Diesel	Average	3.00000	8.00000	36.0000	0.38000
Demolition	Rubber Tired Dozers	Diesel	Average	2.00000	8.00000	367.000	0.40000

Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00000	8.00000	367.000	0.40000
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00000	8.00000	84.0000	0.37000
Grading	Excavators	Diesel	Average	1.000000	8.00000	36.0000	0.38000
Grading	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00000	8.00000	84.0000	0.37000
Building Construction	Cranes	Diesel	Average	1.000000	7.00000	367.000	0.29000
Building Construction	Forklifts	Diesel	Average	3.00000	8.00000	82.0000	0.20000
Building Construction	Generator Sets	Diesel	Average	1.000000	8.00000	14.0000	0.74000
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00000	7.00000	84.0000	0.37000
Building Construction	Welders	Diesel	Average	1.000000	8.00000	46.0000	0.45000
Paving	Cement and Mortar Mixers	Diesel	Average	2.00000	6.00000	10.00000	0.56000
Paving	Pavers	Diesel	Average	1.000000	8.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Average	2.00000	6.00000	89.0000	0.36000
Paving	Rollers	Diesel	Average	2.00000	6.00000	36.0000	0.38000
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	15.0000	13.0200	LDA,LDT1,LDT2
Demolition	Vendor	—	8.76000	HHDT,MHDT
Demolition	Hauling	0.00000	20.0000	HHDT

Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	17.5000	13.0200	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.76000	HHDT,MHDT
Site Preparation	Hauling	0.00000	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	15.0000	13.0200	LDA,LDT1,LDT2
Grading	Vendor	—	8.76000	HHDT,MHDT
Grading	Hauling	0.00000	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	2.19200	13.0200	LDA,LDT1,LDT2
Building Construction	Vendor	1.12271	8.76000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	20.0000	13.0200	LDA,LDT1,LDT2
Paving	Vendor	—	8.76000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	0.43840	13.0200	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.76000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	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	0.00000	0.00000	10,275.0	3,425.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	—	0.00000
Site Preparation	—	—	7.50000	0.00000	0.00000
Grading	—	—	8.00000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	0.00000

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	User Defined Commercial	0.00000	0%
Paving	User Defined Recreational	0.00000	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00000	203.983	0.03300	0.00400
2027	0.00000	203.983	0.03300	0.00400

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
Total all Land Uses	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
User Defined Commercial	Wood Fireplaces	0	0
User Defined Commercial	Gas Fireplaces	0	0
User Defined Commercial	Propane Fireplaces	0	0
User Defined Commercial	Electric Fireplaces	0	0
User Defined Commercial	No Fireplaces	0	0
User Defined Commercial	Conventional Wood Stoves	0	0
User Defined Commercial	Catalytic Wood Stoves	0	0
User Defined Commercial	Non-Catalytic Wood Stoves	0	0
User Defined Commercial	Pellet Wood Stoves	0	0
User Defined Recreational	Wood Fireplaces	0	0
User Defined Recreational	Gas Fireplaces	0	0
User Defined Recreational	Propane Fireplaces	0	0
User Defined Recreational	Electric Fireplaces	0	0
User Defined Recreational	No Fireplaces	0	0
User Defined Recreational	Conventional Wood Stoves	0	0
User Defined Recreational	Catalytic Wood Stoves	0	0
User Defined Recreational	Non-Catalytic Wood Stoves	0	0
User Defined Recreational	Pellet Wood Stoves	0	0

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)
0.00000	0.00000	10,275.0	3,425.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	180.000

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)
User Defined Commercial	0.00000	203.983	0.0330	0.0040	0.00000
User Defined Recreational	0.00000	203.983	0.0330	0.0040	0.00000

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
User Defined Commercial	0.00000	186,097
User Defined Recreational	0.00000	186,097

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
User Defined Commercial	0.00000	0.00000
User Defined Recreational	0.00000	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

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. Biomass Cover Type

5.18.1.1. Unmitigated

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)

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	29.7200	annual days of extreme heat
Extreme Precipitation	8.70000	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	15.4500	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 ¾ 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	2	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	0	0	0	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	2	1	1	3
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	1	1	1	2
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	75.1213
AQ-PM	24.9782
AQ-DPM	8.03983
Drinking Water	76.1958
Lead Risk Housing	25.2300
Pesticides	25.4138
Toxic Releases	8.50213
Traffic	10.2625
Effect Indicators	—
CleanUp Sites	74.9347
Groundwater	89.7227
Haz Waste Facilities/Generators	59.7882
Impaired Water Bodies	43.7841
Solid Waste	95.6930
Sensitive Population	—
Asthma	66.6500
Cardio-vascular	78.9631
Low Birth Weights	13.9081
Socioeconomic Factor Indicators	—
Education	32.9410
Housing	27.2243
Linguistic	0.00000

Poverty	67.4497
Unemployment	83.6283

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	42.21737457
Employed	5.3124599
Median HI	32.25972026
Education	—
Bachelor's or higher	33.13229822
High school enrollment	100
Preschool enrollment	18.04183241
Transportation	—
Auto Access	68.11240857
Active commuting	15.47542666
Social	—
2-parent households	20.30026947
Voting	67.68895162
Neighborhood	—
Alcohol availability	81.49621455
Park access	22.13524958
Retail density	6.03105351
Supermarket access	13.20415758
Tree canopy	96.99730527
Housing	—
Homeownership	73.30938021

Housing habitability	78.09572693
Low-inc homeowner severe housing cost burden	49.18516617
Low-inc renter severe housing cost burden	64.67342487
Uncrowded housing	66.03361992
Health Outcomes	—
Insured adults	53.31707943
Arthritis	0.0
Asthma ER Admissions	43.3
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	15.9
Cognitively Disabled	4.9
Physically Disabled	4.7
Heart Attack ER Admissions	26.1
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	55.9
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	34.7
SLR Inundation Area	0.0
Children	79.8
Elderly	6.0
English Speaking	95.1
Foreign-born	2.2
Outdoor Workers	23.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	95.2
Traffic Density	7.2
Traffic Access	0.0
Other Indices	—
Hardship	61.0
Other Decision Support	—
2016 Voting	79.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	54.0000
Healthy Places Index Score for Project Location (b)	33.0000
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
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

8.1. Justifications

Screen	Justification
Land Use	N/A

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Lot Area	acre	0.00000	4.20000
Building Area	sq. ft	0.00000	6,850.00
Landscape Area	sq. ft	—	18,295.2

LUNR-24-13 (Tewolde) Summary Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.3. Operations Emissions Compared Against Thresholds

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

7. Health and Equity Details

7.3. Overall Health & Equity Scores

7.5. Evaluation Scorecard

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	LUNR-24-13 (Tewolde)
Construction Start Date	10/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.10000
Precipitation (days)	46.4000
Location	37.890755734794155, -120.48758062518846
County	Tuolumne
City	Unincorporated
Air District	Tuolumne County APCD
Air Basin	Mountain Counties
TAZ	3026
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.41

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
User Defined Commercial	4.20000	User Defined Unit	4.20000	6,850.00	18,295.2	—	—	—

User Defined Recreational	8.00000	User Defined Unit	0.00000	0.00000	18,295.2	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

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.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.24735	1.04550	9.45813	13.1090	0.02361	0.33701	0.02863	0.36564	0.31008	0.00701	0.31709	—	2,452.43	2,452.43	0.09837	0.02519	0.15042	2,462.55
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.96196	8.93782	29.2806	30.0132	0.04890	1.24251	19.8180	21.0605	1.14311	10.1402	11.2833	—	5,465.50	5,465.50	0.22610	0.04993	0.01970	5,486.05
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.17051	1.05196	5.53177	7.72551	0.01366	0.19754	0.43926	0.54854	0.18175	0.21693	0.31747	—	1,425.79	1,425.79	0.05754	0.01477	0.05206	1,431.68
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21362	0.19198	1.00955	1.40991	0.00249	0.03605	0.08016	0.10011	0.03317	0.03959	0.05794	—	236.056	236.056	0.00953	0.00245	0.00862	237.031

2.3. 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.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.24311	0.23902	0.00251	0.29791	0.00002	0.00053	0.00000	0.00053	0.00040	0.00000	0.00040	0.00000	1.58718	1.58718	0.00011	0.00002	0.00000	1.59517
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.19010	0.19010	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.36208	0.36208	0.00006	0.00001	0.00000	0.36566
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21624	0.21422	0.00124	0.14692	0.00001	0.00026	0.00000	0.00026	0.00020	0.00000	0.00020	0.00000	0.96624	0.96624	0.00008	0.00001	0.00000	0.97199
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03946	0.03910	0.00023	0.02681	< 0.000005	0.00005	0.00000	0.00005	0.00004	0.00000	0.00004	0.00000	0.15997	0.15997	0.00001	< 0.000005	0.00000	0.16092

6. Climate Risk Detailed Report

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	2	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	0	0	0	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	2	1	1	3
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	1	1	1	2
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.

7. Health and Equity Details

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	54.0000
Healthy Places Index Score for Project Location (b)	33.0000
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
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.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

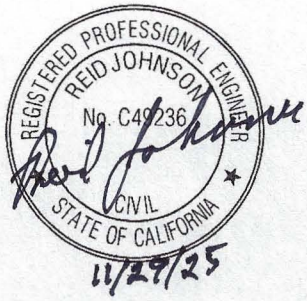
Appendix B

Hydrogeologic Evaluation

YOSEMITE JUNCTION YJP WATER SYSTEM

HYDROGEOLOGICAL EVALUATION REPORT

November 29, 2025



Prepared by: Reid N. Johnson P.E.

Prepared for:

Yosemite Junction Property, LLC
PO Box 4972
Sonora, California 95370

YOSEMITE JUNCTION YJP WATER SYSTEM

HYDROGEOLOGICAL EVALUATION REPORT

TABLE OF CONTENTS

I. INTRODUCTION

A. Purpose of Report 1
B. Background Information 1
C. Project Description.....1
D. Location 1
E. Area Served.....1
F. Brief Description of Water System.....2

II. DESCRIPTION OF PROPOSED FACILITIES

A. Proposed Water Source.....2
B. Proposed Facilities.....2
C. Production/Consumption Data..... 2
D. Hydrogeological Evaluation.....3
E. Well Pump Test 3

III. ENVIRONMENTAL

A. System Factors 4
B. Environmental Impacts..... 4

IV. CONCLUSIONS

A. System Factors.....4
B. Conclusions..... 4

Appendices

Appendix A – Site Plan /Water System Exhibit
Appendix B – Well Completion Report
Appendix C – Vicinity Map
Appendix D - Local Area Map
Appendix E –Well Pump Test

YOSEMITE JUNCTION YJP WATER SYSTEM

HYDROGEOLOGICAL EVALUATION REPORT

I. INTRODUCTION

A. Purpose of Report

The purpose of this report to provide a hydrogeological evaluation of the water resources to confirm that sufficient quantity and well capacity exit to supply the Yosemite Junction YJP Water System needs on a short term and long term basis.

B. Background Information

The site currently contains abandoned structures and was previously developed as a commercial public service business. The site was formerly known as Yosemite Village Trailer Park and/or Bonavita's Trailer Park. The site was known to have commercial type uses such as mini-Mart, gas station, and restaurant. The new proposed project consists of utilizing existing structures in addition to demolishing three structures and removing a concrete pad.

C. Project Description

The proposed project features a convenience store, fueling station, restaurant, visitor center, an eight space recreational vehicles overnight facility, an electrical vehicle charging station, and a creek side picnic area.

D. Location

The project site is located at 7490 and 7520 State Highway 120, approximately 150 feet from the intersection of State Highways 108 and 120. The project is located on the outskirts of Jamestown, approximately 6 miles from the center of the community, within portions of Sections 31 and 36 Township 1 North, Range 14 and 13 East, Mount Diablo base and meridian.

E. Area Served

The area served is two parcels, assessor parcel numbers 064-310-005 and 064-440-001, totaling 4.39 acres. A site plan/water system exhibit is included in Appendix A. The previous use of this parcel was a similar commercial public water system on the same parcels.

F. Brief Description of Water System

The water system will serve a store, restaurant, visitor center and some landscaping.

The water supply will be an existing well drilled 150 feet deep, which has 8-inch casing,

There will be a water storage tank of 200,000 gallons to provide fire protection and a pump station with operational and fire pumps.

II. DESCRIPTION AND ANALYSIS OF PROPOSED FACILITIES

A. Proposed Facilities

The proposed project features a 3,500 square-foot convenience store, a fuel dispensing station, a 3,350 square foot restaurant and bar (within an existing building), a 586 square-foot visitor center (within an existing building), and an eight-space recreational vehicle overnight facility. Additionally, the project will include nine dedicated electric vehicle charging spaces.

The site consists of a natural creek, Mountain Pass Creek, which runs through the site from east to west. The area north of the Creek is proposed to be a small park area for picnicking.

These facilities comprise the total build out of the project. There is no space or access for any additional facilities.

B. Proposed Water Source

It is proposed to utilize the groundwater from the existing well, which meets the drinking water well construction standards and the water quality standards.

The water supply will be an existing well drilled 150 feet deep, which has 8-inch casing, and a sanitary seal to 100 feet. See Appendix B for the well completion report

The well is located within the parcels that comprise the project site.

C. Production/Consumption Data

It is estimated that the peak water usage for the proposed water system would be about 3,000 gallons per day, depending on how much landscape and park irrigation there is.

The well completion report indicates an estimated yield of 400 gallons per minute, or 576,000 gallons per day. This is approximately 130 times the estimated need of the water system

D. Hydrogeological Evaluation

1) A vicinity map of the area around the Yosemite Junction YJP Water System is included in Appendix C. The nearest public water systems are Chinese Camp and the Sierra Conservation Center which are both approximately 3 miles away.
2) There Is a single residence approximately 1,300 feet to the south east, as shown on the local area map Appendix D. There is a surface drainage between them that flows to the southwest. The subsurface flow would probably follow a similar pattern towards the southwest. Therefore, water usage at the Yosemite Junction would not impact the water supplied to the single residence to the east.
3) The well completion report indicates the well was drilled into sandstone formation at 74 feet. The well was cased and a sanitary seal was placed to 100 feet. Therefore, the well is not impacting any of the upper layer water flows above the sandstone formation.
4) The well was drilled into mountainous sandstone formation. There are no sedimentary formation layers that can be geologically mapped to identify water bearing zones and impacts.
5) There are no wells close enough to be of any value to evaluate their well logs.
6) A pumping test could confirm the capacity of the existing well, but there are no wells close enough to monitor the pumping effect on them.
7) There are no wells known in the area that have failed or run dry.
8) The sustainability of the groundwater supply is also verified by the previous similar business facilities on the same site

E. Well Pump Test

The well completion report shows an estimated capacity of 400 gallons per minute for the well. A small 1 horsepower pump was installed in the well, which is more than adequate for the Yosemite Junction water system. The 1 hp pump only has the capacity to take a small percentage of the capacity of the well.

A 24 hour well pump test was conducted on the well beginning at noon on 10/28/25. The flow rate during the entire pump test was 18 gallons per minute. During the pump test, the water level dropped from 8 feet to 10 feet and was constant throughout the 24 hour period. The water level recovered within two minutes after the pump test stopped. The 18 gpm pump test flow is only 4.5 % of the well capacity. The 18 gpm pump test flow is approximately 6 times the estimated water use of the Yosemite Junction water system. The pump test is detailed in Appendix E.

III. ENVIRONMENTAL

A. System Factors

1) The Water system will not violate any water quality standards or any waste discharge requirements, and it will not degrade to the groundwater. The water usage is for a small drinking water system only, and the wastewater will go to a wastewater treatment plant and then to a leach field.
2) The water system will not decrease groundwater supplies because the water usage will be the same as the previous similar commercial development on the same two small parcels.
3) There is no groundwater recharge on these parcels are on any adjacent parcels. This project will not impede sustainable groundwater management of the basin.
4) There will be no cumulative impacts to groundwater quantity or quality.
5) Sufficient groundwater supplies are available, as evidenced by the existing well to serve the project and any foreseeable increase in water usage during normal, dry and multiple years.

B. Environmental Impacts

The water usage is reasonable and there are no adverse impacts on any other properties or water uses.

IV. CONCLUSIONS

A. System Factors

1) The existing well has more than enough capacity to supply the water system and/or any foreseeable future needs
2) The water usage is limited by the available space on the existing parcels. It is unlikely that there will be a significant increase in water usage.
3) The water usage is reasonable and is justified by the historical usage of these parcels as a commercial service business

B. Conclusions

The water usage is reasonable and there are no adverse impacts on any other properties or water uses.

APPENDIX A

Site Plan/Water System Exhibit

WATER SYSTEM EXHIBIT

APN 064-440-001 AND 064-310-005

ROBERTSON ENGINEERING INC

DATE:
SCALE:
DESIGNED
DRAWN
CHECKED
PROJ.ENG
PROJ.MGR

SHEET 1 OF 1 SHT
JOB No. 2308

GRAPHIC SCALE
(IN FEET)
1 inch = 30 ft.

STATE HIGHWAY 128

STATE HIGHWAY 108

APN 058-230-067 (VACANT)

APN 064-180-061 (VACANT)

APN 064-310-005

APN 064-440-001

APN 064-310-002 (VACANT)

APN 063-490-018 (VACANT)

SEWAGE PLANT

LEACH FIELD

MOUNTAIN HOUSE CREEK

WELL

(N)200,000 GAL. WATER STORAGE TANK

WATER PUMP STATION

PROPOSED C-STORE 3,500 SF

PROPOSED (2) 12,000 GAL TANK

PROPOSED (ONLY) RESTAURANT & BAR 3,300± SF

PROPOSED 10,000 GAL PROPANE TANK

AC DRIVEWAY

FH

TE

S09°43'03"E 125.39'

N68°28'57"E 189.80'

L=309.57' R=2815.00'

N68°28'57"E 207.70'

N15°32'38"E 183.38'

N68°28'57"E 39.88'

N22°13'53"W 33.07'

N22°13'53"W 266.36'

N28°19'03"W 73.60'

N29°45'03"W 14.63'

S73°45'57"W 385.30'

80

PARCEL 1
206 PM 69-72

APPENDIX B

Well Completion Report

Owner's Well No. _____ No. 548494

Date Work Began 7-18-95, Ended 7-25-95

Local Permit Agency Tuol Co. Health Dept

Permit No. _____ Permit Date _____

LATITUDE _____ LONGITUDE _____

APN/TRS/OTHER _____

GEOLOGIC LOG

ORIENTATION (✓) ✓ VERTICAL ___ HORIZONTAL ___ ANGLE ___ (SPECIFY)

DEPTH TO FIRST WATER 25 (Ft.) BELOW SURFACE

DEPTH FROM SURFACE Ft.	to Ft.	DESCRIPTION *Describe material, grain size, color, etc.*
0	1	overburden
1	74	lava
74	102	hard sandstone
102	130	lava
130	150	sandstone

TOTAL DEPTH OF BORING 150' (Feet)

TOTAL DEPTH OF COMPLETED WELL 150 (Feet)

WELL OWNER

Name Kent Greenwald

Mailing Address 7500 Hwy 120

City Jamestown State Calif ZIP 95327

WELL LOCATION

Address Same as above

City _____

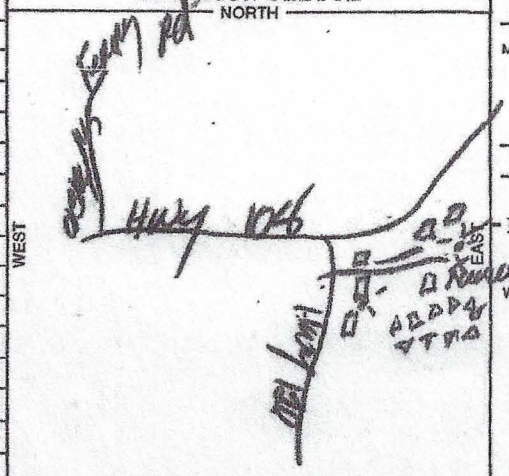
County Tuolumne

APN Book 64 Page 240 Parcel 01

or Township _____ Range _____ Section _____

or Latitude _____ DEG. MIN. SEC. NORTH Longitude _____ DEG. MIN. SEC. WEST

LOCATION SKETCH



Illustrate or Describe Distance of Well from Landmarks such as Roads, Buildings, Fences, Rivers, etc. PLEASE BE ACCURATE & COMPLETE.

ACTIVITY (✓)

✓ NEW WELL

MODIFICATION/REPAIR

___ Deepen

___ Other (Specify)

___ DESTROY (Describe Procedures and Materials Under "GEOLOGIC LOG")

PLANNED USE(S) (✓)

___ MONITORING

WATER SUPPLY

___ Domestic

✓ Public

___ Irrigation

___ Industrial

___ "TEST WELL"

___ CATHODIC PROTECTION

___ OTHER (Specify)

DRILLING METHOD Air Rotary FLUID _____

WATER LEVEL & YIELD OF COMPLETED WELL

DEPTH OF STATIC WATER LEVEL 20 (Ft.) & DATE MEASURED 7-25-95

ESTIMATED YIELD* 400+ (GPM) & TEST TYPE Air Lift

TEST LENGTH 25 (Hrs.) TOTAL DRAWDOWN 150 (Ft.)

* *May not be representative of a well's long-term yield.*

CASING(S)

DEPTH FROM SURFACE Ft.	to Ft.	BORE-HOLE DIA. (Inches)	TYPE (✓) BLANK	SCREEN	CONDUCTOR	FILL PIPE	MATERIAL/ GRADE	INTERNAL DIAMETER (Inches)	GAUGE OR WALL THICKNESS	SLOT SIZE IF ANY (Inches)
0	2	12"	✓				steel	12¾	.188	—
0	95	12"	✓				"	8"	.156	—
95	100	10"	✓				"	8"	.156	—
90	150	8"	✓				PVC	6"	c0125	Yadkill
0	90	8"		✓			PVC	6"	c0125	—

ANNULAR MATERIAL

DEPTH FROM SURFACE Ft.	to Ft.	TYPE CEMENT (✓)	BENTONITE (✓)	FILL (✓)	FILTER PACK (TYPE/SIZE)
0	84	✓			
84	100	✓	✓		

ATTACHMENTS (✓)

___ Geologic Log

___ Well Construction Diagram

___ Geophysical Log(s)

___ Soil/Water Chemical Analyses

___ Other _____

ATTACH ADDITIONAL INFORMATION, IF IT EXISTS.

CERTIFICATION STATEMENT

I, the undersigned, certify that this report is complete and accurate to the best of my knowledge and belief.

NAME Tanko Bros Inc (PERSON, FIRM, OR CORPORATION) (TYPED OR PRINTED)

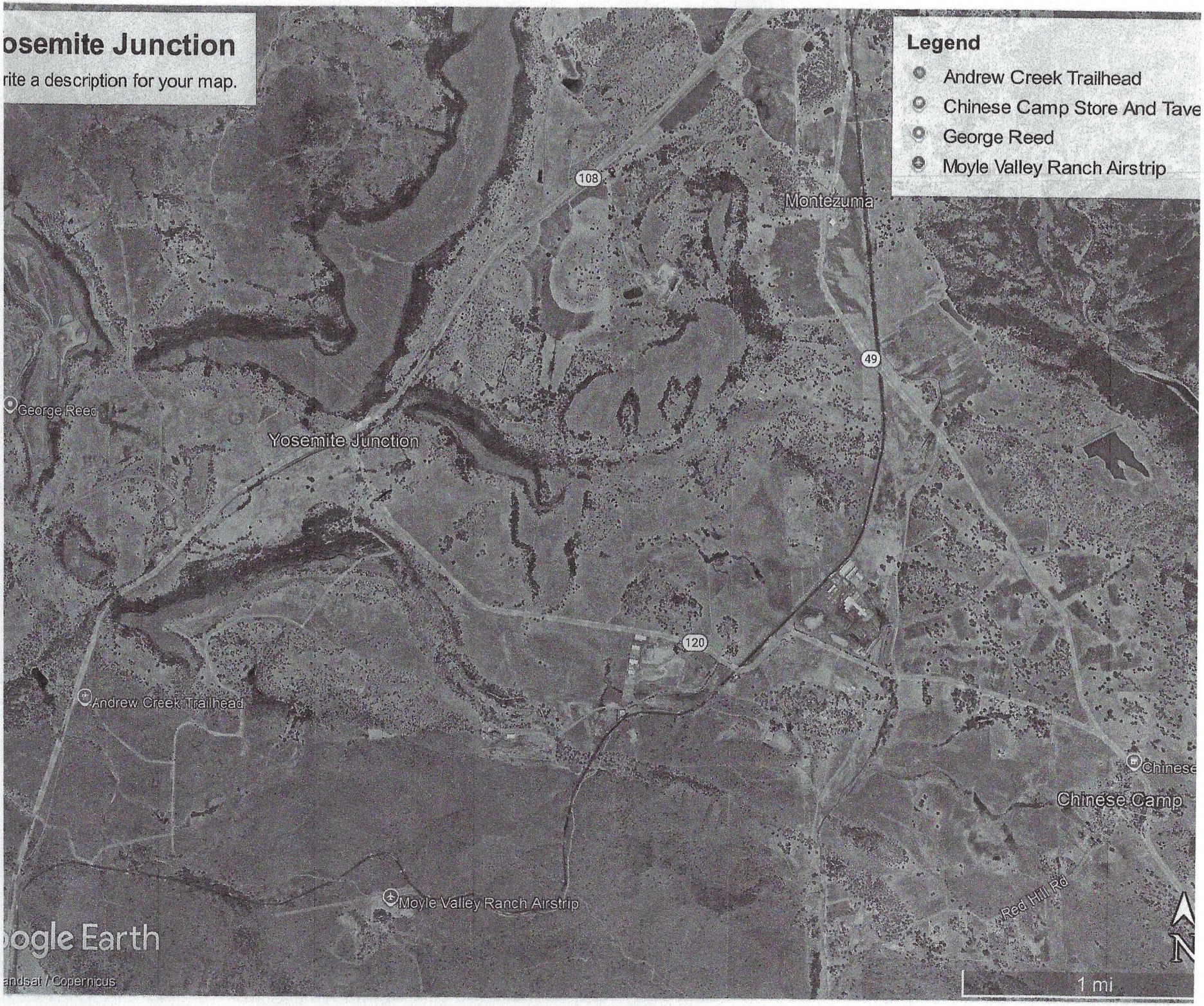
ADDRESS 21097 Shaws Flat Rd CITY Sonora STATE CA ZIP _____

Signed Dustin Tanko (WELL DRILLER/AUTHORIZED REPRESENTATIVE) DATE SIGNED 7-26-95

C-57 LICENSE NUMBER 395633

APPENDIX C

Vicinity Map


osemite Junction
rite a description for your map.
Legend
Andrew Creek Trailhead
Chinese Camp Store And Tave
George Reed
Moyle Valley Ranch Airstrip
108
Montezuma
49
George Reed
Yosemite Junction
120
Andrew Creek Trailhead
Chinese
Chinese Camp
Moyle Valley Ranch Airstrip
Red Hill Rd
ogle Earth
andsat / Copernicus
1 mi

APPENDIX D

Local Area Map

Google Maps



Imagery ©2025 Airbus, Maxar Technologies, Map data ©2025 200 ft

APPENDIX E

Well Pump Test

Well drilled by Tanko and Sons on 7-15-1995 at 7500 Hwy 120 (Yosemite Junction) 150 feet deep

Well Test Procedure

Record Entry		Water Production in gallons			Water level - feet	
Month and Day	Time	Meter Reading	Total	gpm	Static	Pumping
10/28/2025	1045	250	0	0	**8 FT.**	
10/28	1145	1450	1200			10 ft.
Monitoring	**Flow and**	**preparing for**	**start at 12 noon**	**Flow rate**	**at 18 gpm**	**10 ft.**
10/28	1200 noon	1588		18.1 gpm		10 ft.
10/28	1:00 PM	2698	1110 gallons	18.1 gpm		10 ft.
10/28	2:00 PM	3784	1086 gallons	18 gpm		10 ft.
10/28	3:00 PM	4870	1086 gallons	18 gpm		10 ft.
10/28	4:00 PM	5950	1080 gallons	18 gpm		10 ft.
10/28	5:00 PM	7030	1080 gallons	18.2 gpm		10 ft.
10/28	6:00 PM	8120	1080 gallons	18 gpm		10 ft.
10/28	7:00 PM	9200	1080 gallons	18 gpm		10 ft.
10/28	8:00 PM	10,280	1080 gallons	18 gpm		10 ft.
10/28	9:00 PM	11,340	1060 gallons	17.7 gpm		10 ft.
10/28	10:00 PM	12,390	1050 gallons	17.5 gpm		10 ft.
10/28	11:00 PM	13,475	1085 gallons	18.1 gpm		10 ft.
10/28	12:00 AM	14,560	1085 gallons	18.1 gpm		10 ft.
10/29/25	1:00 AM	15,630	1070 gallons	17.8 gpm		10 ft.
10/29	2:00 AM	16,710	1080 gallons	18 gpm		10 ft.
10/29	3:00 AM	17,780	1070 gallons	17.8 gpm		10 ft.
10/29	4:00 AM	18,850	1070 gallons	17.8 gpm		10 ft.
10/29	5:00 AM	19,920	1070 gallons	17.8 gpm		10 ft.
10/29	6:00 AM	20,990	1070 gallons	17.8 gpm		10 ft.
10/29	7:00 AM	22,060	1070 gallons	17.8 gpm		10 ft.
10/29	8:00 AM	23,130	1070 gallons	17.8 gpm		10 ft.
10/29	9:00 AM	24,120	1080 gallons	18 gpm		10 ft.
10/29	10-:00 AM	25,290	1080 gallons	18 gpm		10 ft.
10/29	11:00 AM	26,370	1080 gallons	18 gpm		10 ft.
10/29	12:00 PM	27,450	1080 gallons	18 gpm		10 ft.
Well shut down	**This ends**	**the**	**24 hour**	**well**	**test**	
10/29	12:01 PM	27,450	0 gallons		9 ft	
10/29	12:02 PM	27,450	0 gallons		8 ft.	
Well static	**water level**	**back to the**	**level before**	**the**	**pump**	**test**
It took only	**2 minutes**	**for the water**	**level to return**	**to static**	**before**	**test**

All readings were taken hourly on the hour by Don Nessl and Twolde Berhain under strict guidelines mapped out by Reid Johnson. Reid is a registered engineer with a specialty in hydraulics.

Appendix C

Transportation Impact study

June 30, 2026

Mr. Tewolde Berhane
Mr. Isaac Saleh
Yosemite Junction, LLC
P.O. Box 4972
Sonora, CA 95370

Revised Focused Transportation Impact Study for the Yosemite Junction Project

Dear Mr. Berhane and Mr. Saleh;

W-Trans has completed an evaluation of the potential transportation impacts associated with the Yosemite Junction project proposed to be located at the southeast corner of the intersection of California State Routes 120 (SR-120) and 108 (SR-108) in Tuolumne County. The purpose of this letter is to provide the project's anticipated trip generation and address the potential transportation impacts associated with the proposed project.

Project Description

The site is currently unoccupied but has previously been used as a visitor center, a restaurant and bar, and parking for recreation vehicles (RV) and campers visiting nearby attractions such as Yosemite National Park.

We understand that the project as proposed includes the reestablishment of previous land uses comprised of the 586-square-foot Tuolumne County Visitor's Center, a 3,350-square-foot restaurant and bar, eight RV parking spots, and the construction of new uses including a 3,500-square-foot convenience store and an automobile and truck fueling facility with 12 vehicle fueling positions.

Study Area

The study area consists of the section of SR-120 between SR-108 and Mountain Bluff Road, which provides access to the project site via the proposed driveway. The operational analysis consists of the following facilities.

1. SR-120/SR-120-SR-108
2. SR-120/Project Driveway

It is noted that the project driveway was not considered as a study intersection. The California Vehicle Code defines an intersection as "the area embraced within the prolongation of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways, of two highways which join one another at approximately right angles or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict." This definition specifies that intersections are created where two "highways," or public streets, intersect. As driveways are not public streets, where they connect with a public road is not an intersection, so it would be unreasonable to evaluate it as such. The driveway connection should, however, be evaluated for operational issues such as adequacy of sight distance, and delay may be relevant in some cases, though it would not be associated with a Level of Service.

Study Periods

Operating conditions during the following peak periods were evaluated to represent the periods with the highest volumes on the local transportation network.

- Thursday, 7:00 a.m. – 9:00 a.m. (morning commute)
- Thursday, 4:00 p.m. – 6:00 p.m. (evening commute)
- Friday, 12:00 p.m. – 6:00 p.m. (recreational travel peak)
- Sunday, 2:00 p.m. – 6:00 p.m. (recreational travel peak)

passenger car equivalency factor of 3.0, and including both the RVs and other trips, pass-by trips were subtracted to obtain the total quantity of new passenger vehicle trips. After applying both pass-by reductions and passenger car equivalency adjustments, the project would be expected to generate 810 new daily trips, including 73 during the morning peak hour, 70 during the weekday evening peak hour (including for Fridays), and 89 for the Sunday peak hour, as summarized in Table 1 and Table 2.

Table 1 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
RV Parking/Campsite	8.00 oc	N/A	N/A	0.21	2	1	1	0.27	2	1	1
RVs (PCE)	3.0	-	N/A	-	6	3	3	-	6	3	3
Community Center	0.59 ksf	28.82	17	1.91	1	1	0	2.50	1	1	0
High Turnover Rest	3.35 ksf	107.20	359	9.57	32	18	14	9.05	30	18	12
Pass-by Trips	43%	-	154	-	14	8	6	-	13	8	5
Total New Trips		-	205	-	18	10	8	-	17	10	7
C-Store/Gas Station	3.50 ksf	700.43	2,452	56.52	198	99	99	54.52	191	95	96
Pass-by Trips	76%	-	1,864	-	150	75	75	-	145	72	73
Total New Trips		-	588	-	48	24	24	-	46	23	23
Total New Passenger Car Trips			**810**		**73**	**38**	**35**		**70**	**37**	**33**

Note: PCE = Passenger Car Equivalents, oc = occupied campsites, ksf = 1,000 square feet, vfp = vehicle fueling positions, Total New Passenger Car Trips = Passenger Cars plus Passenger Car Equivalent Units of RVs minus Pass-by vehicle Trips

Table 2 – Trip Generation Summary - Sunday

Land Use	Units	Sunday Peak Hour			
		Rate	Trips	In	Out
RV Parking/Campsite	8.00 oc	0.41	3	2	1
RVs (PCE)	3.0	-	10	6	4
Community Center	0.59 ksf	1.48	1	1	0
High Turnover Rest	3.35 ksf	25.83	87	48	39
Pass-by Trips	43%	-	37	20	17
Total New Trips		-	50	28	22
C-Store/Gas Station	3.50 ksf	31.85	111	56	55
Pass-by Trips	75%	-	83	42	41
Total New Trips		-	28	14	14
Total New Passenger Car Trips			**89**	**49**	**40**

Note: PCE = Passenger Car Equivalents, oc = occupied campsites, ksf = 1,000 square feet, vfp = vehicle fueling positions, Total New Passenger Car Trips = Passenger Cars plus Passenger Car Equivalent Units of RVs minus Pass-by vehicle trips

Table 4 – Existing Peak Hour Intersection Levels of Service

Study Intersection	AM Peak		PM Peak		Fri Peak		Sun Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. SR-120/SR-120-SR-108	7.5	A	8.9	A	10.5	B	7.2	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

Baseline Year Conditions

The Background Conditions scenario includes existing traffic volumes plus the forecasted traffic demand due to local and regional growth in the near-term, defined to occur by the year 2028 (or existing plus two years). Per direction from both County and Caltrans staff, an annual growth rate of 1.0 percent was used to estimate the baseline year demand. This growth rate was applied uniformly to all existing traffic volumes for each peak hour analyzed. It is noted that Caltrans staff requested that the Baseline Condition analysis assumes a Peak Hour Factor (PHF) of 0.88.

Under baseline condition volumes, the intersection of SR-120/SR-120-SR-108 would operate acceptably during all peak hours evaluated. The baseline traffic volumes are shown in the enclosed Figure. A summary of the intersection delays and Levels of Service is contained in Table 5, and copies of the LOS calculations are provided in the enclosure.

Table 5 – Baseline Peak Hour Intersection Levels of Service

Study Intersection	AM Peak		PM Peak		Fri Peak		Sun Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. SR-120/SR-120-SR-108	8.0	A	9.3	A	10.6	B	7.5	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

Cumulative Condition

The Cumulative Conditions scenario is comprised of existing traffic plus the forecasted traffic demand due to local and regional growth expected to occur by the year 2048 (or existing condition plus 22 years). Determination of the Cumulative Conditions traffic volumes used the same annual growth rates as were applied to forecast the Baseline Conditions volumes. Consistent with the Baseline Condition, a PHF of 0.88 was also applied for the Cumulative Condition analysis.

Under cumulative condition volumes, the study intersection operates acceptably at LOS A or B during all peak hours evaluated. The cumulative condition traffic volumes are shown in the enclosed Figure. A summary of the intersection delays and Levels of Service is contained in Table 6, and copies of the LOS calculations are provided in the enclosure.

Table 6 – Cumulative Peak Hour Intersection Levels of Service

Study Intersection	AM Peak		PM Peak		Fri Peak		Sun Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. SR-120/SR-120-SR-108	8.6	A	9.9	A	11.7	B	8.0	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

Baseline plus Project Conditions

Upon the addition of project-related traffic to the baseline condition volumes, the study intersection is expected to continue operating acceptably. A summary of the intersection delays and Levels of Service is contained in Table

calculations which document the queues for movements excluded from the following summary table are enclosed.

Table 9 – 95th Percentile Queues – SR-120/SR-120-SR-108

Movement Scenario	Avail. Storage	95th Percentile Queue							
		AM Peak Hour		PM Peak Hour		Fri Peak Hour		Sun Peak Hour	
		NP	+P	NP	+P	NP	+P	NP	+P
Northbound Left Turn									
Existing *Condition*		39	-	59	-	90	-	59	-
Baseline Condition	200	41	53	61	72	92	109	63	92
Cumulative Condition		48	59	69	81	125	141	73	105

Notes: 95th Percentile Queue from Synchro; all distances are measured in feet; NP = No Project Conditions; +P = Plus Project Conditions. All values are in feet.

Finding – The maximum queue length is calculated to be 141 feet which would occur during the Friday peak hour for the cumulative plus project condition. Therefore, the proposed project would not cause the 95th percentile queues to exceed the storage space within the northbound left turn since the maximum queue length of 141 feet is less than 200 feet of available storage.

Site Entrance Queuing

Vehicle queuing analyses were conducted for the Baseline plus project and Cumulative plus Project scenarios to determine whether the vehicle storage capacity in the left-turn lane at the project driveway is adequate for the expected demand during the a.m., p.m., Friday and Sunday peak hours. The existing condition consists of a painted transition to a dedicated northbound left-turn lane within SR-120 located adjacent to the project driveway. This area may be modified to include a dedicated left-turn lane serving the project driveway.

The American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*, 2018 ("Green Book") recommends that left-turning traffic be removed from the through lanes whenever practical, and that left-turn lanes should be provided at street intersections or driveways along major arterials and collector roads wherever left turns are permitted and there is room to provide them.

To determine proper sizing of a future left-turn lane, a methodology developed by the Oregon Department of Transportation (ODOT) was used to estimate the potential queue length in the southbound left-turn lane serving the project driveway. This methodology is applied at two-way stop-controlled intersections using a mathematical model that considers vehicle volumes at every approach for the subject intersection, or, in this case, driveway.

The ODOT methodology was selected for use in determining the queue length since this methodology considers movements of all vehicles at the location, thus making it more comprehensive than other methods. A summary of estimated queue lengths using this methodology is provided in Table 10, and queue estimating worksheets are provided in the enclosure.

Transit Facilities

There are no bus stops within a walkable distance of the project site; the nearest bus stop is located approximately four miles northeast of the project site at the Chicken Ranch Casino. While there are no adequate transit facilities within the walkable distance from the project site, low demand for transit to and from the project site is anticipated given the rural nature of the project area so this condition is considered acceptable.

Significance Finding – The project does not include any facilities or structures that would conflict with County policies for pedestrian, bicycle, or transit facilities, so would have a less-than-significant impact as regards these modes.

Vehicle Miles Traveled (VMT)

The potential for the project to conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) was evaluated based on the project's anticipated Vehicle Miles Traveled (VMT).

Guidance provided by the California Governor's Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018, was used. This document recommends the use of screening thresholds to quickly identify when a project should be expected to result in a less-than-significant impact without conducting a detailed study.

As part of this assessment, consideration was given to the project type and its potential to draw traffic that is regional, versus local, in nature. Gas stations and their associated retail stores are inherently convenience-based uses; customers of these uses typically choose to stop because they are located along their planned route of travel and are generally unwilling to travel substantially out of their way to visit such outlets, particularly when closer options are available. The proposed project would be expected to attract most of its customers from drivers already passing by on SR 120; these customers would result in essentially no new vehicle miles traveled as this would be an interim stop on a trip that was already being made.

The criteria states that local-serving retail projects comprised of less than 50,000 square feet can be presumed to cause a less-than-significant VMT impact since these types of uses will primarily draw users and customers from a relatively small geographic area that will lead to short-distance trips and trips that are linked to other destinations. The total demand for retail in a region also tends to hold steady; adding new local-serving retail typically shifts trips away from another provider rather than adding entirely new trips to the region. The proposed restaurant, gas station, and convenience store comprise a total of 7,436 square feet of retail space, resulting in a less-than-significant VMT impact.

The remaining land uses consist of the eight proposed RV spaces and 590 square foot community center. Based on the estimated project trip generation, these two functions generate a relatively small portion (less than five percent) of the project's peak hour trips. Additionally, it is noted that most trips to the RV parking area and community center would already be traveling in the area and would thus generate little to no added VMT.

The OPR also states that for mixed-use projects, agencies may choose to analyze only the site's dominant use. As retail is the dominant use for this project, and it screens out as having a less-than-significant impact on VMT, the RV parking and community center can reasonably be excluded from the VMT analysis.

Significance Finding – The project's dominant land use would be comprised of less than 50,000 square feet of retail and is therefore considered to be a local-serving land use. Therefore, the proposed mixed-use development would be presumed to have a less-than-significant VMT impact.

Site Access and Circulation

The proposed project site would be accessible via one full-access driveway on SR-120. This driveway would be located approximately 375 feet south of the intersection at SR-120/SR-108, is proposed to be 60 feet wide,

and is suitable for speeds up to 40 miles an hour. This analysis accounts for the potential presence of vehicles in the northbound left-turn lane, which could restrict sight distance for drivers exiting the project driveway and looking to the north. As such, sight distance is adequate north of the project driveway.

Consideration was also given to the adequacy of following sight distance on northbound SR-120 approaching the project site. For speeds of 55 mph, 500 feet of stopping sight distance is needed and existing sight lines are adequate. An exhibit illustrating the sight line conditions is provided in the enclosure.

Finding – Driver sight lines from the project driveway toward the north are adequate. Sight lines along SR-120 at the location of the future project driveway are not adequate for outbound left turns due to existing trees south of the driveway. This creates a potentially significant impact.

Recommendation – To maximize sight lines, it is recommended that the closer tree be removed and any remaining trees be trimmed and maintained so that no branches hang below seven feet in height. Additionally, any new signage, monuments, or other structures to be placed near the project driveway should be positioned outside of the vision triangles of a driver waiting on the driveway approaches.

Internal Circulation

The proposed site was evaluated for internal circulation. As demonstrated in the proposed site circulation plans long-wheelbase vehicles such as RVs, and fueling trucks can navigate throughout the site as well as enter and exit the site at the project driveway without striking any fixed objects. A copy of a plan showing truck template overlays is included in the enclosure.

Significance Finding – With implementation of the recommended measure, sight lines would be adequate and the project would have a less-than-significant impact in terms of safety.

Emergency Response

Vehicle access would be provided within the internal parking lot via 26-foot-wide (or wider) drive aisles. These aisles would be of sufficient width to accommodate two-way traffic for circulating vehicles, as well as parking maneuvers to/from perpendicular parking spaces.

The proposed internal aisles would meet the minimum width for fire access required by the *California Fire Code (CFC), Section 503.2.1,* which states, "Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than thirteen feet and six inches." Therefore, on-site circulation would be adequate to accommodate turning movements for emergency vehicles.

It should be noted that the proposed project would have a single driveway that would provide access to the entire site. Therefore, should this access point be compromised during an emergency, responders would not be able to access the site from any other points.

The Tuolumne County Fire Department (TCFD) provides rapid response to fires, medical emergencies, rescues, and other emergency calls for service throughout the county. There are twelve fire stations within the county operated by TCFD. Chinese Camp Station 61, located 3.5 miles away on SR-120, is the nearest station to the proposed project site. The TDFD has sole responsibility for determining the suitability of the project site for adequate fire apparatus vehicle access.

Police services in Tuolumne County are provided by the Tuolumne County Sherriff's Department and California Highway Patrol (CHP). The Sherriff's Department is headquartered in Sonora, approximately nine miles from the project site, while the nearest CHP facility is approximately six miles away in Jamestown. Response times to various locations within the County can vary depending on time of day and the available resources.

Prepared by National Data & Surveying Services

SR 120 & SR 120/SR 108

Peak Hour Turning Movement Count

ID: 26-090003-001
City: Jamestown

Day: Thursday
Date: 1/8/2026

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	1079	0	1351
PHF	0.94		0.92

SOUTHBOUND (SR 120)

	Left	Thru	Right	U-Turn	
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

EASTBOUND (SR 120/SR 108)

	Left	Thru	Right	U-Turn	
AM	429	0	749	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

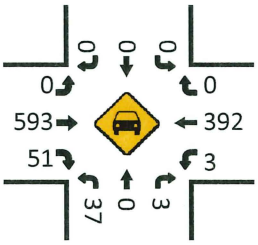
WESTBOUND (SR 120/SR 108)

	Left	Thru	Right	U-Turn	
PM	0	0	0	0	PM
NOON	687	0	392	0	NOON
AM	2	0	3	0	AM

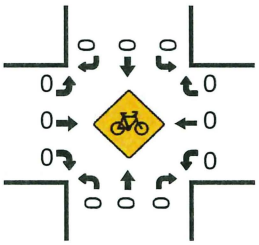
NORTHBOUND (SR 120)

	Left	Thru	Right	U-Turn	
PM	46	0	62	0	4	PM
NOON	0	0	0	0	0	NOON
AM	54	0	37	0	3	AM

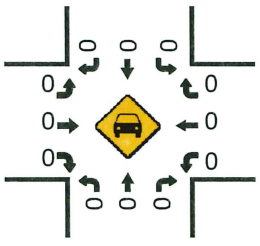
Totals (AM)



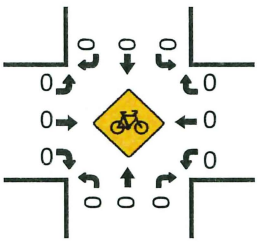
Total Bikes (AM)



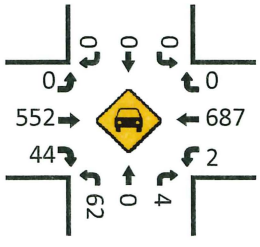
Totals (NOON)



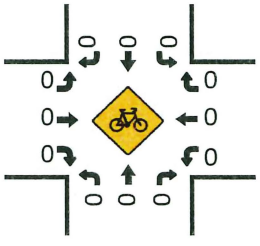
Total Bikes (NOON)



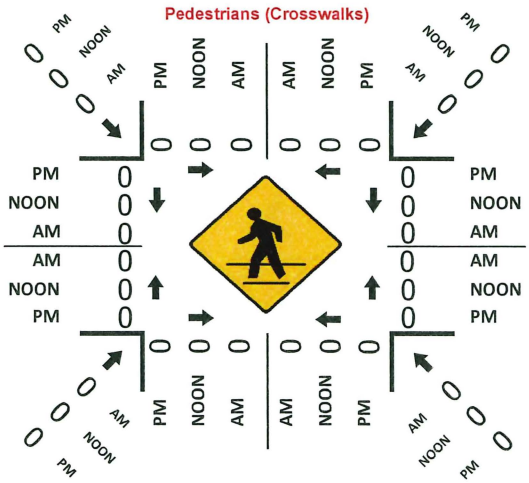
Totals (PM)



Total Bikes (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

SR 120 & SR 120/SR 108

Peak Hour Turning Movement Count

ID: 26-090003-001
City: Jamestown

Day: Sunday
Date: 1/11/2026

PEAK HOURS

AM	NONE
NOON	NONE
PM	03:45 PM - 04:45 PM

COUNT PERIODS

AM	NONE
NOON	NONE
PM	2:00 PM - 06:00 PM

SR 120

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

SR 120/SR 108 — **EASTBOUND**

AM	NOON	PM	
0	0	950	⇦
0	0	0	↰ 0
0	0	0	↑ 0
0	0	486	→ 0
0	0	42	↱ 0
AM	NOON	PM	

CONTROL

Signalized

	AM	NOON	PM
TEV	0	0	1484
PHF			0.98

WESTBOUND — **SR 120/SR 108**

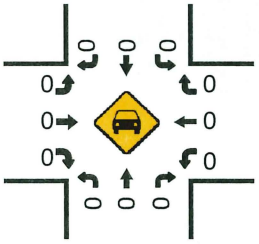
PM	NOON	AM	
0	0	0	0 ↰
862	0	0	0 ←
0	0	0	0 ↰
0	0	0	0 ↰
492	0	0	⇨
PM	NOON	AM	

PM	42	0	88	0	6	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

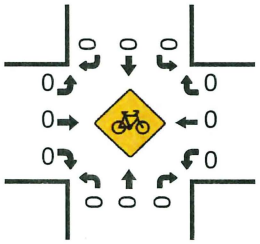
NORTHBOUND

SR 120

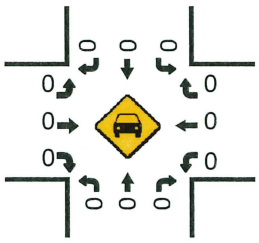
Totals (AM)



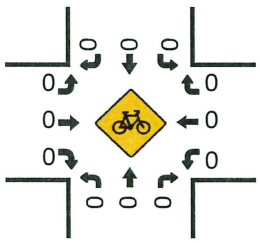
Total Bikes (AM)



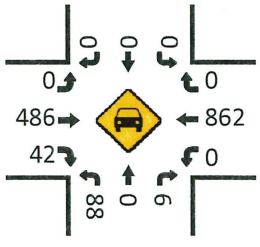
Totals (NOON)



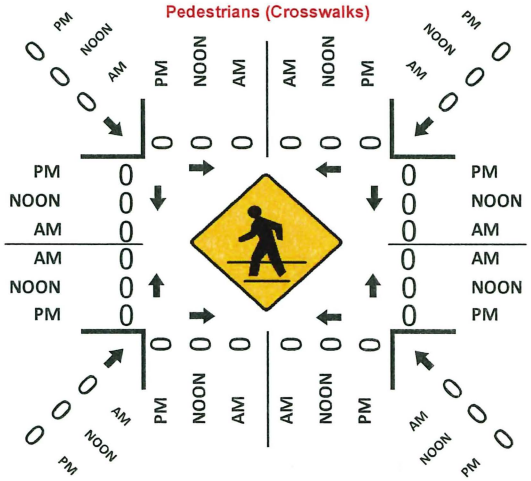
Total Bikes (NOON)



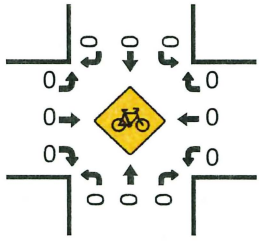
Totals (PM)

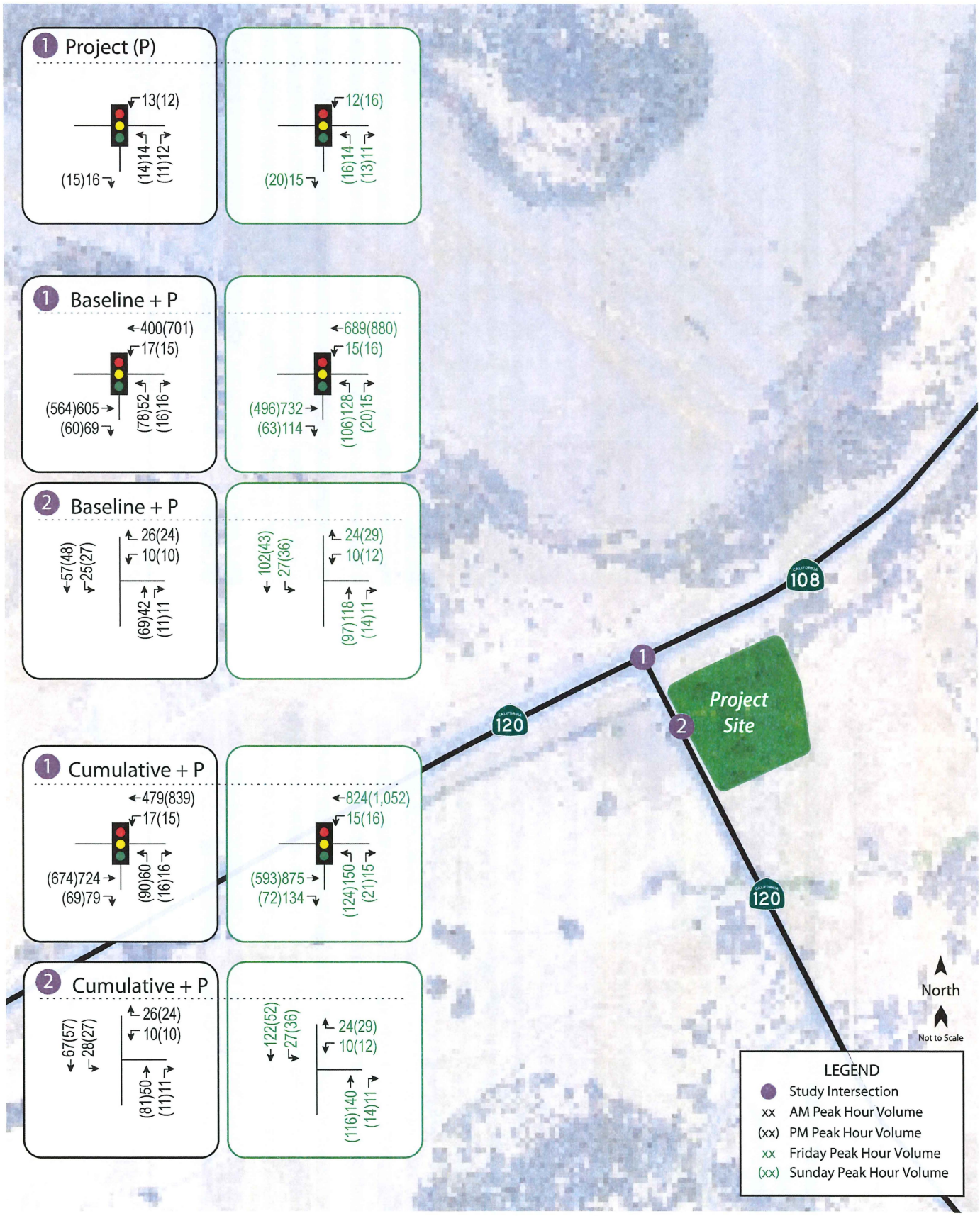


Pedestrians (Crosswalks)



Total Bikes (PM)





TOX001.ai 3/26

Focused Transportation Impact Study for the Yosemite Junction Project

Figure 2 – Project, Baseline plus Project and Cumulative plus Project Traffic Volumes

HCM 7th Signalized Intersection Summary
1: SR-120 & SR-108 03/16/2026

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	717	97	2	0	111	3
Future Volume (veh/h)	717	97	2	0	111	3
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	747	101	2	0	116	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1895	845	5	1174	307	273
Arrive On Green	0.53	0.53	0.00	0.00	0.17	0.17
Sat Flow, veh/h	3647	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	747	101	2	0	116	3
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1870	1781	1585
Q Serve(g_s), s	7.5	1.9	0.1	0.0	3.5	0.1
Cycle Q Clear(g_c), s	7.5	1.9	0.1	0.0	3.5	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1895	845	5	1174	307	273
V/C Ratio(X)	0.39	0.12	0.41	0.00	0.38	0.01
Avail Cap(c_a), veh/h	3582	1598	668	1262	905	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	8.3	7.0	29.9	0.0	22.0	20.6
Incr Delay (d2), s/veh	0.3	0.1	89.3	0.0	1.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.4	0.1	0.0	1.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.6	7.1	119.2	0.0	23.3	20.6
LnGrp LOS	A	A	F		C	C
Approach Vol, veh/h	848			2	119	
Approach Delay, s/veh	8.4			119.2	23.2	
Approach LOS	A			F	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.7	38.5				44.2	15.8
Change Period (Y+Rc), s	5.5	6.5				6.5	5.5
Max Green Setting (Gmax), s	22.5	60.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	2.1	9.5				0.0	5.5
Green Ext Time (p_c), s	0.0	12.4				0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	10.5
HCM 7th LOS	B

HCM 7th Signalized Intersection Summary
1: SR-120 & SR-108 03/16/2026

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	486	42	0	0	88	6
Future Volume (veh/h)	486	42	0	0	88	6
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	496	43	0	0	90	6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2142	955	3	1127	305	271
Arrive On Green	0.60	0.60	0.00	0.00	0.17	0.17
Sat Flow, veh/h	3647	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	496	43	0	0	90	6
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1870	1781	1585
Q Serve(g_s), s	3.4	0.6	0.0	0.0	2.3	0.2
Cycle Q Clear(g_c), s	3.4	0.6	0.0	0.0	2.3	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2142	955	3	1127	305	271
V/C Ratio(X)	0.23	0.05	0.00	0.00	0.30	0.02
Avail Cap(c_a), veh/h	4050	1806	755	1427	1023	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	4.9	4.3	0.0	0.0	19.2	18.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.0	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	5.0	4.3	0.0	0.0	20.1	18.4
LnGrp LOS	A	A			C	B
Approach Vol, veh/h	539			0	96	
Approach Delay, s/veh	4.9			0.0	20.0	
Approach LOS	A				C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	0.0	38.5				38.5	14.6
Change Period (Y+Rc), s	5.5	6.5				6.5	5.5
Max Green Setting (Gmax), s	22.5	60.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	0.0	5.4				0.0	4.3
Green Ext Time (p_c), s	0.0	7.1				0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	7.2
HCM 7th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	732	99	3	0	114	4
Future Volume (veh/h)	732	99	3	0	114	4
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	762	103	3	0	119	4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1889	842	7	1172	310	276
Arrive On Green	0.53	0.53	0.00	0.00	0.17	0.17
Sat Flow, veh/h	3647	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	762	103	3	0	119	4
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1870	1781	1585
Q Serve(g_s), s	7.7	2.0	0.1	0.0	3.6	0.1
Cycle Q Clear(g_c), s	7.7	2.0	0.1	0.0	3.6	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1889	842	7	1172	310	276
V/C Ratio(X)	0.40	0.12	0.41	0.00	0.38	0.01
Avail Cap(c_a), veh/h	3571	1593	666	1258	902	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	7.1	29.9	0.0	22.0	20.6
Incr Delay (d2), s/veh	0.3	0.1	65.2	0.0	1.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.5	0.2	0.0	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.7	7.2	95.1	0.0	23.4	20.6
LnGrp LOS	A	A	F		C	C
Approach Vol, veh/h	865			3	123	
Approach Delay, s/veh	8.5			95.1	23.3	
Approach LOS	A			F	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.7	38.5				44.2	16.0
Change Period (Y+Rc), s	5.5	6.5				6.5	5.5
Max Green Setting (Gmax), s	22.5	60.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	2.1	9.7				0.0	5.6
Green Ext Time (p_c), s	0.0	12.8				0.0	0.6

Intersection Summary			
HCM 7th Control Delay, s/veh			10.6
HCM 7th LOS			B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	496	43	0	0	90	7
Future Volume (veh/h)	496	43	0	0	90	7
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	564	49	0	0	102	8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2119	945	3	1115	321	286
Arrive On Green	0.60	0.60	0.00	0.00	0.18	0.18
Sat Flow, veh/h	3647	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	564	49	0	0	102	8
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1870	1781	1585
Q Serve(g_s), s	4.1	0.7	0.0	0.0	2.7	0.2
Cycle Q Clear(g_c), s	4.1	0.7	0.0	0.0	2.7	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2119	945	3	1115	321	286
V/C Ratio(X)	0.27	0.05	0.00	0.00	0.32	0.03
Avail Cap(c_a), veh/h	4006	1787	747	1411	1012	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	5.2	4.5	0.0	0.0	19.1	18.1
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	1.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.0	0.0	1.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	5.4	4.6	0.0	0.0	20.1	18.2
LnGrp LOS	A	A			C	B
Approach Vol, veh/h	613			0	110	
Approach Delay, s/veh	5.3			0.0	20.0	
Approach LOS	A				B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	0.0	38.5				38.5	15.2
Change Period (Y+Rc), s	5.5	6.5				6.5	5.5
Max Green Setting (Gmax), s	22.5	60.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	0.0	6.1				0.0	4.7
Green Ext Time (p_c), s	0.0	8.4				0.0	0.5

Intersection Summary			
HCM 7th Control Delay, s/veh			7.5
HCM 7th LOS			A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	875	119	3	0	136	4
Future Volume (veh/h)	875	119	3	0	136	4
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	994	135	3	0	155	5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1866	832	7	1158	327	291
Arrive On Green	0.53	0.53	0.00	0.00	0.18	0.18
Sat Flow, veh/h	3647	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	994	135	3	0	155	5
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1870	1781	1585
Q Serve(g_s), s	11.2	2.7	0.1	0.0	4.7	0.2
Cycle Q Clear(g_c), s	11.2	2.7	0.1	0.0	4.7	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1866	832	7	1158	327	291
V/C Ratio(X)	0.53	0.16	0.41	0.00	0.47	0.02
Avail Cap(c_a), veh/h	3528	1573	658	1243	891	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.5	7.5	30.3	0.0	22.2	20.4
Incr Delay (d2), s/veh	0.5	0.2	65.3	0.0	1.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.6	0.2	0.0	1.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.1	7.7	95.6	0.0	24.1	20.4
LnGrp LOS	B	A	F		C	C
Approach Vol, veh/h	1129			3	160	
Approach Delay, s/veh	9.8			95.6	23.9	
Approach LOS	A			F	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.7	38.5				44.2	16.7
Change Period (Y+Rc), s	5.5	6.5				6.5	5.5
Max Green Setting (Gmax), s	22.5	60.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	2.1	13.2				0.0	6.7
Green Ext Time (p_c), s	0.0	18.2				0.0	0.8

Intersection Summary			
HCM 7th Control Delay, s/veh		11.7	
HCM 7th LOS		B	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	593	52	0	0	108	8
Future Volume (veh/h)	593	52	0	0	108	8
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	674	59	0	0	123	9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2092	933	3	1101	340	302
Arrive On Green	0.59	0.59	0.00	0.00	0.19	0.19
Sat Flow, veh/h	3647	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	674	59	0	0	123	9
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1870	1781	1585
Q Serve(g_s), s	5.2	0.9	0.0	0.0	3.3	0.3
Cycle Q Clear(g_c), s	5.2	0.9	0.0	0.0	3.3	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2092	933	3	1101	340	302
V/C Ratio(X)	0.32	0.06	0.00	0.00	0.36	0.03
Avail Cap(c_a), veh/h	3955	1764	737	1393	999	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	5.7	4.8	0.0	0.0	19.1	17.9
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.0	1.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.2	0.0	0.0	1.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	5.9	4.8	0.0	0.0	20.2	18.0
LnGrp LOS	A	A			C	B
Approach Vol, veh/h	733			0	132	
Approach Delay, s/veh	5.8			0.0	20.1	
Approach LOS	A				C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	0.0	38.5				38.5	15.9
Change Period (Y+Rc), s	5.5	6.5				6.5	5.5
Max Green Setting (Gmax), s	22.5	60.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	0.0	7.2				0.0	5.3
Green Ext Time (p_c), s	0.0	10.5				0.0	0.6

Intersection Summary			
HCM 7th Control Delay, s/veh		8.0	
HCM 7th LOS		A	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	564	60	15	0	78	16
Future Volume (veh/h)	564	60	15	0	78	16
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	641	68	17	0	89	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1871	835	37	1192	294	262
Arrive On Green	0.53	0.53	0.02	0.00	0.17	0.17
Sat Flow, veh/h	3647	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	641	68	17	0	89	18
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1870	1781	1585
Q Serve(g_s), s	6.3	1.3	0.6	0.0	2.7	0.6
Cycle Q Clear(g_c), s	6.3	1.3	0.6	0.0	2.7	0.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1871	835	37	1192	294	262
V/C Ratio(X)	0.34	0.08	0.46	0.00	0.30	0.07
Avail Cap(c_a), veh/h	3538	1578	659	1246	894	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	8.3	7.1	29.4	0.0	22.3	21.4
Incr Delay (d2), s/veh	0.2	0.1	18.4	0.0	1.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.3	0.4	0.0	1.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.6	7.2	47.8	0.0	23.3	21.6
LnGrp LOS	A	A	D		C	C
Approach Vol, veh/h	709			17	107	
Approach Delay, s/veh	8.4			47.8	23.0	
Approach LOS	A			D	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.7	38.5				45.2	15.5
Change Period (Y+Rc), s	5.5	6.5				6.5	5.5
Max Green Setting (Gmax), s	22.5	60.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	2.6	8.3				0.0	4.7
Green Ext Time (p_c), s	0.0	10.0				0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	11.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	24	69	11	27	48
Future Vol, veh/h	10	24	69	11	27	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	27	78	13	31	55

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	201	85	0	0	91	0
Stage 1	85	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	788	974	-	-	1504	-
Stage 1	939	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	772	974	-	-	1504	-
Mov Cap-2 Maneuver	772	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.08	0	2.68
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	772	974	1504	-
HCM Lane V/C Ratio	-	-	0.015	0.028	0.02	-
HCM Ctrl Dly (s/v)	-	-	9.7	8.8	7.4	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	0.1	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	496	63	16	0	105	20
Future Volume (veh/h)	496	63	16	0	105	20
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	564	72	18	0	119	23
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1841	821	38	1176	316	281
Arrive On Green	0.52	0.52	0.02	0.00	0.18	0.18
Sat Flow, veh/h	3647	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	564	72	18	0	119	23
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1870	1781	1585
Q Serve(g_s), s	5.6	1.4	0.6	0.0	3.6	0.7
Cycle Q Clear(g_c), s	5.6	1.4	0.6	0.0	3.6	0.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1841	821	38	1176	316	281
V/C Ratio(X)	0.31	0.09	0.47	0.00	0.38	0.08
Avail Cap(c_a), veh/h	3480	1552	649	1226	879	783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	7.5	29.9	0.0	22.4	21.2
Incr Delay (d2), s/veh	0.2	0.1	17.9	0.0	1.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.3	0.4	0.0	1.4	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.7	7.6	47.8	0.0	23.7	21.4
LnGrp LOS	A	A	D		C	C
Approach Vol, veh/h	636			18	142	
Approach Delay, s/veh	8.6			47.8	23.3	
Approach LOS	A			D	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.8	38.5				45.3	16.5
Change Period (Y+Rc), s	5.5	6.5				6.5	5.5
Max Green Setting (Gmax), s	22.5	60.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	2.6	7.6				0.0	5.6
Green Ext Time (p_c), s	0.0	8.6				0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	29	97	14	36	43
Future Vol, veh/h	12	29	97	14	36	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	32	105	15	39	47

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	238	113	0	0	121	0
Stage 1	113	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	750	940	-	-	1467	-
Stage 1	912	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	730	940	-	-	1467	-
Mov Cap-2 Maneuver	730	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.27	0	3.43
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	730	940	1467	-
HCM Lane V/C Ratio	-	-	0.018	0.034	0.027	-
HCM Ctrl Dly (s/v)	-	-	10	9	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	674	69	15	0	90	16
Future Volume (veh/h)	674	69	15	0	90	16
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	766	78	17	0	102	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1858	829	37	1185	304	270
Arrive On Green	0.52	0.52	0.02	0.00	0.17	0.17
Sat Flow, veh/h	3647	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	766	78	17	0	102	18
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1870	1781	1585
Q Serve(g_s), s	8.0	1.5	0.6	0.0	3.1	0.6
Cycle Q Clear(g_c), s	8.0	1.5	0.6	0.0	3.1	0.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1858	829	37	1185	304	270
V/C Ratio(X)	0.41	0.09	0.47	0.00	0.34	0.07
Avail Cap(c_a), veh/h	3513	1567	655	1238	888	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	7.3	29.6	0.0	22.3	21.3
Incr Delay (d2), s/veh	0.3	0.1	18.4	0.0	1.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.4	0.4	0.0	1.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.2	7.4	48.1	0.0	23.4	21.5
LnGrp LOS	A	A	D		C	C
Approach Vol, veh/h	844			17	120	
Approach Delay, s/veh	9.0			48.1	23.1	
Approach LOS	A			D	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.8	38.5				45.3	15.9
Change Period (Y+Rc), s	5.5	6.5				6.5	5.5
Max Green Setting (Gmax), s	22.5	60.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	2.6	10.0				0.0	5.1
Green Ext Time (p_c), s	0.0	12.5				0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	11.4
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	24	81	11	27	57
Future Vol, veh/h	10	24	81	11	27	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	27	92	13	31	65

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	224	98	0	0	105	0
Stage 1	98	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	764	958	-	-	1487	-
Stage 1	926	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	748	958	-	-	1487	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.17	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	748	958	1487	-
HCM Lane V/C Ratio	-	-	0.015	0.028	0.021	-
HCM Ctrl Dly (s/v)	-	-	9.9	8.9	7.5	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	0.1	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	593	72	16	0	124	21
Future Volume (veh/h)	593	72	16	0	124	21
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	674	82	18	0	141	24
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1830	816	38	1169	324	288
Arrive On Green	0.51	0.51	0.02	0.00	0.18	0.18
Sat Flow, veh/h	3647	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	674	82	18	0	141	24
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1870	1781	1585
Q Serve(g_s), s	7.1	1.6	0.6	0.0	4.4	0.8
Cycle Q Clear(g_c), s	7.1	1.6	0.6	0.0	4.4	0.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1830	816	38	1169	324	288
V/C Ratio(X)	0.37	0.10	0.47	0.00	0.44	0.08
Avail Cap(c_a), veh/h	3460	1543	645	1219	874	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	7.7	30.1	0.0	22.6	21.1
Incr Delay (d2), s/veh	0.3	0.1	18.0	0.0	1.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.4	0.4	0.0	1.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.3	7.8	48.0	0.0	24.2	21.3
LnGrp LOS	A	A	D		C	C
Approach Vol, veh/h	756			18	165	
Approach Delay, s/veh	9.1			48.0	23.7	
Approach LOS	A			D	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.8	38.5				45.3	16.8
Change Period (Y+Rc), s	5.5	6.5				6.5	5.5
Max Green Setting (Gmax), s	22.5	60.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	2.6	9.1				0.0	6.4
Green Ext Time (p_c), s	0.0	10.7				0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	29	116	14	36	52
Future Vol, veh/h	12	29	116	14	36	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	33	132	16	41	59

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	281	140	0	0	148	0
Stage 1	140	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	709	908	-	-	1434	-
Stage 1	887	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	689	908	-	-	1434	-
Mov Cap-2 Maneuver	689	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	861	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.47	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	689	908	1434	-
HCM Lane V/C Ratio	-	-	0.02	0.036	0.029	-
HCM Ctrl Dly (s/v)	-	-	10.3	9.1	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

Lane Group	EBT	EBR	WBL	NBL	NBR
Lane Group Flow (vph)	747	101	2	116	3
v/c Ratio	0.37	0.11	0.01	0.32	0.01
Control Delay (s/veh)	9.2	2.8	25.5	23.9	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.2	2.8	25.5	23.9	15.3
Queue Length 50th (ft)	63	0	1	33	0
Queue Length 95th (ft)	166	24	7	90	7
Internal Link Dist (ft)	2472			1300	
Turn Bay Length (ft)		1000	800	220	
Base Capacity (vph)	3319	1491	649	880	788
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.23	0.07	0.00	0.13	0.00

Intersection Summary

Lane Group	EBT	EBR	NBL	NBR
Lane Group Flow (vph)	496	43	90	6
v/c Ratio	0.21	0.04	0.24	0.02
Control Delay (s/veh)	5.7	2.2	20.3	11.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.7	2.2	20.3	11.7
Queue Length 50th (ft)	38	0	25	0
Queue Length 95th (ft)	59	10	59	8
Internal Link Dist (ft)	2472		1287	
Turn Bay Length (ft)		1000	220	
Base Capacity (vph)	3539	1583	969	869
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.14	0.03	0.09	0.01

Intersection Summary

Lane Group	EBT	EBR	WBL	NBL	NBR
Lane Group Flow (vph)	763	103	3	119	4
v/c Ratio	0.38	0.11	0.01	0.33	0.01
Control Delay (s/veh)	9.3	2.8	25.7	24.0	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.3	2.8	25.7	24.0	14.8
Queue Length 50th (ft)	65	0	1	34	0
Queue Length 95th (ft)	172	25	9	92	7
Internal Link Dist (ft)	2472			1294	
Turn Bay Length (ft)		1000	800	220	
Base Capacity (vph)	3317	1490	648	879	788
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.23	0.07	0.00	0.14	0.01

Intersection Summary

Lane Group	EBT	EBR	NBL	NBR
Lane Group Flow (vph)	564	49	102	8
v/c Ratio	0.24	0.05	0.27	0.02
Control Delay (s/veh)	5.9	2.1	20.6	11.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.9	2.1	20.6	11.1
Queue Length 50th (ft)	44	0	29	0
Queue Length 95th (ft)	66	10	63	9
Internal Link Dist (ft)	2472		1293	
Turn Bay Length (ft)		1000	220	
Base Capacity (vph)	3539	1583	973	873
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.03	0.10	0.01

Intersection Summary

Lane Group	EBT	EBR	WBL	NBL	NBR
Lane Group Flow (vph)	994	135	3	155	5
v/c Ratio	0.51	0.15	0.01	0.39	0.01
Control Delay (s/veh)	11.2	2.7	29.3	25.5	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.2	2.7	29.3	25.5	15.3
Queue Length 50th (ft)	93	0	1	46	0
Queue Length 95th (ft)	255	27	10	125	9
Internal Link Dist (ft)	2472			1282	
Turn Bay Length (ft)		1000	800	220	
Base Capacity (vph)	3333	1499	657	890	799
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.30	0.09	0.00	0.17	0.01

Intersection Summary

Lane Group	EBT	EBR	NBL	NBR
Lane Group Flow (vph)	674	59	123	9
v/c Ratio	0.32	0.06	0.33	0.03
Control Delay (s/veh)	6.9	2.1	21.7	10.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.9	2.1	21.7	10.9
Queue Length 50th (ft)	55	0	35	0
Queue Length 95th (ft)	83	12	73	9
Internal Link Dist (ft)	2472		1286	
Turn Bay Length (ft)		1000	220	
Base Capacity (vph)	3443	1542	922	829
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.04	0.13	0.01

Intersection Summary

Queues
1: SR-120 & SR-108 03/16/2026

Lane Group	EBT	EBR	WBL	NBL	NBR
Lane Group Flow (vph)	832	130	17	145	17
v/c Ratio	0.44	0.14	0.07	0.37	0.05
Control Delay (s/veh)	10.7	2.9	26.6	24.3	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.7	2.9	26.6	24.3	11.5
Queue Length 50th (ft)	72	0	5	42	0
Queue Length 95th (ft)	204	28	25	109	15
Internal Link Dist (ft)	2472			402	
Turn Bay Length (ft)		1000	800	220	
Base Capacity (vph)	3384	1519	663	899	812
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.09	0.03	0.16	0.02

Intersection Summary

Queues
1: SR-120 & SR-108 03/16/2026

Lane Group	EBT	EBR	WBL	NBL	NBR
Lane Group Flow (vph)	564	72	18	119	23
v/c Ratio	0.28	0.08	0.08	0.33	0.07
Control Delay (s/veh)	8.8	3.3	25.5	24.2	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.8	3.3	25.5	24.2	10.8
Queue Length 50th (ft)	44	0	5	34	0
Queue Length 95th (ft)	122	21	25	92	18
Internal Link Dist (ft)	2472			391	
Turn Bay Length (ft)		1000	800	220	
Base Capacity (vph)	3309	1485	645	875	794
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.05	0.03	0.14	0.03

Intersection Summary

Lane Group	EBT	EBR	WBL	NBL	NBR
Lane Group Flow (vph)	994	152	17	170	17
v/c Ratio	0.52	0.16	0.07	0.42	0.05
Control Delay (s/veh)	11.9	2.7	30.4	26.3	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.9	2.7	30.4	26.3	12.5
Queue Length 50th (ft)	96	0	5	50	0
Queue Length 95th (ft)	272	30	29	141	16
Internal Link Dist (ft)	2472			390	
Turn Bay Length (ft)		1000	800	220	
Base Capacity (vph)	3277	1477	639	866	783
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.30	0.10	0.03	0.20	0.02

Intersection Summary

Lane Group	EBT	EBR	WBL	NBL	NBR
Lane Group Flow (vph)	674	82	18	141	24
v/c Ratio	0.35	0.09	0.07	0.37	0.07
Control Delay (s/veh)	9.7	3.3	26.0	24.3	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.7	3.3	26.0	24.3	10.4
Queue Length 50th (ft)	55	0	5	41	0
Queue Length 95th (ft)	155	22	25	105	18
Internal Link Dist (ft)	2472			399	
Turn Bay Length (ft)		1000	800	220	
Base Capacity (vph)	3401	1525	664	900	816
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.05	0.03	0.16	0.03

Intersection Summary

Queue Length Estimation at Two-Way STOP Controlled Intersection

Project Information

Analyst:	W-Trans	Agency/Co.:	Tuolumne County
Analysis Time Period:	PM Peak Hour	Project ID:	TOX001
Date Performed:	1/23/2026	Scenario:	Baseline + Project
Jurisdiction:	Tuolumne County		
Intersection:	SR-120/Project Driveway		
East/West Street:	Project Driveway		
North/South Street:	SR-120		

Instructions

Step 1 Input Volumes on **Volumes** sheet

Lane Group Code :

MJL	1	Major street separate left turn lane / TWLT
MNLTR	2	Minor street shared left, through and right lane
MNLR	3	Minor street shared left, and right lane
MNL	4	Minor street separate left turn lane
MNR	5	Minor street separate right turn lane

Step 2 Calculate Input Parameters

Calculate Lane Group Volumes, % Heavy Vehicles, and Conflicting Volumes (2.0% default)

Identify the presence of an upstream signal within 1/4 mile on major approches (Signal, 0 default)

Identify the presence of a separate LT lane / TWLT on major street approaches (LT, 1 default)

Verify the input ranges to feed into the models (see QueueLengthsModels sheet)

Step 3 **Obtain** queue lengths in feet from **Results** column

Note: ***Round off queue lengths to the next highest 25 feet when reporting***

Input							Results
Approach	Lane Group, Code	Volume, veh/hr	% Heavy Vehicles	Conflicting Volume,veh/hr	Signal (0 or 1)	Left Turn Lane (0 or 1)	Queue Length Feet
NB	MNLTR	80	2.0%	88	0	1	**50**
NB	MNLR	11	2.0%	44	0	1	**50**
NB	MNL	0					
NB	MNR	11	2.0%	0	0	1	
SB	MNLTR	75	2.0%	111	0	1	**75**
SB	MNLR	27	2.0%	79	0	1	**50**
SB	MNL	27	2.0%	67	0	1	**100**
SB	MNR	0					
EB	MJL	0					
WB	MJL	10	2.0%	0	0	1	**25**

Queue Length Estimation at Two-Way STOP Controlled Intersection

Project Information

Analyst:	W-Trans	Agency/Co.:	Tuolumne County
Analysis Time Period:	Sunday Peak Hour	Project ID:	TOX001
Date Performed:	1/23/2026	Scenario:	Baseline + Project
Jurisdiction:	Tuolumne County		
Intersection:	SR-120/Project Driveway		
East/West Street:	Project Driveway		
North/South Street:	SR-120		

Instructions

Step 1 Input Volumes on **Volumes** sheet

Lane Group Code :			
	MJL	1	Major street separate left turn lane / TWLT
	MNLTR	2	Minor street shared left, through and right lane
	MNLR	3	Minor street shared left, and right lane
	MNL	4	Minor street separate left turn lane
	MNR	5	Minor street separate right turn lane

Step 2 Calculate Input Parameters

Calculate Lane Group Volumes, % Heavy Vehicles, and Conflicting Volumes (2.0% default)

Identify the presence of an upstream signal within 1/4 mile on major approches (Signal, 0 default)

Identify the presence of a separate LT lane / TWLT on major street approaches (LT, 1 default)

Verify the input ranges to feed into the models (see QueueLengthsModels sheet)

Step 3 **Obtain** queue lengths in feet from **Results** column

Note: ***Round off queue lengths to the next highest 25 feet when reporting***

Input							**Results**
Approach	Lane Group, Code	Volume, veh/hr	% Heavy Vehicles	Conflicting Volume,veh/hr	Signal (0 or 1)	Left Turn Lane (0 or 1)	Queue Length Feet
NB	MNLTR	111	2.0%	99	0	1	**75**
NB	MNLR	14	2.0%	46	0	1	**50**
NB	MNL	0					
NB	MNR	14	2.0%	0	0	1	
SB	MNLTR	79	2.0%	142	0	1	**75**
SB	MNLR	36	2.0%	103	0	1	**75**
SB	MNL	36	2.0%	88	0	1	**100**
SB	MNR	0					
EB	MJL	0					
WB	MJL	12	2.0%	0	0	1	**25**

Queue Length Estimation at Two-Way STOP Controlled Intersection

Project Information

Analyst:	W-Trans	Agency/Co.:	Tuolumne County
Analysis Time Period:	PM Peak Hour	Project ID:	TOX001
Date Performed:	1/23/2026	Scenario:	Cumulative + Project
Jurisdiction:	Tuolumne County		
Intersection:	SR-120/Project Driveway		
East/West Street:	Project Driveway		
North/South Street:	SR-120		

Instructions

Step 1 Input Volumes on **Volumes** sheet

Lane Group Code :			
	MJL	1	Major street separate left turn lane / TWLT
	MNLTR	2	Minor street shared left, through and right lane
	MNLR	3	Minor street shared left, and right lane
	MNL	4	Minor street separate left turn lane
	MNR	5	Minor street separate right turn lane

Step 2 Calculate Input Parameters

Calculate Lane Group Volumes, % Heavy Vehicles, and Conflicting Volumes (2.0% default)

Identify the presence of an upstream signal within 1/4 mile on major approches (Signal, 0 default)

Identify the presence of a separate LT lane / TWLT on major street approaches (LT, 1 default)

Verify the input ranges to feed into the models (see QueueLengthsModels sheet)

Step 3 **Obtain** queue lengths in feet from **Results** column

Note: ***Round off queue lengths to the next highest 25 feet when reporting***

Input							**Results**
Approach	Lane Group, Code	Volume, veh/hr	% Heavy Vehicles	Conflicting Volume,veh/hr	Signal (0 or 1)	Left Turn Lane (0 or 1)	Queue Length Feet
NB	MNLTR	92	2.0%	93	0	1	**75**
NB	MNLR	11	2.0%	49	0	1	**50**
NB	MNL	0					
NB	MNR	11	2.0%	0	0	1	
SB	MNLTR	84	2.0%	117	0	1	**75**
SB	MNLR	27	2.0%	85	0	1	**50**
SB	MNL	27	2.0%	73	0	1	**100**
SB	MNR	0					
EB	MJL	0					
WB	MJL	10	2.0%	0	0	1	**25**

Queue Length Estimation at Two-Way STOP Controlled Intersection

Project Information

Analyst:	W-Trans	Agency/Co.:	Tuolumne County
Analysis Time Period:	Sunday Peak Hour	Project ID:	TOX001
Date Performed:	1/23/2026	Scenario:	Cumulative + Project
Jurisdiction:	Tuolumne County		
Intersection:	SR-120/Project Driveway		
East/West Street:	Project Driveway		
North/South Street:	SR-120		

Instructions

Step 1 Input Volumes on **Volumes** sheet

Lane Group Code :		
MJL	1	Major street separate left turn lane / TWLT
MNLTR	2	Minor street shared left, through and right lane
MNLR	3	Minor street shared left, and right lane
MNL	4	Minor street separate left turn lane
MNR	5	Minor street separate right turn lane

Step 2 Calculate Input Parameters

Calculate Lane Group Volumes, % Heavy Vehicles, and Conflicting Volumes (2.0% default)

Identify the presence of an upstream signal within 1/4 mile on major approches (Signal, 0 default)

Identify the presence of a separate LT lane / TWLT on major street approaches (LT, 1 default)

Verify the input ranges to feed into the models (see QueueLengthsModels sheet)

Step 3 **Obtain** queue lengths in feet from **Results** column

Note: ***Round off queue lengths to the next highest 25 feet when reporting***

Input							Results
Approach	Lane Group, Code	Volume, veh/hr	% Heavy Vehicles	Conflicting Volume,veh/hr	Signal (0 or 1)	Left Turn Lane (0 or 1)	Queue Length Feet
NB	MNLTR	130	2.0%	103	0	1	**75**
NB	MNLR	14	2.0%	50	0	1	**50**
NB	MNL	0					
NB	MNR	14	2.0%	0	0	1	
SB	MNLTR	88	2.0%	151	0	1	**75**
SB	MNLR	36	2.0%	112	0	1	**75**
SB	MNL	36	2.0%	97	0	1	**100**
SB	MNR	0					
EB	MJL	0					
WB	MJL	12	2.0%	0	0	1	**25**



REQUIRED CLEAR SIGHT TRIANGLE

CLEAR SIGHT TRIANGLE W/ MAXIMUM QUEUE

0 100' 200'

SCALE: 1"=100'

W-Trans

SIGHT TRIANGLE EXHIBIT

Appendix D

Photometric Lighting Plan

Catalog # : _____ Project : _____ Type : _____

Prepared By : _____ Date : _____

LifeStyle Medium (XDLM)

Outdoor Decorative Area Light



OVERVIEW	
Lumen Package (lm)	5,000 - 25,000
Wattage Range (W)	39 - 196
Efficacy Range (LPW)	120 - 168
Weight lbs (kg)	36 (16.3)

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum crown.
- Wiring emerges from crown through compression seal fitting to prevent water entry. One-piece silicone gasket seals crown to shade for water- and dust-tight construction.
- Spun aluminum shade with two shade styles available: A - Angle and B - Bell.
- Brackets are extruded and cast aluminum assemblies or fabrications. All decorative elements are die cast or extruded aluminum.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight in carton - 36 lbs (16.3 kg).

Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP65 rated seal.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in distribution types 2, 3, 5W and FT.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K, and 3000K color temperatures per ANSI C78.377.
- Minimum CRI of 70.
- Integral louver (IL) option available for improved backlight control with minimal sacrifice to street side performance.

Electrical

- High-performance driver features overvoltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L80 Calculated Life: >100k Hours.
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +40°C (-40°F to +104°F).
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards.

Controls

- Optional integral passive infrared Bluetooth™ motion and photocell sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.

Installation

- Classic Hook (CH) and Side Arm available. See Steel Round Pole and Aluminum Round Pole data sheets for pole selection information.
- Classic hook mount requires a 4" O.D. pole or tenon.
- Side Arm pole mount utilizes LSI's traditional B3 drill pattern.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP65 rated Luminaire per IEC 60598-1.
- Patented Silicone Optics (US Patent NO. 10,816,165 B2).
- DarkSky approved; with 3000K CCT or warmer color temperature selection.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Specifications are subject to change without notice.

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LifeStyle Medium (XDLM) Outdoor Decorative Area Light

Type : _____

Have questions? Call us at (800) 436-7800

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: XDLM B 3 LED SS NW UE BLK CH S PCI120

Prefix	Shade	Distribution	Light Source	Lumen Package	Color Temperature	Voltage	Finish
XDLM - LifeStyle Medium	**A** - Angle **B** - Bell	**2** - Type 2 **3** - Type 3 **5** - Type 5 **FT** - Type 4 (Forward Throw)	**LED**	**VLW** - 5,000 lms **LW** - 8,000 lms **SS** - 12,000 lms **HO** - 18,000 lms **VHO** - 25,000 lms Custom Lumen Packages[1]	**CW** - 5,000K CCT **NW** - 4,000K CCT *DarkSky Approved CCT's* **WW** - 3,000K CCT	**UE** - Universal Voltage (120 - 277V) **347-480** - High Voltage (347-480V)	**BLK** - Black **BRZ** - Bronze **WHT** - White **GPT** - Graphite **GMG** - Gun Metal Grey **MSV** - Metallic Silver **PLP** - Platinum Plus **SVG** - Satin Verde Green

Mounting Style[2,3]	Mounting Configuration[2,3]	Controls	Options
CH - Classic Hook **SA4** - Side Arm Mount for 4" O.D. Round Poles[4] **SA5** - Side Arm Mount for 5" O.D. Round Poles[4] **SAW** - Side Arm Wall Mount	**S** - Single **D180** - Double @ 180° **D90** - Double @ 90°[5] **T90** - Triple @ 90°[5] **TN120** - Triple @ 120°[5] **Q90** - Quad[5]	**IMSBT1** - Integral Bluetooth™ Motion and Photocell Sensor max 8-24' mounting height[6] **IMSBT2** - Integral Bluetooth™ Motion and Photocell Sensor max 25-40' mounting height[6] **ALBMR1LR** - AirLink Blue Long Range Wireless Multi-Range Sensor Controller (8-15' MH)[6] **ALBMR2LR** - AirLink Blue Long Range Wireless Multi-Range Sensor Controller (16-40' MH)[6]	**IL** - Integral Louver Shield

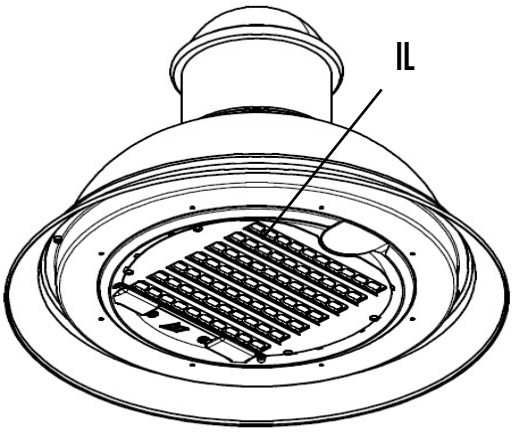
Need more information?
Click here for our glossary

Have additional questions?
Call us at (800) 436-7800

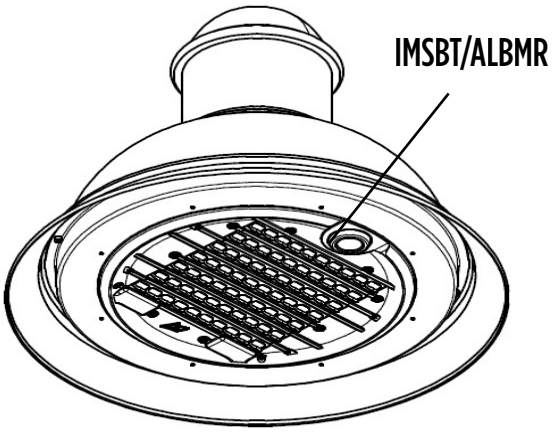
ACCESSORY ORDERING INFORMATION

Part Number	Description
FK120[7]	Single Fusing (120V)
FK277[7]	Single Fusing (277V)
DFK480[7]	Double Fusing (480V)
DFK347[7]	Double Fusing (347V)

Fixture Shown With Integral Louver



Fixture Shown With Integral Sensor



1 Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not DLC listed.
2 When ordering a multiple configuration (D180, etc.) order one fixture/bracket configuration per pole - i.e. order one XDLMB 3 LED SS CW UE BLK CH D180 PCI120 to receive two fixtures and one CH D180 bracket (see drawing on this page). See STEEL ROUND POLES and ALUMINUM ROUND POLES data sheets for pole ordering information.
3 See Lifestyle Bracket ordering chart for Mounting Style/Configurations availability.
4 B3 drilling pattern required.
5 For use with SA4 and SA5 mounting styles only.
6 Sensors are field configurable via a phone app that can be downloaded from your smartphone's native app store.
7 Fusing must be located in the hand hole of pole.

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LifeStyle Medium (XDLM) Outdoor Decorative Area Light

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PERFORMANCE

Back to Quick Links

Delivered Lumens*

Lumen Package	Distribution	CRI	3000K CCT			4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
VLW	2	70	5429	138	B2-U0-G2	5825	148	B2-U0-G2	6104	155	B2-U0-G2	39
	3		5547	141	B1-U0-G2	5951	151	B1-U0-G2	6236	159	B1-U0-G2	
	5W		5462	139	B1-U0-G2	5860	149	B1-U0-G2	6141	156	B1-U0-G2	
	FT		5158	131	B3-U0-G1	5534	140	B3-U0-G1	5799	147	B3-U0-G1	
LW	2	70	7853	146	B2-U0-G2	8426	156	B2-U0-G2	8829	164	B2-U0-G2	54
	3		8023	149	B2-U0-G2	8608	160	B2-U0-G2	9020	168	B2-U0-G2	
	5W		7901	148	B2-U0-G2	8477	158	B2-U0-G2	8883	166	B2-U0-G2	
	FT		7461	138	B3-U0-G2	8005	148	B3-U0-G2	8388	155	B3-U0-G2	
SS	2	70	11780	145	B3-U0-G3	12638	155	B3-U0-G3	13244	163	B3-U0-G3	82
	3		12034	148	B2-U0-G2	12912	159	B2-U0-G2	13530	166	B2-U0-G2	
	5W		11850	146	B2-U0-G2	12714	156	B2-U0-G2	13323	164	B2-U0-G2	
	FT		11191	138	B4-U0-G2	12007	147	B4-U0-G2	12582	154	B4-U0-G2	
HO	2	70	17912	135	B3-U0-G3	19218	144	B3-U0-G3	20138	151	B3-U0-G3	134
	3		18300	137	B3-U0-G3	19634	147	B3-U0-G3	20574	154	B3-U0-G3	
	5W		18020	135	B3-U0-G3	19334	145	B3-U0-G3	20260	152	B3-U0-G3	
	FT		17017	127	B4-U0-G2	18258	136	B4-U0-G2	19132	143	B4-U0-G2	
VHO	2	70	24625	127	B4-U0-G3	26420	135	B4-U0-G3	27685	142	B4-U0-G3	196
	3		25157	129	B3-U0-G4	26991	138	B3-U0-G4	28284	145	B3-U0-G4	
	5W		24773	127	B3-U0-G4	26579	136	B3-U0-G4	27852	143	B3-U0-G4	
	FT		23395	120	B5-U0-G3	25100	128	B5-U0-G3	26302	134	B5-U0-G3	

*LEDs are frequently updated therefore values are nominal

Electrical Data*

Lumen Package	120V	208V	240V	277V	347V	480V
VLW	0.33	0.19	0.16	0.14	0.11	0.08
LW	0.45	0.26	0.23	0.19	0.16	0.11
SS	0.68	0.39	0.34	0.30	0.24	0.17
HO	1.12	0.64	0.56	0.48	0.39	0.28
VHO	1.63	0.94	0.82	0.71	0.56	0.41

*Electrical data is 25° C (77° F). Actual wattage differ by +/-10%.

Recommended Lumen Maintenance[1]

Ambient Temperature	Lumen Multiplier				
C	Initial[2]	25K hrs.[2]	50K hrs.[2]	75K hrs.[3]	100K hrs.[3]
0C - 40C	98%	97%	97%	96%	96%

1 Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
2 In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X)the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).
3 In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).

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PHOTOMETRICS

Back to Quick Links

Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

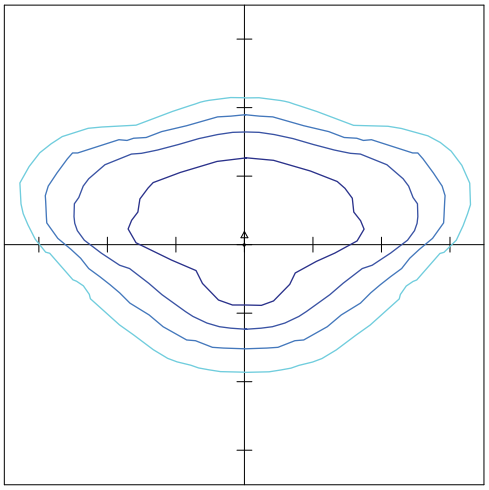
See http://www.lsi-industries.com/products/led-lighting-solutions.aspx for detailed photometric data.

XDLM 2 VHO NW

Luminaire Data	
Type 2 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	26,348
Watts	193.8
Efficacy	136
IES Type	Type II - Short
BUG Rating	B4-U0-G3

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30°)	3565	14%
Medium (30-60°)	15099	57%
High (60-80°)	7367	28%
Very High (80-90°)	318	1%
Uplight (90-180°)	0	0%
Total Flux	26348	100%

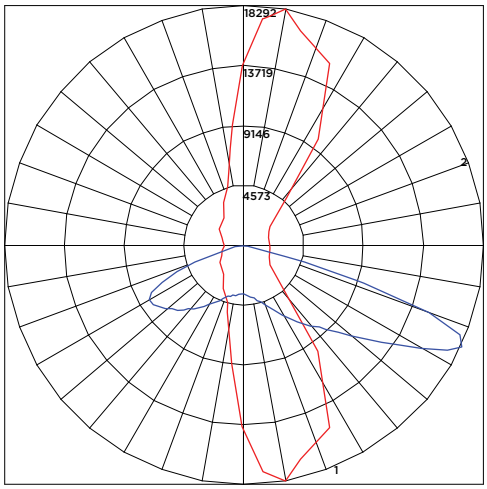
ISO Footcandle



20' Mounting Height / 20' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



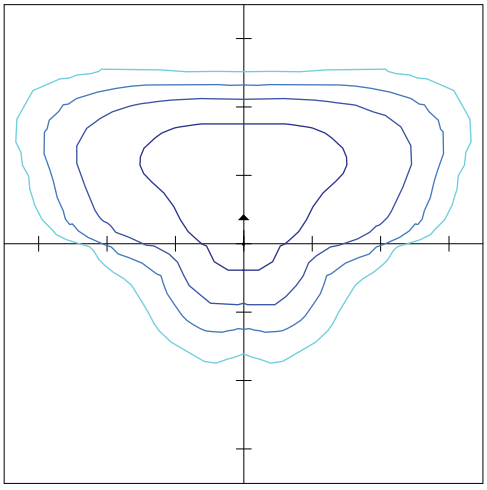
Vertical Plane Horizontal Cone

XDLM 3 VHO NW

Luminaire Data	
Type 3 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	26,970
Watts	194.1
Efficacy	139
IES Type	Type III - Short
BUG Rating	B3-U0-G4

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30°)	2567	10%
Medium (30-60°)	13606	50%
High (60-80°)	10406	39%
Very High (80-90°)	390	1%
Uplight (90-180°)	0	0%
Total Flux	26970	100%

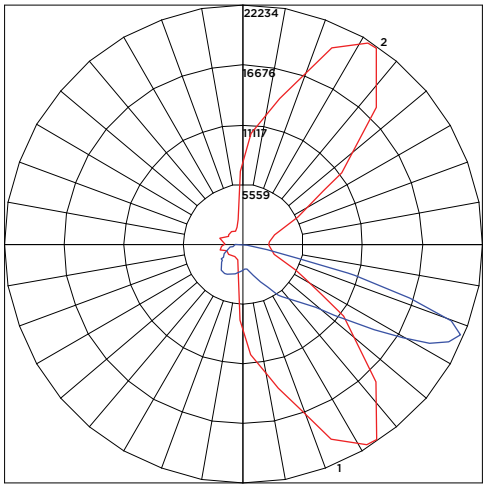
ISO Footcandle



20' Mounting Height / 20' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



Vertical Plane Horizontal Cone

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LifeStyle Medium (XDLM) Outdoor Decorative Area Light

Type : _____

Have questions? Call us at (800) 436-7800

PHOTOMETRICS

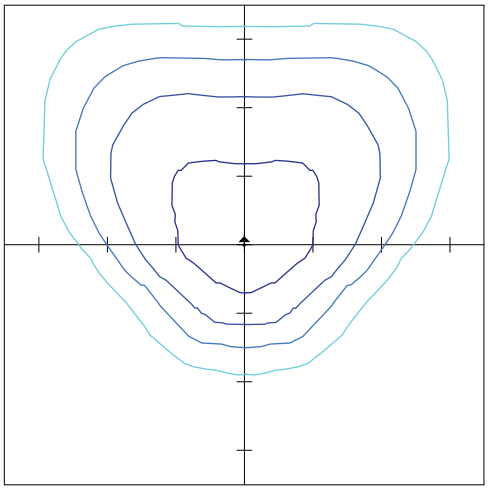
Back to Quick Links

XDLM FT VHO NW

Luminaire Data	
Type FT Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	26,930
Watts	194.1
Efficacy	139
IES Type	Type IV - Short
BUG Rating	B3-U0-G4

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30°)	3528	13%
Medium (30-60°)	12071	45%
High (60-80°)	10668	40%
Very High (80-90°)	663	%
Uplight (90-180°)	0	0%
Total Flux	26930	100%

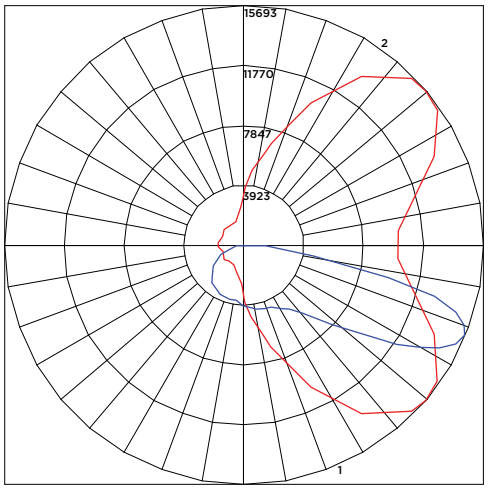
ISO Footcandle



20' Mounting Height / 20' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



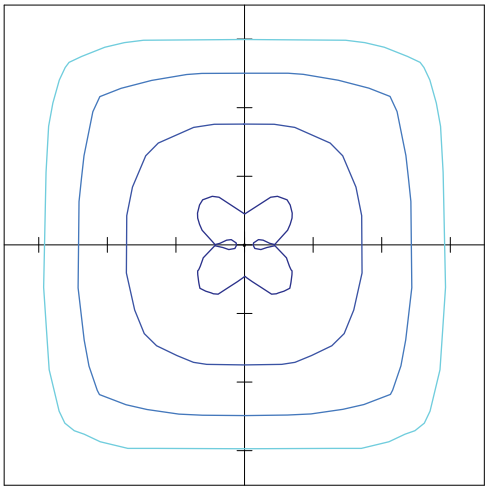
Vertical Plane Horizontal Cone

XDLM 5 VHO NW

Luminaire Data	
Type 5 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	26,015
Watts	194.4
Efficacy	134
IES Type	Type VS - Short
BUG Rating	B5-U0-G3

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30°)	2156	8%
Medium (30-60°)	11089	42%
High (60-80°)	12445	47%
Very High (80-90°)	325	1%
Uplight (90-180°)	0	0%
Total Flux	26015	100%

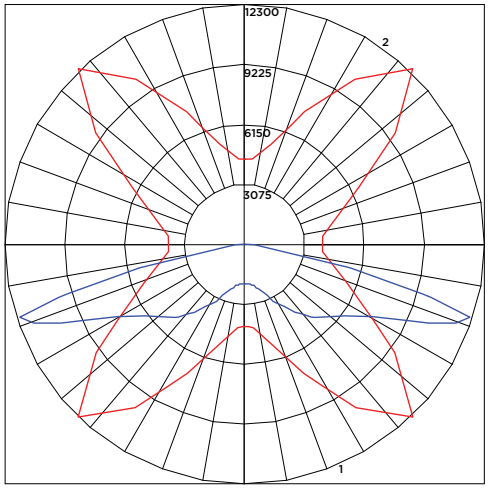
ISO Footcandle



20' Mounting Height / 20' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



Vertical Plane Horizontal Cone

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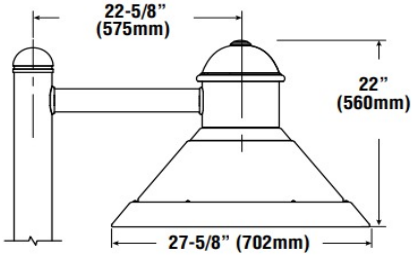
LifeStyle Medium (XDLM) Outdoor Decorative Area Light

Type : _____

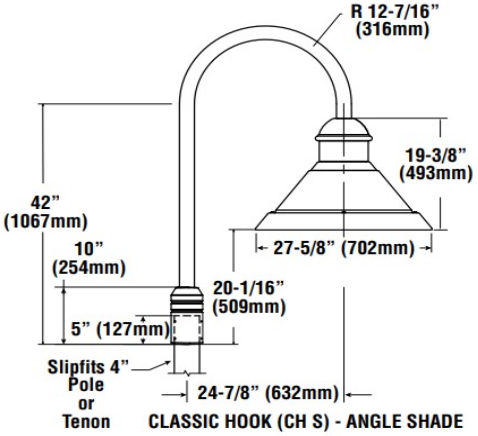
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PRODUCT DIMENSIONS

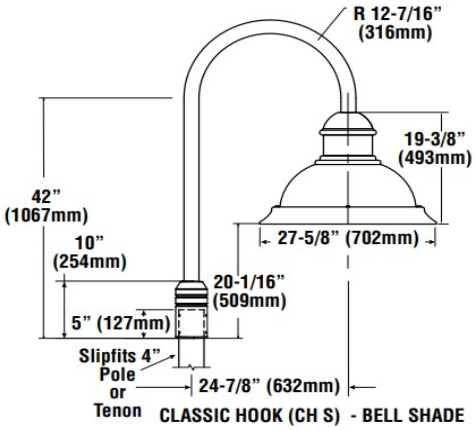
Back to Quick Links



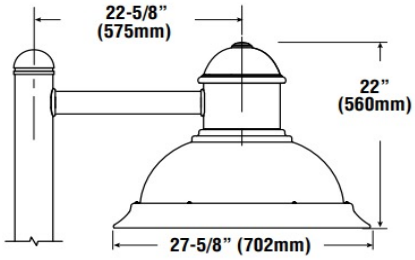
SIDE ARM (SA4 S) - ANGLE SHADE



CLASSIC HOOK (CH S) - ANGLE SHADE



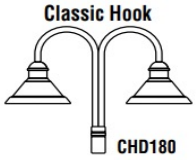
CLASSIC HOOK (CH S) - BELL SHADE



SIDE ARM (SA4 S) - BELL SHADE

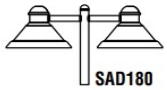
See Lifestyle Brackets and Mounts in outdoor section of latest Buyers Guide for details on other bracket sizes.

Classic Hook



CHD180

Side Arm



SAD180



SAW

LUMINAIRE EPA CHART - XDLM

	Single	1.8
	D180°	3.1
	D90°	2.7
	T90°	4.0
	TN120°	4.0
	Q90°	4.9

Note: Includes Bracket

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LifeStyle Medium (XDLM) Outdoor Decorative Area Light

Type : _____

CONTROLS

Back to Quick Links

Integral Bluetooth™ Motion and Photocell Sensor (IMSBT)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is rated for cold and wet locations (-30° C to 70° C). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click here to learn more details about IMSBT

AirLink Blue

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

Click here to learn more details about AirLink Blue

POLES & BRACKETS

Back to Quick Links

LSI offers a full line of poles and mounting accessories to complete your lighting assembly. Aluminum and steel in both square and round shafts. In addition, LSI offers round tapered, fluted and hinge based poles. Designed and engineered for durability and protected with our oven baked DuraGrip Protection System. Also available with our DuraGrip+ Protection system for unmatched corrosion resistance and an extended warranty. American made in our Ohio facility with industry leading lead times.

Click here to learn more details about poles & brackets



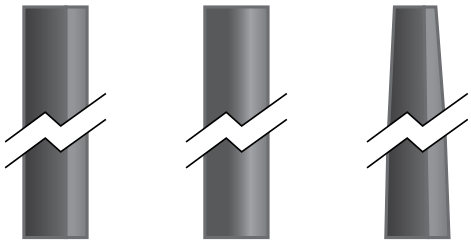
Decorative Base Cover (Round Straight)

Optional decorative base cover has a two-piece die cast construction with stainless steel fasteners. Base cover is polyester powder coated to match pole. GBC base cover fits 4" and 5" diameter straight round poles. Includes 4" round pole adaptor molded from black silicone rubber.



Spun Aluminum Collar (Round Straight)

Optional one-piece spun aluminum collar for 4" or 5" diameter straight round poles. Features durable, high quality construction with aesthetically pleasing design that slips over the pole for increased theft deterrent.



Square Pole
14'-39'

Round Pole
10'-30'

Tapered Pole
20'-39'

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Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
ALL CALCS AT GRADE	Illuminance	Fc	0.76	10.6	0.0	N.A.	N.A.	0
PARKING AREA	Illuminance	Fc	3.38	9.7	0.1	33.80	97.00	

PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

The IES no longer uses the Cutoff Classification System for LED fixtures. The IES classifies LED fixtures with the BUG rating which refers to the Backlight-Uplight-Glare system. An Uplight of "U0" most closely matches the old Full Cutoff rating.

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLF	Arr. Lum. Lumens	Arr. Watts	BUG Rating
	13	A	Single	XDLM-FT-LED-HO-NW	16'	0.900	19830	133	B3-U0-G3
	5	B	Single	XDLM-SW-LED-HO-NW	16'	0.900	19622	133	B4-U0-G2

Dimensions of drawings that have been scaled or converted from PDF files or scanned /submitted images are approximate.

Total Project Watts_1
Total Watts = 2394

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LIGHTING PROPOSAL LO-163775

YOSEMITE JUNCTION
7490 & 7520 HWY 120
JAMESTOWN, CA

BY:	RNK	DATE:	REV:	SHEET 1 OF 1

SCALE: 1"=40' ARCH D 0 40