

**Initial Study/Mitigated Negative Declaration
Tuolumne YSF Basin (Youth Sports Foundation)
Conditional Use Permit CUP21-011**



Lead Agency:

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

Project Proponent:

Youth Sports Foundation of Tuolumne
P.O. Box #134
Standard, CA. 95373

November 2022

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 resulting the creation of a park and sports field facility in East Sonora, in Tuolumne County, California.

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 describing its reasons for concluding that the project would not have a significant effect on the environment and, therefore, does not require the preparation of 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 by adoption of mitigation or by revisions in the project design.

As described in the environmental checklist, the project would not result in any unmitigated significant environmental impacts. Therefore, an IS/Proposed MND is the appropriate document for compliance with the requirements of CEQA. 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 over approval of the project. Tuolumne County is the CEQA lead agency. The purpose of this document is to present to decision-makers and the public specific information 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 November 2, 2022 to December 2, 2022.

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

Comments should be addressed to and must be postmarked by December 2, 2022:
Cheydi Gonzales, Land Use Coordinator
Tuolumne County Community Development Department
2 South Green Street, CA 95370
cgonzales@co.tuolumne.ca.us

After comments are received from the public and reviewing agencies, the Tuolumne County Planning Commission 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 with the project at the conclusion of the appropriate appeal period.

PROJECT INFORMATION

DATE: November 2, 2022

SURFACE/MINERAL

RIGHTS OWNERS Youth Sports Foundation of Tuolumne County (APN 061-150-051)
Sierra Pacific Industries (APN 061-150-052)
PIP SM LLC (061-150-053)

APPLICANT: Zac Garman, Land and Structure
105 S. Stewart Street
Sonora, CA. 95370

Email: zac@landstruc.com
Phone: (209)532-5173

PROJECT

DESCRIPTION: Conditional Use Permit CUP21-011 to allow the development of a sports complex on three parcels totaling 7.18± acres. The parcels are zoned M-1 (Light Industrial) and O (Open Space) under Title 17 of the Tuolumne Ordinance Code (TCOC).

LOCATION:

The project site is located fronting Striker Court, northeast of the intersection of Tuolumne Road and Striker Court, fronting Curtis Creek on its northerly side, and adjacent to the existing Standard Park facility to its east, within the community of East Sonora. Within a portion of Section 10, Township 1 North, Range 15 East, Mount Diablo Baseline and Meridian. Located within Supervisorial District 4. Assessor's Parcel Number(s): 061-150-051, 061-150-052 and 061-150-053.

SITE

DESCRIPTION: The project site consists of three parcels located along Striker Court (Figure 1). The project site is currently undeveloped and is located adjacent to the Sierra Industrial Park and Standard Park Sports Complex. The elevation at the project site is approximately 2,225 feet above mean sea level. The riparian area surrounding Curtis Creek fronts and encompasses the northern portion of the project site. This area is protected with existing Open Space zoning over a portion of its footprint, which was established by Ordinance 2218 on December 2, 1997. During the creation of the Sierra Industrial Park, portions of this site were developed into a pine tree test nursery and serve as a stormwater detention basin, engineered to retain a calculated quantity of storm drainage runoff for the tributary area of the adjacent industrial park. Currently, the site only contains the detention basin, with minimal tree cover. The site has been previously disturbed, during the removal of the pine tree nursery, and routine maintenance of the detention basin. Prevailing slopes range from 0-5% on all three parcels. Pacific Gas and Electric (PG&E) provides electrical service to the area; Tuolumne Utilities District (TUD) provides public water and sewer service to the site.

DETAILED PROJECT

DESCRIPTION: The proposed project would involve the development of a Sports Complex Facility (Figure 2), incorporating the existing function of the drainage detention basin.

Surrounding Land Uses

The project site is located adjacent to an existing sports field complex facility to its east, and light industrial uses and businesses to the west.

Existing Site Conditions and Facilities

As shown in Figure 3 and Figure 4, the project site consists of mostly flat surfaces with the exception of Assessor's Parcel Number 061-150-052, an existing detention basin area. The entire site is presently vegetated with annual grasses and invasive plants. The most northerly portion of the site, fronting and adjacent to Curtis Creek, contains Open Space. Overall, the site consists of 7.18± acres.

Proposed Sports Complex Project Scope

Figure 2 identifies the following:

- Site overview plans for the proposed permitting of converting vacant land and a drainage basin into a sports use complex.
- The proposed improvement amenities include a multi-court sports structure with a covered roof and partially enclosed walls; a multi-purpose sport court; and an administration building structure with an office, restrooms, and storage rooms. Additional improvements would include field and court installations, fan seating spaces and structures, picnic areas, a snack shack-type structure, landscaping, access gates, fencing, site parking, access routes from existing adjacent roads, and miscellaneous supporting components of infrastructure.
- Supporting infrastructure includes site routing and emergency service access pathways, parking lot and site-specific parking spaces, and site accessibility features. Utility installations include connections to the public water system for domestic and landscape irrigation use and potentially a fire water distribution system; site drainage to connect to existing storm water storage and conveyance system; connection to electrical infrastructure; and connection to the existing public sewer system.
- Work associated with the site improvement process includes construction staking, clearing and grubbing, rough grading and sub-base preparation, sub-surface utility installations, drainage conveyance installations, base surface installations and finished grading, final surface installations, building construction, and landscaping work. A Stormwater Pollution Prevention Plan (SWPPP) will be required for the construction work, and stormwater and erosion control best management practices (BMPs) will be incorporated throughout the construction process.

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 Fish and Wildlife (CDFW) –Reviews/approves project for compliance with applicable rules and regulation, specifically impacts to sensitive plant, animal, and wetland/riparian habitat. Collects CDFW filing fee for review of project environmental document.

- US Fish and Wildlife Service – Reviews/approves applicable rules and regulation, specifically impacts to sensitive plant, animal, and wetland/riparian habitat. The authority to contact regarding buffer protection zones for elderberry shrubs.
- Native American Heritage Commission
- State Water Resources Control Board
- Tuolumne County—for encroachment permits, air pollution emission permits, grading permits, and building permits.

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 both the Chicken Ranch Rancheria of Me-Wuk Indians and Tuolumne Band of Me-Wuk Indians Tribal Governments. AB 52 consultation letters we sent via certified mail on September 10, 2021. To date, neither Tribe has requested consultation, or provided comments on the proposed project.

FIGURE 1 – VICINITY MAP



FIGURE 2 – SITE PLAN

CONDITIONAL USE PERMIT APPLICATION FOR: YSF BASIN PROJECT STRIKER COURT, SONORA CA, 95370

OWNER INFORMATION

PARCEL 1, APN 061-150-51
CCF INVESTMENTS LLC
14384 GUESTA COURT
SONORA, CA 95370
CONTACT: SARAH FARKAS
T: 209.529.5919

PARCEL 2, APN 061-150-52
SIERRA PACIFIC INDUSTRIES
5874 MAYLON WAY
SONORA, CA 95370
CONTACT: GARY BLANG
T: 209.529.5259

PARCEL 3, APN 061-150-53
PFP INC. LLC
15286 CAMINO DEL PARQUE
SONORA, CA 95370
CONTACT: JOE PLUM
T: 209.529.5259

PROJECT CONTACTS

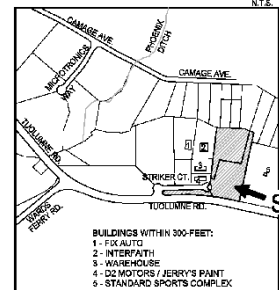
SURVEYING, CIVIL ENGINEERING, AND ARCHITECTURAL DESIGN PROVIDED BY:
LAND & STRUCTURE
105 SOUTH STEWART STREET
SONORA, CA 95370
T: 209.529.5173

CONTACT: ZACHARIAH P. GARMAN, CE
YOUTH SPORTS FOUNDATION
CONTACT: JOE PLUM
T: 209.529.5259

SITE INFORMATION

ADDRESS: STRIKER COURT
A.P.N.: 061-150-51, 061-150-52, & 061-150-53
M.O.R.: PM 60-24
LOT SIZE: ± 3.16 ACRES, 43.52 ACRES, & 1.01 ACRES (GROSS)
SEWER: TUOLUMNE UTILITIES DISTRICT
WATER: TUOLUMNE UTILITIES DISTRICT
GENERAL PLAN: LIGHT INDUSTRIAL
ZONING: M-1 & D
SCHOOL DIST.: SONORA UNION HIGH SCHOOL DISTRICT
LOT ELEVATION: 1,525 ±

VICINITY MAP



PROJECT QUANTITIES

ESTIMATE OF THE POTENTIAL FACILITY AREAS AND SUPPORT COMPONENTS ASSOCIATED WITH THE PROJECT

BUILDINGS: ±26,000 SF
FIELDS: ±124,000 SF
COURTS: ±15,000 SF
PARKING SPACES: 60
INCLUDING: 4 (ADA SPACES)
GRADING: ±3,000 yds³ CUT/FILL

PROJECT SCOPE

SITE OVERVIEW PLANS TO SUPPORT THE PROPOSED PERMITTING OF CONVERTING VACANT LAND AND A DRAINAGE BASIN INTO A SPORTS USE COMPLEX.

THE PROPOSED AMENITY IMPROVEMENTS INCLUDE THE CREATION OF A MULTI-COURT SPORT STRUCTURE WITH A COVERED ROOF, PARTIALLY COVERED WALLS, A MULTI-PURPOSE SPORT COURT, AND AN ATTACHED ADMINISTRATION STRUCTURE WITH AN OFFICE, RESTROOMS, AND SUPPORT STORAGE ROOMS. ADDITIONAL WORK WOULD INCLUDE FIELD AND COURT INSTALLATIONS, FAN SEATING SPACES AND STRUCTURES, PICNIC AREAS, A SNACK SHACK/TYPE STRUCTURE, LANDSCAPING, ACCESS GATES, FENCING, SITE PARKING, ACCESS ROUTES FROM EXISTING ADJACENT ROADS, AND MISCELLANEOUS SUPPORTING COMPONENTS.

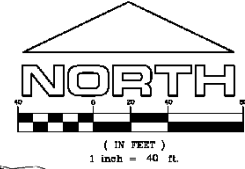
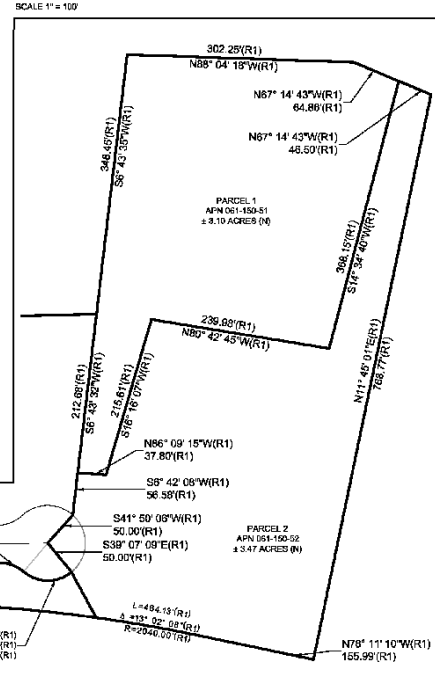
SUPPORTING INFRASTRUCTURE INCLUDES SITE ROUTING AND EMERGENCY SERVICE ACCESS, PARKING LOT AND SITE SPECIFIC PARKING SPACES, AND SITE ACCESSIBILITY. UTILITY INSTALLATIONS INCLUDE CONNECTIONS TO THE PUBLIC WATER SYSTEM FOR DOMESTIC USE AND POTENTIALLY A FIRE WATER DISTRIBUTION SYSTEM, SITE DRAINAGE TO CONNECT TO EXISTING STORM WATER CONVEYANCE SYSTEM, AND CONNECTION TO ELECTRICAL INFRASTRUCTURE, CONNECTION TO THE PUBLIC SEWER SYSTEM.

WORK ASSOCIATED WITH THE SITE IMPROVEMENT PROCESS INCLUDES CONSTRUCTION STAKING, CLEARING AND GRUBBING, ROUGH GRADING AND SUB-BASE PREPARATION, SUB-SURFACE UTILITY INSTALLATIONS, DRAINAGE CONVEYANCE INSTALLATIONS, BASE SURFACE INSTALLATIONS AND FINISH GRADING, FINAL SURFACE INSTALLATIONS, AND LANDSCAPING. A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) WILL BE PREPARED (BY OTHERS) AND BEST MANAGEMENT PRACTICES (BMP'S) WILL BE INCORPORATED THROUGHOUT THE CONSTRUCTION PROCESS.

NOTES

ALL BEARINGS AND DISTANCES SHOWN ARE RECORD UNLESS OTHERWISE NOTED.
THIS MAP DOES NOT CONSTITUTE A BOUNDARY SURVEY. ALL BEARINGS AND DISTANCES SHOWN ARE RECORD AS NOTED.
PRIOR TO COMMENCING ANY CONSTRUCTION ON THIS SITE IT IS ADVISED THAT ALL INVOLVED PARTIES REVIEW SECTION 6711 AND SECTION 6712 OF THE BUSINESS AND PROFESSIONS CODE, SECTION 86509 OF THE CALIFORNIA STATE PENAL CODE AND SECTION 37081 OF THE GOVERNMENT CODE TO ENSURE THAT MONUMENT CONSERVATION HAS BEEN PROPERLY ADDRESSED.

REDUCED SITE / BOUNDARY PLAN



Land & Structure
SURVEYING | ENGINEERING | DESIGN

105 SOUTH STEWART STREET, SONORA, CALIFORNIA, 95370 T: 209.529.5173 F: 209.529.5220

REVISIONS:

REV	DATE	DESCRIPTION

OWNER INFORMATION:
YSF
PO Box 850
Soulisville, CA 95370

SITE INFORMATION:
APN(s):
061-150-051(C)
061-150-052 (B)
061-150-053 (F)

PROJECT INFORMATION:

A Site Improvement Plan for:
**Youth Sports Foundation
of Tuolumne County**
PO Box 850
Soulisville, CA 95370

ENGINEER OF RECORD:



ISSUE DATE: 04.29.22

DRAWN BY: ZPG

CHECKED BY: BM

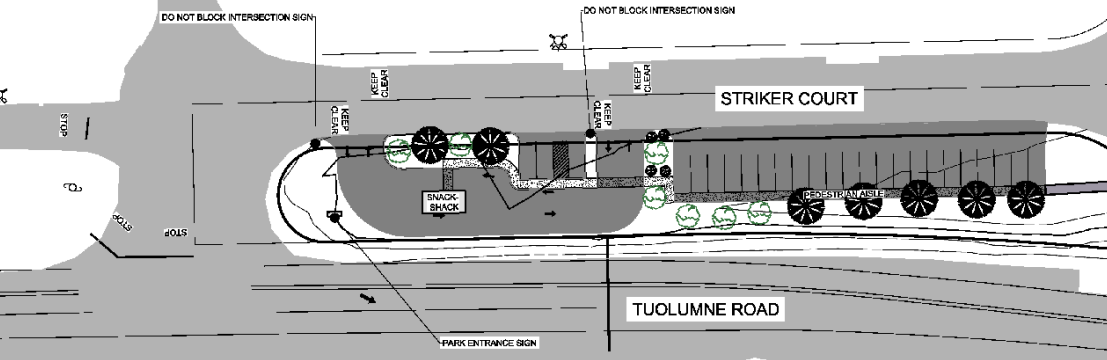
SCALE: 1" = 40'

DRAWING: CUP PLAN

PROJECT NO: 21-11.11

SHEET: 1 OF 1

SITE IMPROVEMENT PLAN



LEGEND

- CONCRETE
- PAVEMENT
- BRICK ENTRY
- SAND
- SYNTHETIC OR NATURAL TURF (TBD)
- FINISHED SURFACE (TBD)

FIGURE 3 – AERIAL IMAGERY MAP



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FIGURE 4 – SLOPE MAP



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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 an adverse effect that could be significant and 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 that have not already been 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 no adverse environmental consequences have been identified for the resource or the consequences are negligible or undetectable. Therefore, no mitigation measures are required.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

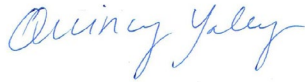
<input type="checkbox"/> Aesthetics
<input type="checkbox"/> Biological Resources
<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Hydrology/Water Quality
<input type="checkbox"/> Noise
<input type="checkbox"/> Recreation
<input type="checkbox"/> Utilities/Service Systems
<input checked="" type="checkbox"/> None with Mitigation Implemented

<input type="checkbox"/> Agriculture and Forestry Resources
<input type="checkbox"/> Cultural Resources
<input type="checkbox"/> Greenhouse Gas Emissions
<input type="checkbox"/> Land Use/Planning
<input type="checkbox"/> Population/Housing
<input type="checkbox"/> Transportation
<input type="checkbox"/> Wildfire

<input type="checkbox"/> Air Quality
<input type="checkbox"/> Energy
<input type="checkbox"/> Hazards and Hazardous Materials
<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Public Services
<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Mandatory Findings of Significance

DETERMINATION (To be completed by the Lead Agency) on the basis on 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 DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



October 14, 2022

Quincy Yaley, AICP
Environmental Coordinator

Date



**OFFICE OF
ENVIRONMENTAL COORDINATOR**

Quincy Yaley, AICP
Environmental Coordinator

NOTICE OF DETERMINATION

48 W. Yaney Avenue, Sonora
Mailing: 2 S. Green Street
Sonora, CA 95370
209 533-5633
209 533-5616 (fax)
209 533-5909 (fax - EHD)
www.tuolumnecounty.ca.gov

PROJECT TITLE: Tuolumne YSF Basin (Youth Sports Foundation) Conditional Use Permit CUP21-011 (SCH# _____)

PROJECT PROPONENT: Youth Sports Foundation of Tuolumne, P.O. Box #134, Standard, CA. 95373

LOCATION: The project site is located fronting Striker Court, northeast of the intersection of Tuolumne Road and Striker Court. Assessor's Parcel Number(s): 061-150-051, 061-150-052 and 061-150-053.

PROJECT DESCRIPTION: Conditional Use Permit CUP21-011 to allow the development of a sports complex on three parcels totaling 7.18± acres. The parcels are zoned M-1 (Light Industrial) and O (Open Space) under Title 17 of the Tuolumne Ordinance Code (TCOC).

The _____ for the County of Tuolumne on _____, has approved the project described above and has made the following determinations:

1. The project will not have a significant effect on the environment.
2. A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were included as conditions of project approval.
4. A mitigation reporting or monitoring plan was adopted for this project.
5. A statement of Overriding Considerations was not adopted for this project.
6. Findings relative to significant environmental effects identified in an Environmental Impact Report were not made pursuant to Section 15168 of the State CEQA Guidelines.

Staff Contact: Cheydi Gonzales Approving Agency: Tuolumne County

This is to certify that the final EIR with comments and responses and record of project approval, or the Negative Declaration and all documents referenced in the Negative Declaration for the project described above, and all project documents, are available at the Community Development Department, Monday through Thursday, 8:00 a.m. to 3:00 p.m., 48 West Yaney Avenue, Sonora, California.

Signature: _____ **Date:** _____
Quincy Yaley, AICP
Environmental Coordinator

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EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

Visual or aesthetic resources are generally defined as the natural and built features of the landscape that can be seen. The combination of landform, water, and vegetation patterns represents the natural landscape that defines an area’s visual character, whereas built features such as buildings, roads, and other structures reflect human or cultural modifications to the landscape. These natural and built landscape features or visual resources contribute to the public’s experience and appreciation of the environment. Depending on the extent to which a project’s presence would alter the perceived visual character and quality of the environment, visual or aesthetic impact may occur. It should be noted that visual change in and of itself does not necessarily represent an adverse impact, and in some cases may result in a beneficial visual effect.

The aesthetic analysis is based on field observations and the review of information including site maps, drawings, technical data, and aerial and ground level photographs of the area. In addition, as part of this study, planning documents pertinent to visual quality including the Tuolumne County General Plan were reviewed. The analysis also responds to the California Environmental Quality Act (CEQA) guidelines for visual impact analysis as well as the goals, programs, and implementation programs outlined in the Tuolumne County General Plan and the Tuolumne County Ordinance Code.

The Tuolumne County General Plan recognizes agricultural, and timberlands as having historically defined the rural character and scenic beauty of the County. There are no scenic vistas within the project vicinity at the project site, and the project does not contain agricultural or timberlands. There are existing light sources on the site associated with the surrounding commercial/industrial and public land uses.

Policy ES-B.7 of the East Sonora Community plan directs the County to “Encourage landscaping and public art highlighting the aesthetics of East Sonora”. The project is proposing landscaping along the frontage.

The project site is located within a developed industrial area and is vacant and flat. Commercial and Industrial development is located to the west, Curtis Creek is to the north and Standard Recreational Park is to the east. Vegetation on the site includes riparian habitat along Curtis Creek.

Potentially affected viewers in the area includes motorists and other viewers along Tuolumne Road. Motorists would represent the largest of the affected viewer groups and include the public views of the project site.

Analysis:

- a) A scenic vista is considered a view of an area that has remarkable scenery or a natural or cultural resource that is indigenous to the area. There are three vista points within Tuolumne County that have been officially designated by the California Department of Transportation (Caltrans) as a scenic vista point. Two of these are found at Lake Don Pedro and the third one is the "Rim of the World" which is along State Highway 120 east of the community of Groveland. The project site is currently a vacant property and does not offer long-distance or unique scenic views. The project consists of converting vacant land and drainage basin into a sports complex facility. The development consists of a multi-sports structure, recreational sports fields, attached administrative building, drive-thru snack shack and accessory uses and structures. Therefore, the project site is not considered to have qualities that would require preservation or mitigation. There would be no impact to a scenic vista.
- b) Tuolumne County does not currently have any officially designated state scenic highways, although portions of State highways 49, 108, 120 are eligible for designation. These portions have been identified as locally designated scenic routes. State Highway 49 has been recognized as a locally designated scenic route from the Mariposa County Line to Route 120 near Moccasin Creek and from Route 120 at Chinese Camp to the Calaveras County line, exclusive of the City of Sonora. State Highway 108 from the intersection with State Highway 49 easterly to the Mono County line has also been recognized as a locally designated scenic highway. The project site is not visible from any officially designated or locally designated state scenic highway. Therefore, there is no impact.
- c) The visual character of a project can result in potential impacts from project construction and operation. Impacts are discussed for construction and operation separately, below.

Construction

Construction activities may take place on the project site in the future for the development of the sports complex facility. Temporary construction activities would be consistent in visual character with small-scale building and landscaping projects.

Operation

The project site is located within an industrial park area that includes the SPI Mill and other indoor and outdoor commercial and industrial businesses. The project is located within an area that is subject to the East Sonora Community Plan and East Sonora Design Guidelines.

The East Sonora Design Guidelines provide information as to how future development should be constructed. Some of the applicable guidelines are listed below:

- Locate new development near or adjacent to existing developed areas in order to preserve corridors of natural undisturbed areas.
- Locate structures within previously disturbed areas when possible.
- Incorporate and protect environmentally sensitive resources in the site design.
- Preserve significant natural features, particularly trees, water bodies, and rock formations.

Existing commercial and industrial development is located to the west of the project site, Curtis Creek is to the north, and an existing recreational facility is to the east of the project site. In the past, the site was a pine tree nursery, and a portion of the project site consists of a drainage basin. Over time, the site has been cleared and disturbed and is therefore devoid of vegetation habitat outside of the riparian corridor. There is Open Space zoning on the property along the riparian area, and this area will serve not only as protection for biological resources, but due to the development restrictions in the Open Space zoning, will also retain the only scenic features on the site. The project is consistent with the East Sonora Design

Guideline as it is located adjacent to development and avoids the Open Space zoning along Curtis Creek, the site is previously disturbed, avoids naturally sensitive areas, and preserves the drainage. There would be a less than significant impact.

- d) New sources of light and glare will potentially be introduced as a part of the project. The project did not include any site lighting plans; however, it is a known that lighting, if used for the proposed buildings or sports facilities, may have the potential to spill around other surrounding land uses, therefore mitigation has been required. This will also ensure that any spillover light does not impact traffic on Tuolumne Road. Mitigation Measure AES-1 has been incorporated into the project to reduce this impact to a less than significant level by implementing Dark Sky lighting, such fixtures that minimize glare while reducing light trespass and skyglow. Mitigation Measure AES-1 will require any exterior lighting to incorporate the following: direct the light downward to the area to be illuminated, install shields to direct light and reduce glare, utilize low rise light standards or fixtures attached to the buildings, and utilize low- or high-pressure sodium lamps instead of halogen type lights. The project proponent will be required to submit a lighting plan to show consistency with the above provisions. Consistency with Mitigation Measure AES-1 will be reviewed by Community Development Department (CDD) staff upon receipt of a building permit for any structure on site. The lighting plan will be required to be reviewed and approved by CDD Staff prior to the issuance of a building permit. There would be a less than significant impact with mitigation.

Mitigation Measures:

AES-1: A lighting plan shall be submitted and approved by the Land Use and Natural Resources Division prior to the issuance of a building permit by the Building and Safety Division. Any exterior lighting shall incorporate the following features: direct the light downward to the area to be illuminated, install shields to direct light and reduce glare, utilize low rise light standards or fixtures attached to the buildings, and utilize low- or high-pressure sodium lamps instead of halogen type lights.

Mitigation Monitoring:

Mitigation Measures AES-1 will be required to be met prior to the issuance of a building permit by the Building and Safety Division. Consistency will be verified by the Land Use and Natural Resources Division upon review of a building permit application. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.

AGRICULTURAL AND FORESTRY RESOURCES:

In determining whether the impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation, as an optional model to use in assessing impacts on farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State’s inventory of forest land. This includes Forest and Range Assessment Project, the Forestry Assessment Project and Forest Carbon Measurement methodology provided in Forest Protocols, adopted by the California Air Resources Board.

	<i>Potentially Significant Impact</i>	<i>Less-than- Significant With Mitigation Incorporation</i>	<i>Less-than- Significant Impact</i>	<i>No Impact</i>
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Issues and Supporting Information Sources

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land, or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting:

Lands of agricultural importance in Tuolumne County are designated AG (Agricultural), TPZ (Timber Production), or O (Open Space) by the General Plan land use diagrams. Exclusive agricultural properties contain the AE-160 (Exclusive Agricultural, One Hundred Sixty Acre Minimum), AE-80 (Exclusive Agricultural, Eighty Acre Minimum), and AE-37 (Exclusive Agricultural, Thirty-Seven Acre Minimum) Zoning. Parcels within the Williamson Act must contain the Agricultural Preserve Combining (:AP) zoning, as required by Tuolumne County Resolution 106-04. Chapter 8 of the 2018 Tuolumne County General Plan contains the Goals, Policies, and Implementation Programs related to agriculture in Tuolumne County. The project was reviewed for consistency with the Agricultural Element of the General Plan. The project site is currently zoned M-1 and O and contains the LI General Plan land use designation.

California Land Conservation Act

The California Land Conservation Act of 1965 (Williamson Act) enables local governments to enter into contracts with private landowners for preserving agricultural land or related open space uses. Land under agricultural production can have its annual assessed valuation for property tax calculation reduced if the owner agrees to place the land under a Williamson Act contract for 10 years, renewable annually. Tuolumne County Resolution 106-04, approved by the Board of Supervisors on June 15, 2004, contains the County’s rules and regulations to govern land within Agricultural Preserves and land within the Williamson Act Land Conservation Program.

Z'berg-Nejedly Forest Practice Act of 1973

The project site is located on private property and as such for actions related specifically to potential impacts from forest resources could be subject to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (FPA) that have been promulgated as the California Forest Practice Rules. Land within Tuolumne County that is subject to the Z'berg-Nejedly Forest Practice Act of 1973 is demonstrated by the TPZ (Timberland Preserve) zoning district and the TPZ General Plan land use designation.

Analysis:

(a-e) The project site is not located on agricultural land or forest land. It is not adjacent to any agricultural land or forest land. The development of the project will not result in the conversion of agricultural land, conflict with agricultural, Williamson Act, or forest land zoning or result in the loss of forest land, or conversion of forest land to non-forest use, or involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. There will 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	<i>Potentially Significant Impact</i>	<i>Less-than-Significant With Mitigation Incorporation</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
Where available, the significance criteria established by the Tuolumne County Air Pollution Control District has been relied upon to make the following determinations. Would the Proposed Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

This section describes the impacts of the proposed project on local and regional air quality. It describes existing air quality in the foothills; project related direct and indirect emissions; health effects; and the impacts of these emissions on both the project and cumulative/regional scale.

The U.S. Environmental Protection Agency (EPA) designated Tuolumne County as “attainment/unclassified” for the 2008 eight-hour federal ozone standard on July 20, 2012. Tuolumne County is “attainment/unclassified” for all other federal ambient air quality standards. With respect to State ambient air quality standards, Tuolumne County is classified as “nonattainment” for ozone and “attainment/unclassified” for all other State standards. The State ozone “nonattainment” status is due to overwhelming transport of ozone precursors from upwind, urban areas.

Air pollution is directly related to a region’s topographic features, and the California Air Resources Board (CARB) has divided California into regional air basins according to topographic air drainage features. The Mountain Counties Air Basin (MCAB) includes Plumas, Sierra, Nevada, Placer (middle portion), El Dorado (western portion), Amador, Calaveras, Tuolumne, and Mariposa Counties. While the MCAB encompasses such an expansive territory, the population of the entire air basin is less than 500,000 (472,991 in 2010). The basin lies along the northern Sierra Nevada Mountain Range, close to or contiguous with the Nevada border, and covers an area of roughly 11,000 square miles.

Elevations range from over 10,000 feet at the Sierra crest down to several hundred feet above sea level at the Stanislaus County boundary. Throughout the MCAB basin, the topography is highly variable, and includes rugged mountain peaks and valleys with extreme slopes and differences in elevation in the Sierras, as well as rolling foothills to the west.

The general climate of the MCAB varies considerably with elevation and proximity to the Sierra ridge. The terrain features of the basin make it possible for various climates to exist in a relatively close proximity. The Sierra Nevada receives large amounts of precipitation in the winter, with lighter amounts in the summer. Precipitation levels are high in the highest mountain elevations but decline rapidly toward the western portion of the basin. Winter temperatures in the mountains can be below freezing for weeks at a time, and substantial depths of snow can accumulate, but in the western foothills, winter temperatures usually dip below freezing only

at night and precipitation is mixed as rain or light snow. In the summer, temperatures in the mountains are mild, with daytime peaks in the 70s to low 80s, but the western end of the basin can routinely exceed 100 degrees.

Local Climate and Sources of Air Pollution

The climate in Tuolumne County can be considered Mediterranean with moist and cold winters and warm and dry summers. The mean annual precipitation is 33 to 49 inches (838 to 1,245 millimeters). Mean annual temperature is 41 to 53 degrees F (5.0 to 11.7 degrees C). The frost-free period is 100 to 150 days.

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.

The Tuolumne County Air Pollution Control District (TCAPCD) does not meet the state one-hour or eight-hour standard for ozone and does not meet the federal eight-hour standard for ozone. The District is either in attainment or in an unclassified area for the remainder of the pollutants in Table 1, due to the lack of availability of data.

Local jurisdictions have the authority and responsibility to reduce air pollution through their policies, codes, and land use planning. The project was evaluated under the California Air Resource Board (CARB) air quality standards and area designations, and the Tuolumne County Air Pollution Control District’s thresholds of significance, and the Tuolumne County Ordinance Code and Tuolumne County General Plan.

TCAPCD is the primary agency responsible for planning to meet National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) in the County and is responsible for implementing emissions standards and other requirements of federal and state laws regarding most types of stationary emission sources. In addition, TCAPCD has also set emissions thresholds for certain pollutants for the purposes CEQA. Pursuant to the State CEQA Guidelines, air quality impacts from project implementation would be significant if the project would:

- violate any air quality standard or contribute substantially to an existing or project air quality violation—for the purposes of the project locations, result in construction or operations of a project that generated emissions in excess of the following thresholds, except CO, used by TCAPCD (2017):
- reactive organic gases (ROG) – 1,000 pounds per day (lb/day) or 100 tons per year (tpy)
- oxides of nitrogen (NOX) – 1,000 lb/day or 100 tpy
- PM10 – 1,000 lb/day or 100 tpy
- CO – 1,000 lb/day or 100 tpy

- expose sensitive receptors to a substantial incremental increase in toxic air contaminant (TAC) emissions; or create objectionable odors affecting a substantial number of people

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory) into the atmosphere. Primary criteria pollutants include carbon monoxide (CO), reactive organic gases (ROG), oxides of nitrogen (NO_x), respirable and fine particulate matter (PM₁₀ and PM_{2.5}), sulfur dioxide (SO₂), and lead. Secondary criteria pollutants are created by atmospheric chemical and photochemical reactions; ROG together with NO_x form the building blocks for the creation of photochemical (secondary) pollutants. Secondary criteria pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). The characteristics, sources, and effects of the criteria air pollutants of most concern are described below.

Carbon Monoxide, CO, is a local pollutant that is found in high concentrations only near the source. The major source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually found only near areas of high traffic volumes. CO's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity, and impaired mental abilities.

Ozone is produced by a photochemical reaction (triggered by sunlight) between NO_x and ROG. NO_x is formed during the combustion of fuels, while ROG is formed during combustion and evaporation of fossil fuels and organic solvents. Because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans, including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Nitrogen Dioxide, NO₂, is a byproduct of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of NO_x produced by combustion is NO, but NO reacts rapidly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ is an acute irritant. A relationship between NO₂ and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 part per million may occur. NO₂ absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of PM₁₀ and acid rain.

PM₁₀ is respirable particulate matter (PM) measuring no more than 10 microns in diameter, while PM_{2.5} is fine PM measuring no more than 2.5 microns in diameter. PM₁₀ and PM_{2.5} are mostly dust particles, nitrates, and sulfates. Both PM₁₀ and PM_{2.5} are byproducts of fuel combustion and wind erosion of soil and unpaved roads and are directly emitted into the atmosphere through these processes. They are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with respirable particulates (those between 2.5 and 10 microns in diameter) and fine particulates (PM_{2.5}) can be very different. Respirable particulates generally come from windblown dust and dust kicked up from mobile sources. Fine particulates are generally associated with combustion processes and are formed in the atmosphere as a secondary pollutant through chemical reactions. PM_{2.5} is more likely to penetrate deeply into the lungs and poses a health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the PM₁₀ and PM_{2.5} that is inhaled into the lungs remains there. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Sulfur Dioxide, SO₂, is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. In humid atmospheres, SO₂ can form sulfur trioxide and sulfuric acid mist, with some of the latter eventually reacting to produce sulfate particulates. This contaminant is the natural combustion product of sulfur or sulfur-containing fuels. Fuel combustion is the major source, while chemical plants, sulfur recovery plants, and metal processing are minor contributors. At sufficiently high concentrations, SO₂ irritates the upper respiratory tract. At lower concentrations, when in conjunction with particulates, SO₂ appears able to do still greater harm by injuring lung tissues. Sulfur oxides, in combination with moisture and oxygen, can yellow the

leaves of plants, dissolve marble, and eat away iron and steel. Sulfur oxides can also react to form sulfates, which reduce visibility.

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). There are existing industrial and commercial land uses in the vicinity of the project site that may emit intermittent odors as a result of business operations.

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, outdoor playgrounds, places of worship, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants

Future construction of the proposed project has the potential to generate dust at levels that may be detrimental to surrounding areas. Grading of building pads and access roads for the proposed improvements may create fugitive dust. Therefore, the proposed project would be conditioned to mitigate fugitive dust during construction through the use of a watering truck or other dust suppressant device as required by Section 12.20.370 of the County Grading Ordinance. In addition, any open burning done on-site for land clearing purposes would require a burn permit from the Tuolumne County Air Pollution Control District as required by the District's Rules and Regulations.

Gravel used for surfacing roads could be derived from serpentine rock. Serpentine gravel often contains asbestos fibers; asbestos fibers have been linked to lung cancer. Vehicles driving over serpentine gravels bearing asbestos fibers could cause these fibers to become airborne, thereby creating a health risk. Therefore, the proposed project would be conditioned to prohibit the use of serpentine gravel unless the gravel is sealed with an unrestricted material to prevent the asbestos fibers from becoming airborne, as required by Section 93106 of the California Health and Safety Code.

The project as proposed does have the potential to increase air quality effects due to the future construction of new buildings, expansion and improvement of existing facilities, and increased vehicular traffic; however, with the enforcement of County Ordinance Code and State regulations, impacts associated with the approval of the proposed project relating to conflict with implementation of the applicable air quality plan, violation of any air quality standard or contribution to any air quality violation, a net increase of any criteria pollutant for which the region is non-attainment, exposing sensitive receptors to substantial pollutant concentrations and creating objectionable odors would be considered ***less than significant***.

Analysis:

- a) Tuolumne County does not currently have an air quality plan. Tuolumne County's 2018 General Plan contains an Air Quality Element. The project has been reviewed for consistency with the Air Quality Element of the 2018 General Plan. The following goals, policies, and implementation programs of the Air Quality Element apply to the project:

Policy 15.A.1: *Accurately determine and fairly mitigate the local and regional air quality impacts of land development projects proposed in the County.*

The CalEEMod was used to determine the air quality impacts of the project. The estimated emissions are less than the thresholds set by the County, therefore no mitigation measures are needed. See the analysis in section b below for additional information.

Implementation Program 15.A.k directs the County to require dust-control measures during project

related activities. Any grading on the site is required to be in conformance with Chapter 12.20 of the TCOC. Section 12.20.370 of the TCOC requires the use of a watering truck or other watering device to suppress dust. The project will be conditioned to meet these requirements.

The project is consistent with the Air Quality Element of the 2018 General Plan. Additionally, the project will be required to comply with all permitting requirements of TCAPCD. Therefore, there is a less than significant impact.

- b) The project would result in temporary increases in criteria air pollutants and precursors during construction activities, primarily associated with heavy-duty equipment use, worker commute, and material haul trips. Operation of the project would result in permanent increases in vehicular use, resulting in increases in exhaust emissions. Construction and operations are discussed separately below.

Criteria air pollutant emissions from construction of the proposed project were modeled using the California Emissions Estimator Model (CalEEMod), version 2016.3.2 (California Air Pollution Control Officers Association [CAPCOA] 2016a). All model outputs can be found in in Appendix A of this document.

Construction

Construction of the proposed facilities would require site preparation and grading activities. Construction activities would include grading/excavation, foundation pouring, building construction, and paving, and would occur sequentially. Typical construction equipment would include dozers, excavators, loaders/backhoes, paving equipment, forklifts, and haul trucks.

As shown in Table 2 below, air pollutant emissions generated by project construction would not exceed TCAPCD's significance thresholds. Therefore, air quality impacts related to construction would be less than significant.

Operation

Operation of the proposed project would vehicles arriving and departing the site intermittently seven days a week, between the hours of 6AM and 10PM. Onsite activities will include sporting events and related activities, as well as a drive thru restaurant that will serve drinks.

As shown in Table 2, air pollutant emissions generated by project operation would not exceed TCAPCD's significance thresholds. Therefore, air quality impacts related to construction would be less than significant. As such, impacts related to criteria air pollutants would be less than significant.

Table 2: Annual Operational and Construction Emissions Model Summary				
	ROG (tons/year)	NO_x (tons/year)	PM₁₀ total (tons/year)	CO (tons/year)
Annual Construction Emission	0.26	1.53	0.18	1.72
Annual Operational Emission	0.13	0.01	<0.005	0.07
TCAPCD Threshold	100	100	100	100
Exceed Significance Threshold?	No	No	No	No

- c) The project consists of a recreational sport complex facility which is not associated with the production of objectionable odors. Therefore, impacts will be less than significant.
- d) Sensitive receptors are located within 1,000 feet of the proposed project site. They consist of an outdoor baseball and soccer park facility (Standard Park), a non-profit social service center (Interfaith Community Social), and a learning academy for pre-school through first grade (Safari Learning Academy). Further, the project consists of a recreational sport complex facility, where adults and children will play sports and participate in other outdoor activities. The project will have to comply with State and Local air quality regulations. The project was reviewed by the Tuolumne County Air Pollution Control District, who did not provide any comments of concern regarding the proposed project. The proposed project will be conditioned to mitigate fugitive dust during construction using a watering truck or other dust suppressant countermeasures as required by Section 12.20.370 of the Tuolumne County Ordinance Code. Because of the nature of the project and the requirements to comply with local regulations, the generation of substantial pollution concentrations is not expected, therefore impacts will be less than significant.

Mitigation Measure: None required.

Mitigation Monitoring: None applicable.

BIOLOGICAL RESOURCES

Issues and Supporting Information Sources	<i>Potentially Significant Impact</i>	<i>Less-than- Significant With Mitigation Incorporation</i>	<i>Less-than- Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting:

The Tuolumne County Wildlife Habitat Maps indicated that the residential park (rsp) and annual grassland (ags) habitats are on site. Site inspections further determined that riparian habitat, as defined as valley riparian woodland (VRI) exists around the Curtis Creek. The riparian corridor supports habitat for blackberry, willow, valley oak, and other riparian vegetation. The creek flows through the most norther portion of APN: 061-150-051. This area is protected with Open Space zoning which was established by Ordinance 2218 on December 2, 1997. The valley riparian woodland habitat is defined as riparian deciduous woodland where mature trees are generally taller and may form wider stands along water sources.

The rsp and ags habitats are considered fourth priority habitats, which are common habitats that are of considerably low value to wildlife. The riparian habitat is considered a second priority habitat, which are target habitat which are essential for maintaining diverse and abundant wildlife in the County. The project site contains black oaks, annual grasses, ponderosa pine and riparian vegetation including blackberry and willows. Approximately 3% of the site consists of the riparian habitat surrounding Curtis Creek and approximately 97% consists of the ags and rsp habitats.

The project site contains approximately 0.84± acres of Open Space zoning. The Open Space zoning which was established by Ordinance 2218 on December 2, 1997.

The California Natural Diversity Database (CNDDDB) includes plants and animal species that are rare, threatened, or endangered within California. The CNDDDB is an inventory of these species and the location of

known occurrences of these species. The CNDDDB maps were consulted for this project, and they indicate that the special status plant species, the Tuolumne fawn lily (*Erythronium tuolumnense*) have been known to occur within the area of the project site. No other species listed on the CNDDDB have been known to occur within the project site.

The project site provides suitable nesting habitat for ground and shrub/tree nesting birds. No nesting birds were observed during the field surveys. The project site provides suitable nesting habitat for ground nesting birds such as the California quail (*Callipepla californica*), and wild turkey (*Meleagris gallopavo*). The shrubs, pines, and oak trees also provide suitable nesting habitat for shrub/tree nesting birds and raptors.

Although a portion of the project site supports a creek and riparian area, it does not contain an important regional wildlife corridor because the creek runs through an industrial park area within east Sonora and does not provide connectivity to larger patches of natural habitat in the region.

Regulatory Setting:

Biological resources are regulated by federal, state, and local laws. In California and specifically in Tuolumne County, the Federal Endangered Species Act, Clean Water Act (CWA), California Endangered Species Act (CESA), Tuolumne County General Plan, the Tuolumne County Ordinance Code, and the Tuolumne County Wildlife Handbook are the primary regulations considered in this analysis.

Federal

Pursuant to the ESA, USFWS and the National Marine Fisheries Service (NMFS) have authority over projects that may affect the continued existence of federally listed (threatened or endangered) species. Section 9 of ESA prohibits any person from "taking" an endangered or threatened fish or wildlife species or removing, damaging, or destroying a listed plant species on federal land or where the taking of the plant is prohibited by state law. Take is defined under ESA, in part, as killing, harming, or harassing. Under federal regulations, take is further defined to include habitat modification or degradation where it results in death or injury to wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering. If a proposed project would result in take of a federally listed species, the project applicant must consult with USFWS or NMFS before the take occurs under Section 10(a) of ESA or Section 7 of ESA if another federal agency is involved in the action. Conservation measures to minimize or compensate for the take are typically required.

Section 404 of the CWA requires project proponents to obtain a permit from the U.S. Army Corps of Engineers (USACE) before performing any activity that involves any discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters of the United States, interstate waters, tidally influenced waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries. Many surface waters and wetlands in California meet the criteria for waters of the United States. In accordance with Section 401 of the CWA, projects that apply for a USACE permit for discharge of dredged or fill material must obtain water quality certification from the appropriate regional water quality control board (RWQCB) indicating that the action would uphold state water quality standards.

State

Pursuant to CESA, a permit from the California Department of Fish and Wildlife (CDFW) is required for projects that could "take" a species state listed as threatened or endangered. Section 2080 of CESA prohibits take of state-listed species. Under CESA, take is defined as any activity that would directly or indirectly kill an individual of a species. The definition does not include "harm" or "harass" like the federal act. As a result, the threshold for take under CESA is higher than under ESA (i.e., habitat modification is not necessarily considered take under CESA). Authorization for take of state-listed species can be obtained through a California Fish and Game Code Section 2081 incidental take permit.

The California Fish and Game Code identifies Fully Protected Species in Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species and do not provide for authorization of incidental take. DFW has informed nonfederal agencies and private parties that their actions must avoid take of any fully protected species. In addition, Section 3503 of the California Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptors (e.g., hawks, owls, eagles, and falcons), including their nests or eggs.

Section 3503 of the Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 of the California Fish and Game Code states that it is unlawful to take, possess, or destroy any raptors (i.e., species in the orders Falconiformes and Strigiformes), including their nests or eggs. Typical violations include destruction of active nests as a result of tree removal or disturbance caused by project construction or other activities that cause the adults to abandon the nest, resulting in loss of eggs and/or young.

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources are subject to regulation by CDFW under Section 1602 of the California Fish and Game Code. Under Section 1602, it is unlawful for any person, governmental agency, or public utility to do the following without first notifying CDFW:

- substantially divert or obstruct the natural flow of, or substantially change or use any material from, the bed, channel, or bank of any river, stream, or lake; or
- deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

The regulatory definition of a stream is a body of water that flows at least periodically or intermittently through a bed or channel that has banks and supports fish or other aquatic life. This definition includes watercourses with a surface or subsurface flow that supports or has supported riparian vegetation. CDFW's jurisdiction within altered or artificial waterways is based on the value of those waterways to fish and wildlife. A CDFW streambed alteration agreement must be obtained for any action that would result in an impact on a river, stream, or lake.

The State Water Resources Control Board (SWRCB) and each of nine local RWQCBs have jurisdiction over "waters of the State" pursuant to the Porter-Cologne Water Quality Control Act, Water Code Section 13000 et seq., which are defined as any surface water or groundwater, including saline waters, within the boundaries of the State. SWRCB has issued general Waste Discharge Requirements regarding discharges to "isolated" waters of the State (Water Quality Order No. 2004-0004-DWQ, Statewide General Waste Discharge Requirements for Dredged or Fill Discharges to Waters Deemed by the U.S. Army Corps of Engineers to be Outside of Federal Jurisdiction). The local RWQCB enforces actions under this general order for isolated waters not subject to federal jurisdiction and is also responsible for the issuance of water quality certifications pursuant to Section 401 of the CWA for waters subject to federal jurisdiction.

Under CEQA, special-status species include those species meeting the following criteria:

- Plant and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal and State Endangered Species Acts. Both acts afford protection to listed species;
- California Department of Fish and Wildlife (CDFW) Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue;
- U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern;
- Sensitive species included in USFWS Recovery Plans; and
- CDFW special-status invertebrates.

Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. In addition, plant species on the California Native Plant Society (CNPS) Lists 1 and 2 are considered special-status plant species and are protected under CEQA.

Local

The Tuolumne County Wildlife Handbook (TCWH) and its associated maps detail the distribution of various habitat types countywide, evaluate their relative biological value, and establish Tuolumne County's standards and thresholds for evaluating the potential biological impacts pursuant to CEQA (Tuolumne County 1987). The avoidance and mitigation measures provided in the TCWH are intended to facilitate a consistent, fair, and cost-effective approach to wildlife mitigation that provides the greatest protection for the most sensitive resources. However, if a site-specific biological evaluation is conducted by a qualified biologist the environmental analysis and mitigation measures can rely on the recommendations of the biologist in lieu of the TCWH recommendations. The applicant has agreed to utilize the measures as indicated in the Tuolumne County Wildlife Handbook.

Implementation Program 16.B.i of the 2018 General Plan requires development that is subject to a discretionary entitlement from the County and to environmental review under the California Environmental Quality Act (CEQA) to evaluate potential impacts to biological resources and mitigate significant impacts for the following or as otherwise required by State or Federal law:

- Species listed or proposed for listing as threatened, rare, or endangered under the federal Endangered Species Act (ESA) or California Endangered Species Act (CESA);
- Species considered as candidates for listing under the ESA or CESA;
- Wildlife species designated by CDFW as Species of Special Concern;
- Animals fully protected under the California Fish and Game Code; and
- Plants considered by CDFW to be "rare, threatened, or endangered in California" (California Rare Plant Ranks [CRPR] of 1A, presumed extinct in California and not known to occur elsewhere; 1B, considered rare or endangered in California and elsewhere; 2A, presumed extinct in California, but more common elsewhere and 2B, considered rare or endangered in California but more common elsewhere).
- Sensitive natural communities, including wetlands under Federal or State jurisdiction, other aquatic resources, riparian habitats, and valley oak (*Quercus lobata*) woodland.
- Important wildlife movement corridors and breeding sites.
- Oak woodlands, as provided in Implementation Program 16.B.j.

Analysis:

- a) To ensure that nesting bird and special status bird species are not impacted by project implementation, Mitigation Measure BIO-1 has been incorporated, to require pre-construction bird surveys if construction is to take place between the nesting bird season, February 1 to August 31 of any year. Mitigation Measure BIO-1 includes protocols to be implemented, should an active bird nest be identified during the preconstruction survey.

The one special-status species identified with potential to occur on the project site, the Tuolumne fawn lily (*Erythronium tuolumnense*), would be limited to the streambanks immediately adjacent to Curtis Creek. This area where potential habitat is present is currently protected within Open Space zoning and would have a less than significant impact by the proposed project. An existing 29-foot wide Public Utility Easement (PUE) is located on the northeastern portion of the site. The project scope of work includes hand digging a trench to place a segment of drainage culvert pipe to connect the drainage basin to Curtis Creek. The maintenance and disturbance within the PUE is minimal, and will remain within the footprint of the dedicated PUE shown on Parcel Map 40-22, and therefore will create a less than

significant impact. Mitigation Measure BIO-2 has been incorporated, to condition the project to require pre-construction fencing to delineate Open Space. Furthermore, staff will be present on site to ensure that hand tools are used to dig the trench. Therefore, there would be a less than significant impact to the sensitive plant species.

The implementation of Mitigation Measures BIO-1 and BIO-2 would result in a less than significant impact on special status species.

- b,c) Curtis Creek is located in the northern portion of the project site. The entire riparian corridor is zoned Open Space, which was established by Ordinance 2218 on December 2, 1997. No other riparian or wetland habitat is on the site outside of the Open Space zoning, and therefore the sensitive habitat on the site is already considered conserved.

In order to ensure that the Open Space area is not disturbed during construction, orange-webbed construction fencing shall be placed to delineate the Open Space, to notify contractors to avoid the riparian area which has been implemented as Mitigation Measure BIO-2. Additionally, the site plan for the Youth Sports Complex Facility identifies perimeter fencing around the northern portion of the site to restrict access into the Open Space area. Further, Mitigation Measure BIO-3 shall be implemented, to reduce water quality impacts to Curtis Creek from project activities. Therefore, impacts would be less than significant with the implementation of BIO-3.

- d) The project site contains Open Space zoning along Curtis Creek, and no development is proposed in this area. This is the only area on the project site where trees are located, and no disturbance will occur in this area. It is unlikely that wildlife would move through the non-Open Space portions of the site as the habitat in this area is disturbed, and it is not typical habitat for wildlife. Therefore, impacts would be less than significant.
- e, f) The project site contains Open Space zoning along Curtis Creek, and because this area will not be disturbed and will be managed in accordance with the Tuolumne County Ordinance Code, the project is consistent with local ordinances. The project was evaluated under Implementation Program 16.B.i of the 2018 General Plan and no potential impacts to biological resources were identified. The project site is not located within an area that is subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Additionally, the project has been reviewed for compliance with the Tuolumne County Wildlife Handbook, Tuolumne County Wildlife Habitat Maps, and the 2018 Tuolumne County General Plan. The project has been found to be consistent with these documents and plans. Therefore, there would be no impact.

Mitigation Measures:

BIO-1: For construction activities expected to occur during the nesting season of raptors (February 1 to August 31) and migratory birds, a pre-construction survey by a qualified biologist shall be conducted to determine if active nests are present on or within 500 feet of the project site where feasible. Areas that are inaccessible due to private property restrictions shall be surveyed using binoculars from the nearest vantage point. The survey shall be conducted by a qualified biologist no more than seven days prior to the onset of construction. If no active nests are identified during the pre-construction survey, no further mitigation is necessary. If construction activities begin prior to February 1, it is assumed that no birds will nest in the project site during active construction activities and no pre-construction surveys are required. If at any time during the nesting season construction stops for a period of two weeks or longer, pre-construction surveys shall be conducted prior to construction resuming.

If active nests are found on or within 500 feet of the project site, the applicant shall notify CDFW and explain any additional measures that a qualified biologist plans to implement to prevent or minimize disturbance to the nest while it is still active. Depending on the conditions specific to each nest, and

the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the 500-foot buffer without impacting the breeding effort. Appropriate measures may include restricting construction activities within 500 feet of active raptor nests and having a qualified biologist with stop work authority monitor the nest for evidence that the behavior of the parents have changed during construction. Nests that are inaccessible due to private property restrictions shall be monitored using binoculars from the nearest vantage point. Appropriate measures would be implemented until the young have fledged or until a qualified biologist determines that the nest is no longer active. Construction activities may be halted at any time if, in the professional opinion of the biologist, construction activities are affecting the breeding effort.

BIO-2: Prior to initiation of ground disturbing activities, all areas within 50-foot Open Space zoning shall be clearly flagged. Orange fencing shall be placed along the Open Space zoning. CDD staff shall be present on site to ensure the use of hand tools to dig the trench within the dedicated PUE as indicated on PM40-22.

BIO-3: The project applicant should implement construction best management practices (BMPs) when operating in the northern portion of the project site adjacent to the riparian mixed hardwood habitat and Curtis Creek. BMPs will include those required by the project Stormwater Pollution Prevention Plan and the Tuolumne County Wildlife Handbook, and may include the following:

- Install fiber rolls, a sandbag barrier, or a straw bale barrier between the active construction site and the riparian mixed hardwood habitat/Curtis Creek to intercept runoff and remove sediment from runoff.
- Maintain all diesel- and gasoline-powered equipment per manufacturer's specifications, and in compliance with all state and federal emissions requirements. Prior to the start of project activities, inspect all equipment for leaks and inspect everyday thereafter until equipment is removed from the site. Any equipment found leaking will be promptly removed to prevent inadvertent discharge into Curtis Creek.
- Equipment storage, working areas, and spoils should be limited to project staging areas.
- Equipment should not be serviced within areas within 100 feet of riparian mixed hardwood habitat and Curtis Creek, or in any locations that would allow grease, oil, or fuel to pass into Curtis Creek.
- Disturbed soils and all other disturbed areas should be stabilized as soon as possible and before the rainy season begins (but no later than October 15th of the construction year) in accordance with the County and Caltrans landscape guidelines and specifications.
- Prior to working in or near any stream, equipment should be thoroughly cleaned to prevent introduction of invasive aquatic species.

Mitigation Monitoring:

Mitigation Measures BIO-1 through BIO-3 are required prior to ground disturbance or construction activities on site and would be verified prior to the issuance of a grading A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.

CULTURAL RESOURCES:

Issues and Supporting Information Sources

	Potentially Significant Impact	Less-than-Significant With Mitigation Incorporation	Less-than-Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

State and Federal legislation requires the protection of historical and cultural resources. In 1971, the President's Executive Order No. 11593 required that all Federal agencies initiate procedures to preserve and maintain cultural resources by nomination and inclusion on the National Register of Historic Places.

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

In September of 2014, the California Legislature passed Assembly Bill (AB) 52, which added provisions to the Public Resources Code (PRC) regarding the evaluation of impacts on tribal cultural resources under CEQA, and consultation requirements with California Native American tribes. In particular, AB 52 now requires lead agencies to analyze project impacts to "tribal cultural resources" separately from archaeological resources (PRC §21074; 21083.09). The Bill defines "tribal cultural resources" in a new section of the PRC §21074. AB 52 also requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes (PRC §21080.3.1, 21080.3.2, 21082.3).

Cultural resources include prehistoric resources, historic resources, and Native American resources. Pre-historic resources include resources that represent the remains of habitation prior to European settlement and historic resources include resources that represent the remains of habitation after European settlement. Native Americans arrived in Tuolumne County approximately 2,000 years ago. Their villages and areas of temporary settlement typically centralized around drainages, springs, and creeks. Historic resources in Tuolumne County mostly consist of uses and sites centered around gold mining, early timber industry, or historic farming and ranching.

Analysis:

a,b,c) A Historical Resources Survey Report for Conditional Use Permit CUP21-011 was prepared by Shelly Davis – King of Davis-King and Associates on April 25, 2022. This report is an addendum to cultural resource study titled, "*Cultural Resources Investigation for the Proposed New Standard Project*" prepared by Shelly Davis-King with Carlo De Ferrari and Terry Brejla in 1991.

Pedestrian surveys were conducted on April 8th and 21st of 2022. The archeologist walked parallel transects spaced 15 meters apart. In addition, the archaeologist conducted a records search through the California Historical Resource Information System (CHRIS). The study concluded that no new data has

been recorded and that no cultural or tribal resources were observed within the proposed project survey area. No tribal resources, historic properties or historical resources are documented within the project site. However, to ensure that any resources discovered during construction are appropriately managed, incorporation of Mitigation Measures CUL-1 and CUL-2 will result in a less than significant impact to cultural resources.

Formal consultation letters were sent via certified mail on June 27, 2022 to the Tuolumne Band of Me-Wuk and Chicken Ranch Rancheria Tribes, in accordance with Assembly Bill 52. To date, no responses or requests for consultation have been received.

Mitigation Measures:

CUL-1: In the unlikely event that buried cultural deposits (e.g., prehistoric stone tools, milling stones, historic glass bottles, foundations, cellars, privy pits) are encountered during project implementation, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist (36 Code of Federal Regulations [CFR] 61) shall be notified immediately and retained to assess the significance of the find. Construction activities could continue in other areas. If the find is determined to be significant by the qualified archaeologist (i.e., because it is determined to constitute either a historical resource or a unique archaeological resource), the archaeologist shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.

CUL-2: In accordance with the California Health and Safety Code (CHSC), Section 7050.5, and the Public Resources Code (PRC) 5097.98, regarding the discovery of human remains, if any such finds are encountered during project construction, all work within the vicinity of the find shall cease immediately, a 100-foot-wide buffer surrounding the discovery shall be established, and the County shall be immediately notified. The County Coroner shall be contacted immediately to examine and evaluate the find. If the coroner determines that the remains are not recent and are of Native American descent, the County Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Mitigation Monitoring: Mitigation Measure CUL-1 and CUL-2 are required during construction activities on site, and will be verified by the LUNR Division of CDD. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.

ENERGY:

Issues and Supporting Information Sources

	Potentially Significant Impact	Less-than-Significant With Mitigation Incorporation	Less-than-Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

California relies on a regional power system composed of a diverse mix of natural gas, petroleum, renewable, hydroelectric, and nuclear generation resources. Natural gas provides one third of the electricity used in California, coming from both California-based power plants, as well as Pacific Northwest- and Southwest-based power plants outside the state. After natural gas generation, electricity in California is mostly generated by renewables (29 percent), large hydroelectric (15 percent), and nuclear (9 percent) (California Energy Commission [CEC] 2018a). The contribution of in- and out-of-state power plants depends on the precipitation that occurred in the previous year, the corresponding amount of hydroelectric power that is available, and other factors.

Electricity in Tuolumne County is provided by Pacific Gas and Electric (PG&E). There is no natural gas consumption in Tuolumne County. However, there is propane consumption for residential uses.

Homes built between 2000 and 2015 used 14 percent less energy per square foot than homes built in the 1980s, and 40 percent less energy per square foot than homes built before 1950. However, the increase size of newer homes has offset these efficiency improvements. Primary energy consumption in the residential sector total 21 quadrillion Btu in 2009 (the latest year the U.S. Energy Information Administration’s [EIA’s] *Residential Energy Consumption Survey* was completed), equal to 54 percent of consumption in the buildings sector and 22 percent of total primary energy consumption in the U.S. Energy consumption increased 24 percent from 1990 to 2009. However, because of projected improvements in building and appliance efficiency, the EIA 2017 Annual Energy Outlook forecast a 5-percent increase in energy consumption from 2016 to 2040 (EIA 2017).

On-road vehicles use about 90 percent of the petroleum consumed in California. Based on the most recently available information, in 2008, the California Department of Transportation (Caltrans) projected 41.5 million gallons of gasoline and diesel would be consumed in Tuolumne County in 2015, an increase of approximately 4.7 million gallons of fuel from the projected 2010 levels (Caltrans 2008).

Energy consumption on the project site would include energy consumed for the construction of project mainly using electric-powered and gas-powered equipment and vehicle usage. Once operational, energy will be used for the operation of lights and electrical outlets at the complex, as well as the energy needed for water use at the site.

Regulatory Setting:

Federal and state agencies regulate energy consumption through various policies, standards, and programs. At the local level, individual cities and counties establish policies in their general plans and climate action plans related to the energy efficiency of new development and land use planning and to the use of renewable energy sources.

Federal:

Energy Policy and Conservation Act, and CAFE Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this Act, the National Highway Traffic and Safety Administration, part of the U.S. Department of Transportation, is responsible for revising existing fuel economy standards and establishing new vehicle economy standards.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Compliance with CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. EPA calculates a CAFE value for each manufacturer based on the city and highway fuel economy test results and vehicle sales. The CAFE values are a weighted harmonic average of the EPA city and highway fuel economy test results. Based on information generated under the CAFE program, the U.S. Department of Transportation is authorized to assess penalties for noncompliance. Under the Energy Independence and Security Act of 2007 (described below), the CAFE standards were revised for the first time in 30 years.

Energy Policy Act (1992 and 2005) and Energy Independence and Security Act of 2007

The Energy Policy Act of 1992 was passed to reduce the country's dependence on foreign petroleum and improve air quality. The act includes several parts intended to build an inventory of alternative fuel vehicles in large, centrally fueled fleets in metropolitan areas. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

The Energy Independence and Security Act of 2007 increased the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel annually by 2022, which represents a nearly five-fold increase over current levels and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent. By addressing renewable fuels and CAFE standards, the Energy Independence and Security Act of 2007 will build on progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

State:

State of California Energy Plan

CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 1997 California Energy Plan. The plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies strategies such as aiding public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, and encouraging urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.

Senate Bill 1078: California Renewables Portfolio Standard Program

Senate Bill (SB) 1078 (Chapter 516, Statutes of 2002) establishes a renewables portfolio standard (RPS) for electricity supply. The RPS originally required retail sellers of electricity, including investor-owned utilities and community choice aggregators to provide 20 percent of their supply from renewable sources by 2017, but SB 1078 moved that date forward to require compliance by 2010, although the state did not meet the target. In addition, electricity providers subject to the RPS must increase their renewable share by at least 1 percent each year. As of 2016, the state sourced 34.8 percent of its electricity from certified renewable sources (CPUC 2018). The outcome

of this legislation will affect regional transportation powered by electricity.

SB X1-2 of 2011 set a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. The state met the 2016 target and is on track to meet the 2020 target.

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

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

Assembly Bill 1007: State Alternative Fuels Plan

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

Executive Order S-06-06

Executive Order (EO) S-06-06, signed on April 25, 2006, establishes targets for the use and production of biofuels and biopower, and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The EO also calls for the state to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies barriers and recommends actions to address them so that the state can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 plan and provides a more detailed action plan to achieve the following goals:

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

As of 2015, 3.2 percent of the total electricity system power in California was derived from biomass.

Senate Bill 375

SB 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy or Alternative Planning Strategy, showing prescribed land use allocation in each MPO's Regional Transportation Plan. CARB, in consultation with the MPOs, is to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035. Implementation of SB 375 will have the co-benefit of reducing California's dependency of fossil fuels and making land use development and transportation systems more energy efficient.

The Tuolumne County Transportation Council (TCTC) serves as the federally designated rural transportation agency and the state-designated regional planning agency for Tuolumne County. While the TCTC is required to prepare a Regional Transportation Plan, it is not required to prepare a Sustainable Communities Strategy, as it is not a federally designated MPO. However, the TCTC's *2016 Final Regional Transportation Plan* includes an optional Rural Sustainable Strategies chapter to help Tuolumne County comply with AB 32 and to reduce GHG emissions.

California Green Building Standards

California Code of Regulations, Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-Residential Buildings. Title 24 Part 6 was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy-efficiency standards for residential and nonresidential buildings. In 2013, CEC updated Title 24 standards with more stringent requirements, effective July 1, 2014. All buildings for which an application for a building permit is submitted on or after July 1, 2014, must follow the 2013 standards. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The CEC *Impact Analysis for California's 2013 Building Energy Efficiency Standards* estimates that the 2013 standards are 23.3 percent more efficient than the previous 2008 standards for residential construction and 21.8 percent more efficient for nonresidential construction. In 2016, CEC updated Title 24 standards again, effective January 1, 2017. CEC estimates that the 2016 standards are 28 percent more efficient than 2013 standards for residential construction (CEC n.d.) and are approximately 5 percent more efficient for nonresidential construction (CEC 2015).

The 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by the CEC on May 9, 2018 and took effect on January 1, 2020. The standards are designed to move the state closer to its zero net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the site electricity needs of each residential unit (California Code of Regulations, Title 24, Part 6, Section 150.1(c)14). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficacy lighting (CEC 2018b). The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

Assembly Bill 32, Climate Change Scoping Plan and Update

In December 2008, CARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 118 million metric tons of carbon dioxide-equivalent (MMTCO_{2e}) emissions, or approximately 21.7 percent from the state's projected 2020 emission level of 545 MMTCO_{2e} under a business-as-usual scenario (this is a reduction of 47 MMTCO_{2e}, or almost 10 percent, from 2008 emissions). In May 2014, CARB released and has since adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching AB 32 goals and evaluate progress that has been made between 2000 and 2012 (CARB 2014:4–5). According to the update, California is on track to meet the near-term 2020 GHG limit and is well positioned to maintain and continue reductions beyond 2020 (CARB 2014:ES-2). The update also reports the trends in GHG emissions from various emissions sectors (e.g., transportation, building energy, agriculture).

After releasing multiple versions of proposed updates in 2017, CARB adopted the final version titled *California's 2017 Climate Change Scoping Plan* (2017 Scoping Plan), which lays out the framework for achieving the 2030 reductions as established in more recent legislation (discussed below). The 2017 Scoping Plan identifies the GHG reductions needed by each emissions sector to achieve a statewide emissions level that is 40 percent below 1990 levels before 2030.

Executive Order B-30-15

On April 20, 2015, Governor Edmund G. Brown Jr. signed EO B-30-15 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming to below 2 degrees Celsius, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the state's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050. Achievement of these goals will have the co-benefit of reducing California's dependency of fossil fuels and making land use development and transportation systems more energy efficient.

Advanced Clean Cars Program

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

Local:

2018 Tuolumne County General Plan:

The 2018 Tuolumne County General Plan provides a framework for addressing issues related to energy efficiency. The Community Development and Design, Housing, Transportation, Economic Development, Water, Air Quality, and Climate Change Elements contain goals and policies that would reduce energy consumption. Specific Goals, Policies, and implementation Programs related to energy that are applicable to the project are as follows:

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) The project would not result in wasteful, inefficient, or unnecessary consumption of energy, as it complies with the State of California energy conservation regulations. As the project involves the construction and operation of an outdoor sports complex, it is not expected that a large amount of energy will be required for the project. Therefore, this impact would be less than significant.
- b) The California State Building Standards Commission adopted updates to the California Green Building Standards Code (CALGreen). CALGreen contains requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, and site irrigation conservation. CALGreen is intended to (1) reduce GHG emissions; (2) promote environmentally responsible, cost-effective, healthier places to live and work; and (3) reduce energy and water consumption. The project proposes to be built in accordance with CALGreen standards, and will reduce water use via the installation of artificial turf athletic fields. Therefore, this impact would be less than significant.

Mitigation Measure: None required.

Mitigation Monitoring: Not applicable.

GEOLOGY AND SOILS:

Issues and Supporting Information Sources	<i>Potentially Significant Impact</i>	<i>Less-than- Significant With Mitigation Incorporation</i>	<i>Less-than- Significant Impact</i>	<i>No Impact</i>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

The purpose of this section is to disclose and analyze the potential impacts associated with the geology of the project site and regional vicinity, and to analyze issues such as the potential exposure of people and property to geologic hazards, landform alteration, and erosion.

Tuolumne County is located primarily within the Sierra Nevada geomorphic province, with an extremely small portion (less than 10 percent) of the western boundary within the Great Valley province. The Sierra is a tilted fault block nearly 400 miles long. Its east face is a high rugged multiple scarp, contrasting with the gentle western slope that disappears under the sediments of the Great Valley to the west. Deep river canyons are cut into the western slope. Their upper courses, especially in massive granites of the higher Sierra, have been modified by glacial activity, forming such scenic features as Yosemite Valley. The high crest in the Sierra culminates in Mt. Whitney with an elevation of 14,495 feet above sea level near the eastern scarp. The metamorphic bedrock contains gold-bearing veins in the northwest trending Mother Lode. The northern Sierra boundary is marked where bedrock disappears under the Cenozoic volcanic cover of the Cascade Range.

Tuolumne County is located in central California, which is a region known to have limited fault zones and seismic activity. There are four "capable" faults, which are faults with tectonic displacement within the last 35,000 years which could produce a quake, located within Tuolumne County: Negro Jack Point, Bowie Flat,

Rawhide Flat West, and Rawhide Flat East. These faults are located primarily in the western and southwestern portion of the County. Historically, earthquake activity in Tuolumne County has been substantially below the California State average.

In addition to the Tuolumne County General Plan and Ordinance Code, the project was evaluated using the Tuolumne County Multi-Jurisdiction Hazard Mitigation Plan, the USDA/CDF Cooperative Soil-Vegetation Survey of Tuolumne County, and the California Geological Survey's geotechnical maps.

The project site was mapped using the USDA Natural Resource Conservation Service (NRCS) soil survey maps. The project site contains the Urban land-Sierra-Flanly Complex, which is found on 3-25% slopes, and the Cumultic Humixerepts-Riverwash complex, found on 0-8% slopes. The Urban land-Sierra-Flanly Complex soil type encompasses approximately 90% of the project site and includes the area of the site that would be developed. The Cumultic Humixerepts-Riverwash complex soil encompasses the remaining 10% of the site and includes the area of Curtis Creek. This area is zoned Open Space and would not be impacted by project development.

Ground shaking

Earthquake activity within Tuolumne County is significantly below the California state average (Tuolumne County 2018). Over the past century, a total of five historical earthquakes within recorded magnitudes of 3.5 or greater have occurred. Further, there is an approximate 28 percent chance of a major earthquake within 50 kilometers of Tuolumne County within the next 50 years. The probability of a moderate earthquake occurring in the next 30 years is low. Only one major "active fault" is located in Tuolumne County, the New Melones fault, located approximately 4 miles west of the project site (DOC 2018). The fault transects the County, running roughly north to south along the western boundary, and is part of the Foothill fault system which runs along the west base of the Sierra Nevada mountain range. The estimated maximum capability for this fault is Magnitude 6.5 (Tuolumne County 2018).

The Alquist-Priolo Earthquake Fault Zoning Act was signed into California law on December 22, 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Act only applies to structures for human occupancy (houses, apartments, condominiums, etc.)

The California Building Code (CBC) identifies seismic factors that must be considered in structural design. Specific minimum seismic safety and structural design requirements are set forth in Chapter 16 of the CBC. Chapter 18 of the CBC regulates the excavation of foundations and retaining walls, while Chapter 18A regulates construction on unstable soils, such as expansive soils and areas subject to liquefaction. Appendix J of the CBC regulates grading activities, including drainage and erosion control. The CBC also contains a provision that provides for a preliminary soil report or geotechnical report to be prepared to identify "...the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects" (CBC Chapter 18 Section 1803.1.1.1). Additionally, the state earthquake protection law (California Health and Safety Code Section 19100 et seq.) requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes.

Landslides, Subsidence and Liquefaction

Liquefaction is a process whereby soil is temporarily transformed to a fluid form during intense and prolonged ground shaking. Areas most prone to liquefaction are those that are water saturated (e.g., where the water table is less than 30 feet below the surface) and consist of relatively uniform sands that are low to medium density. In addition to necessary soil conditions, the ground acceleration and duration of the earthquake must be of sufficient energy to induce liquefaction. Due to the nature of the soils, groundwater conditions, and low

seismicity in the County, the risk and danger of liquefaction and subsidence occurring within the County is considered to be minimal (Tuolumne County 2018).

Naturally occurring landslides do not typically occur in the County. Slopes disturbed by grading or development have failed, especially during periods of heavy rainfall, and have resulted in the destruction of County infrastructure. Within the County, there is a considerable amount of area where the topography can be considered steep to very steep. In the vast majority of this area, the underlying rock formation is very stable, and the soil found on these slopes is shallow and held in place by deep rooted vegetation. These slopes do not typically fail unless disturbed by grading or development (Tuolumne County 2018). Landslides are a primary geologic hazard and are influenced by four factors:

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

Expansive Soils

Clays are present in some soils both as a weathering product and as native sediments. Clays have the potential for expansion and contraction when they go through wet/dry cycles. Expansive soils (also known as shrink-swell soils) are soils that contain expansive clays that can absorb significant amounts of water into their crystalline structure. The presence of clay makes the soil prone to large changes in volume in response to changes in water content. The quantity and type of expansive clay minerals affects the potential for the soil to expand or contract. Wetting can occur naturally in a number of ways, (e.g., absorption from the air, rainfall, groundwater fluctuations, lawn watering and broken water or sewer lines). When an expansive soil becomes wet, water is absorbed, and it increases in volume, and as the soil dries it contracts and decreases in volume. This (often repeated) change in volume can produce enough force and stress on buildings and other structures to damage foundations and walls.

In hillside areas, as expansive soils expand and contract, gradual downslope creep may occur, eventually causing landslides (see below for more information on landslides and other forms of mass wasting). Clay soils also retain water and may act as lubricated slippage planes between other soil/rock strata, also producing landslides, often during earthquakes or by unusually moist conditions. The shrink-swell characteristics of soils can vary widely within short distances, depending on the relative amount and type of clay. Soils with clay content have been mapped throughout the County and may be susceptible to expansion (USDA 1964).

Paleontological Resources

Based on geologic mapping, the majority of the County is not considered sensitive for paleontological resources. Paleozoic marine rocks occur in the western portion of the County and may contain fossils of marine invertebrates. Records of paleontological finds maintained by the University of California Museum of Paleontology state that there are 72 localities at which fossil remains have been found in Tuolumne County. These occur primarily in the Mehrten geologic formations (Tuolumne County 2018).

Erosion:

Erosion is the process by which soil and rock at the earth's surface is gradually broken down and transported to a different location. Erosive processes include rainfall, surface runoff, glacial activity, wind abrasion, chemical dissolution, and gravity in the form of mass wasting (described below). Under normal conditions, these erosive processes, together with physical characteristics of the material being eroded, control the rate at which erosion occurs. Development activities can accelerate that rate, causing excessive erosion and a wide variety of detrimental effects on the environment including sedimentation of waterways (see Section 3.10, "Hydrology and

Water Quality”), slope instability, ground instability, loss of agricultural productivity through the removal of topsoil, or even desertification.

The potential for erosion increases as a function of slope steepness. Areas within the County where slopes exceed 30 percent are generally considered to have a high potential for erosion. The majority of development in Tuolumne County is not located on such terrain, and there are no steep slopes on the site. Erosion problems in developed regions of the County are generally limited to areas where grading has resulted in steep slopes where deposits of fill have not stabilized, or where slope stabilization practices have not been employed following grading activities. Rain and runoff have also produced incidents of excessive erosion on burn scars that have not yet sufficiently revegetated. However, by comparison with other areas of the state, such as the coastal mountains, erosion has proven to be a modest hazard in Tuolumne County.

The project would result in new impervious surfaces on the project site. Minor grading associated with drainage, building, and storage would occur. Construction activities would not disturb more than one acre; however, discharge from the project site would enter directly to Curtis Creek, so a stormwater pollution prevention plan (SWPPP) would be required by the Central Valley Regional Water Quality Control Board (RWQCB) and would be prepared before construction and implemented throughout project construction to comply with National Pollutant Discharge Elimination System (NPDES) requirements. The project would also comply with the California Building Code (CBC) to reduce any potential slope, soil, or erosion impacts.

An existing drainage ditch is located on the project site, which is exempt from federal jurisdiction according to the Navigable Waters Protection Rule and no federal permits would be required for filling the ditch. The ditch is not a water of the state pursuant to the State Procedures so no State discharge or fill permit is required.

Analysis:

- a i) The project site is not located within a delineated fault zone or located within a known liquefaction zone or seismic landslide zone as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. The project site has been located on the Tuolumne County Geotechnical Interpretive Map for the USGS Sonora Minute Quadrangle. This map indicates that there are no faults located on the project site or within the vicinity of the project site. The nearest fault as identified on the Tuolumne County Geotechnical Interpretive Map is approximately 4.2± miles west of the project site. Therefore, there will be no impact.
- a ii-iii) The Environmental Impact Report for the 2018 Tuolumne County General Plan update indicates that there is a low potential for significant seismic activity within the County. There is a low potential for strong seismic ground shaking or seismic related ground failure, including liquefaction. Tuolumne County’s Geotechnical Maps show the approximate boundaries of various hazard and resource zones, such as fault rupture zones, erosive soil areas, steep slopes, and limestone deposits. There are no steep slopes on the project site, and no-fault zones are located within the vicinity of the project site. The nearest fault location as indicated in the Geotechnical maps is located approximately 4.2± miles west of the project site. There would be a less than significant impact.
- a iv) The Technical Background Report for the 2018 General Plan indicate that the landslide susceptibility of the County is low. As the project site is flat, and not surrounded by steep slopes, there is no threat from landslides. There would be no impact.
- b,c) The project site is flat. The likelihood of landslides, lateral spreading, subsidence, liquefaction, or collapse of these soils is fairly low.

Although the erosive and soil failure hazards are fairly low, grading for the development of the project have the potential to result in erosion or loss of the topsoil. Any grading on the project site is subject to Chapter 12.20 of the TCOC and the project proponent would be required to secure a Grading Permit

from the Engineering Division of the Department of Public Works. Grading Permit review from the Engineering Division will ensure consistency with Chapter 12.20 of the TCOC and ensure that the appropriate measures are taken to stabilize slope, control erosion, and protect exposed soils. Prior to the issuance of a Grading Permit by the Engineering Division of the Department of Public Works, the project proponent is required to submit an erosion control plan to be reviewed and approved which must be implemented during project construction activities. The project will also be conditioned to require that all soils that are disturbed by clearing, or grading shall be reseeded or hydro mulched or otherwise stabilized as soon as possible. Emergency erosion control measures shall be utilized as requested by County officials.

The project proponent is required to submit a Notice of Intent (NOI) to the State Water Resources Control Board Water Permitting Unit to obtain coverage under the General Construction Activity Stormwater Permit for the disturbance of one acre or more. A Stormwater Pollution Prevention Plan (SWPPP) is required to be developed and submitted with the NOI. The SWPPP must be prepared by a qualified professional and includes Best Management Practices (BMPs) to minimize stormwater runoff, erosion, and sediment movement during construction activities.

Based on the above and the requirement of a preparation of a SWPPP with BMPs, the submittal of a NOI and the enforcement of the County's Grading Ordinance through the requirement and review of a grading permit, including implementation of an erosion control plan and stabilization of soils that are disturbed by grading, there will be a less than significant impact.

- d) The project site does not contain expansive soils, as defined in Table 18-1-B of the Uniform Building Code. Therefore, there is no impact.
- e) Septic tanks are not proposed with this project. There would be no impact.
- f) As previously described, paleontological resources within the county are not common. However, if present, these resources occur primarily in the Mehrten geologic formations. The Mehrten formation is a geologic formation dating back to the Neogene period, which is part of the Miocene and later Pliocene geologic epochs (Cenozoic Era). The generalized rock type identified within the project area is metasedimentary rock (Pz) (DOC 2018). This rock type is not associated within the Cenozoic Era, where resources from the Mehrten formation would be present. Construction activities associated with the project would involve site grading and excavation. Operation of the project would not result in any ground disturbance. Because the project site is not located within a geologic area where paleontological resources would likely be present, construction activities resulting from the project would not directly or indirectly result in destruction of a paleontological resource. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting:

Certain gases in the earth’s atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth’s surface temperature. GHGs are responsible for “trapping” solar radiation in the earth’s atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth’s climate, known as global climate change or global warming. It is “extremely likely” that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic factors together (Intergovernmental Panel on Climate Change 2014).

The different types of GHGs have varying global warming potentials (GWPs) (Table 3). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere. Because GHGs absorb different amounts of heat, a common reference gas, usually carbon dioxide, is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as “CO₂ equivalent,” and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a GWP of one. By contrast, methane (CH₄) has a GWP of 21, meaning its global warming effect is 21 times greater than carbon dioxide on a molecule per molecule basis.

Table 3	
Global Warming Potentials (GWPs)	
Gas	Global Warming Potential
Carbon Dioxide	1
Methane	21
Nitrous Oxide	310
HFC-23	11,700
HFC-134a	1,300
HFC-152a	140
PFC: Tetrafluoromethane (CF ₄)	6,500
PFC: Hexafluoroethane (C ₂ F ₆)	9,200
Sulfur Hexafluoride (SF ₆)	23,900
Source: http://epa.gov/climatechange/emissions/downloads09/Introduction.pdf	

As noted above, the earth needs a certain amount of greenhouse gases in order to maintain a livable temperature. However, it is believed by many that global climate change may occur as a result of excess amounts of GHG, which, in turn, may result in significant adverse effects to the environment that will be experienced worldwide. The effects may include the melting of polar ice caps and rising sea levels, increased

flooding in wet areas, droughts in arid areas, harsher storms, problems with agriculture, and the extinction of some animal species. Regardless of whether the rise in GHG is caused by natural cyclic events or not, it is widely believed production of additional GHG should be reduced in order to maintain a “healthy” level of GHG in the atmosphere.

Regulatory Setting:

State Legislation

GHG emission targets established by the state legislature include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (Senate Bill [SB] 32 of 2016). Executive Order S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. Executive Order B-55-18 calls for California to achieve carbon neutrality by 2045 and achieve and maintain net negative GHG emissions thereafter. These targets are in line with the scientifically established levels needed in the United States to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (United Nations 2015:3).

California’s 2017 Climate Change Scoping Plan (2017 Scoping Plan), prepared by CARB, outlines the main strategies California will implement to achieve the legislated GHG emission target for 2030 and “substantially advance toward our 2050 climate goals” (CARB 2017:1, 3, 5, 20, 25–26). It identifies the reductions needed by each GHG emission sector (e.g., transportation, industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste).

Tuolumne County Regional Blueprint Greenhouse Gas Study

In 2012, the Tuolumne County Transportation Council (TCTC) conducted a regional blueprint planning effort, which presented the results of a countywide (including incorporated and unincorporated areas) GHG emissions inventory, which evaluated existing (2010) GHG emissions, and projected (2020, 2030, and 2040) emissions for three growth scenarios. It also identified policies and measures Tuolumne County and land use project applicants can implement to reduce GHG emissions consistent with AB 32 and prepare for the potential impacts of climate change. In 2010, Tuolumne County emitted approximately 782,846 metric tons of CO₂ equivalent GHG emissions (MTCO₂e) as a result of activities and operations that took place within the transportation, residential (energy consumption), nonresidential (energy consumption), off-road vehicles and equipment, agriculture and forestry, wastewater, and solid waste sectors. This equates to 9.8 MTCO₂e per resident and employee in Tuolumne County’s service population (service population is defined as the total County resident population + people employed in the County). Because the project completed a project-specific GHG study, it does not need to rely on the evaluation and mitigations in the Blueprint GHG Study.

Significance Criteria

Tuolumne County and the Tuolumne County Air Pollution Control District (TCAPCD) do not have an adopted GHG threshold for the purposes of determining significance under CEQA. California Air Resources Board’s California’s 2017 Climate Change Scoping Plan (Scoping Plan) states that, for project-level GHG thresholds,

Absent conformity with an adequate geographically specific GHG reduction plan as described in the preceding section above, CARB recommends that projects incorporate design features and GHG reduction measures, to the degree feasible, to minimize GHG emissions. Achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development. (CARB 2017:101)

Therefore, the project would be considered significant if it results in a net increase in GHG emissions compared to existing conditions. This threshold is specific to the proposed project and may not necessarily apply to other

projects in the county. Calculations of the project's GHG emissions can be found in Appendix A.

Analysis:

- a,b) To assist project applicants with determining whether a proposed project's GHG emissions are consistent with AB 32, an estimate of emission numbers was generated using California Emissions Estimator Model (CalEEMod), version 2016.3.2 (California Air Pollution Control Officers Association 2016).

During construction, the project is expected to generate approximately 208 metric tons of carbon dioxide equivalents per year (MT CO₂e per year). During operation, the project is expected to generate approximately 9.18 MT CO₂e per year. In absence of guidance from the TCAPCD, and in light of recommendations from other air districts, the construction emissions were amortized across an average 30-year project lifetime, resulting in an annualized emission of 7 MT CO₂e per year (Placer County 2016).

- a) The VMT threshold in this area is 34.7 VMT per employee for the East Sonora subarea. The site is located in an area where VMT per Capita is below the County Average, or 2-14% below County average. Because the project is in an area that is below the County average, it is classified as a "Low VMT" area on the TCTC VMT maps, and the project's impacts on VMT are less than significant. Therefore, because the project's VMTs are less than significant, and GHG emissions from vehicle trips is responsible for the majority of GHGs associated with this project. Thus, impacts are 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

Hazardous substances and wastes that are likely to be generated from the project would include hydraulic fluids and solvents used in the construction and operations activities of the sports complex facility. All hazardous substances and wastes are highly regulated by federal, state, and local regulations regarding the use, storage, transportation, handling, processing, and disposal. All hazardous substances and waste are required to be stored, transported, handles, processed, and disposed of in accordance with these regulations.

To address compliance of these regulations in the home, Tuolumne County adopted the Household Hazardous Waste Element of the Tuolumne County Integrated Waste Management Plan. This plan aims to reduce the amount of household hazardous waste generated within Tuolumne County through reuse and recycling, to divert household hazardous waste from landfills, to promote alternatives to toxic household products, and to educate the public regarding household hazardous waste management. Household hazardous waste is collected at the Cal Sierra Transfer Station in East Sonora and the Groveland Transfer Station in Groveland. Tuolumne County also holds collection events for household hazardous waste which is organized by the Solid Waste Division of the Department of Public Works.

The project site is located within the Curtis Creek Elementary School district, which is located 0.4± aerial miles from the project site. Safari Learning is located within 0.25± miles of the project.

The California Department of Toxic Substance Control (DTSC) maintains a list of cleanup sites and hazardous waste permitted facilities on its EnviroStor database. The State Water Resources Control Board regulates spills, leaks, investigation, and cleanup sites and maintains an online GeoTracker database. The GeoTracker database tracks regulatory data about leaking underground storage tank (LUST) sites, fuel pipelines, and public drinking water supplies. These databases were consulted for the project site.

There are two airports located within Tuolumne County. One is located within the community of Columbia; the other airport is located in the community of Groveland. Parcels that are subject to the Tuolumne County Airport Compatibility Plan are designated with the Airport Overlay (-AIR) General Plan land use designation the :AIR (Airport Combining) zoning district. The project site is not located within two miles of an airport.

Information on emergency response plan and evacuation plan is contained in the Natural Hazards Element of the 2018 Tuolumne County General Plan and the Tuolumne County Multi-Jurisdiction Hazard Mitigation Plan. Tuolumne County does not have a static emergency plan or evacuation plan due to the dynamic nature of emergencies. In the event of an emergency, the Tuolumne County Sheriff Office is the responsible entity for declaring and directing evacuations in the case of emergencies. The Sheriff's Department will inform members of the public via the Everbridge Emergency Notification System, local media, and door-to-door when feasible.

The project site is located within a State Responsibility Area (SRA) and is rated as moderate fire hazard severity zone. This rating is based on factors of slope, vegetation, and annual summer weather patterns. These zones, referred to as Fire Hazard Severity Zones (FHSZ), provide the basis for application of various mitigation strategies to reduce risks to buildings associated with wildland fires. The zones also relate to the requirements for building codes designed to reduce the ignition potential to buildings in the wildland-urban interface zone.

Regulatory Setting:

Federal:

Toxic Substances Control Act

The 1976 Toxic Substances Control Act regulates the manufacturing, inventory, and disposition of industrial chemicals, including hazardous materials. The Model Accreditation Plan, adopted under Title II of the Act, requires that all persons who inspect for asbestos-containing material (ACM) or design or conduct response actions with respect to friable asbestos obtain accreditation by completing a prescribed training course and passing an exam. Section 403 of the Toxic Substances Control Act establishes standards for LBP hazards in paint, dust, and soil.

Resource Conservation and Recovery Act

RCRA (42 U.S. Code [USC] 6901 et seq.) is the law under which EPA regulates hazardous waste from the time the waste is generated until its final disposal ("cradle to grave"). EPA has authorized DTSC to enforce hazardous waste laws and regulations in California. Under RCRA, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. Generators must ensure that their wastes are disposed of properly, and legal requirements dictate the disposal requirements for many waste streams (e.g., banning many types of hazardous wastes from landfills).

Superfund Amendments and Reauthorization Act

The Superfund Amendments and Reauthorization Act (SARA) of 1986 (Public Law 99-499; USC Title 42, Chapter 116), also known as SARA Title III or the Emergency Planning and Community Right-to-Know Act (EPCRA) of 1986, imposes hazardous materials planning requirements to help protect local communities in the event of accidental release.

EPCRA requires states and local emergency planning groups to develop community emergency response plans for protection from a list of extremely hazardous substances (40 CFR 355 Appendix A). In California, EPCRA is implemented through the Cal ARP program.

Hazardous Materials Transportation

DOT regulates transport of hazardous materials between states and is responsible for protecting the public from dangers associated with such transport. The federal hazardous materials transportation law, 49 USC 5101 et seq. (formerly the Hazardous Materials Transportation Act 49 USC 1801 et seq.) is the basic statute regulating

transport of hazardous materials in the United States. Hazardous materials regulations are enforced by the Federal Highway Administration, the Federal Railroad Administration, and the Federal Aviation Administration.

Comprehensive Environmental Response, Compensation, and Liability Act

Brownfield sites are areas with actual or perceived contamination and that may have potential for redevelopment or reuse. Brownfields are often former industrial facilities that were once the source of jobs and economic benefits to the community but lie abandoned due to fears about contamination and potential liability. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Over 5 years, \$1.6 billion was collected and the tax went into a fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA was amended in January of 2002 with passage of the Small Business Liability Relief and Brownfields Revitalization Act. This Act provides some relief for small businesses from liability under CERCLA. It authorizes \$200 million per fiscal year through 2006 to provide financial assistance for brownfield revitalization. CERCLA also facilitated a revision of the National Contingency Plan, which provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The plan also established the generation of EPA's National Priorities List, a list of all the sites with known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States. According to the National Priorities List database, there are no Superfund sites within Tuolumne County (EPA 2018).

National Emissions Standards for Hazardous Air Pollutants

The asbestos regulations under NESHAP control work practices during the demolition and renovation of institutional, commercial, or industrial structures. Following identification of friable asbestos, OSHA requires that asbestos trained and certified abatement personnel perform asbestos abatement and all ACM removed from on-site structures shall be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos.

Clean Water Act

The U.S. Environmental Protection Agency (EPA) is the federal agency primarily responsible for water quality management. The CWA establishes the basic structure for regulating discharges of pollutants into "waters of the United States." The Act specifies a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Some of these tools include:

Section 311 details the Spill Prevention and Countermeasure Control (SPCC) rule, which requires facilities to prepare and maintain a SPCC plan. A facility falls under federal jurisdiction and the SPCC rule if it has an aggregate aboveground oil storage capacity greater than 1,320 U.S. gallons or a completely buried storage capacity greater than 42,000 U.S. gallons and there is a reasonable expectation of an oil discharge into or upon navigable waters of the U.S. or adjoining shorelines. A SPCC plan describes oil handling operations, spill prevention practices, discharge or drainage controls, and the personnel, equipment, and resources at a facility that are used to prevent oil spills from reaching navigable waters or adjoining shorelines.

State:

California Accidental Release Prevention Program

Cal ARP (CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than a specified volume of regulated substances at their facilities. The Cal ARP program regulations became effective on January 1, 1997, and include the provisions of the federal Accidental Release Prevention program (Title 40, CFR Part 68), with certain additions specific to the state pursuant to Health and Safety Code Section 25531 et seq. The list of regulated substances is found in 19 CCR Section 2770.5 of the Cal ARP program regulations. Businesses that use a regulated substance above the noted threshold quantity must implement an accidental

release prevention program, and some may be required to complete RMPs. An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of an RMP is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. An RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities, as well as external events such as seismic activity.

California Government Code Section 65962.5

California Government Code Section 65962.5 requires DTSC to compile and maintain lists of potentially contaminated sites located throughout the State of California. This “Cortese List” includes hazardous waste and substance sites from DTSC’s database, LUST sites from the SWRCB’s database, solid waste disposal sites with waste constituents above hazardous waste levels outside of the waste management unit, Cease and Desist Orders and Cleanup and Abatement Orders concerning hazardous wastes, and hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.

There are no sites in unincorporated Tuolumne County on DTSC’s database of hazardous waste and substance sites, and there are no solid waste disposal sites in the County with waste constituents above hazardous waste levels outside of the waste management unit. There are six Cease and Desist Orders and Cleanup and Abatement Orders in the unincorporated County area, but none are apparently concerning hazardous waste. As described above, there are several records of LUST sites in the County (DTSC 2018).

Hazardous Waste Control Act

These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act, Health and Safety Code Section 25100 et seq. and Title 26 of the CCR, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with DTSC.

Hazardous Materials Release Response Plans and Inventory Law

The Hazardous Materials Release Response Plans and Inventory Law, Health and Safety Code Section 25500 et seq., aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on site, to prepare an emergency response plan, and to train employees to use the materials safely.

Transport of Hazardous Materials and Hazardous Materials Emergency Response Plan

The State of California has adopted DOT regulations for the movement of hazardous materials originating within the state and passing through the state. State regulations are contained in Title 26 of the CCR. State agencies with primary responsibility for enforcing state regulations and responding to hazardous materials transportation emergencies are the CHP and Caltrans. Together, these agencies determine container types used and license hazardous waste haulers to transport hazardous waste on public roads.

The State of California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous materials incidents is one part of the plan. The plan is managed by the California Office of Emergency Services, which coordinates the responses of other agencies in the area.

Worker and Workplace Hazardous Materials Safety

Cal/OSHA is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication

Standard requires that workers are informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, material safety data sheets are to be available in the workplace, and employers are to properly train workers.

California State Aeronautics Act

At the state level, Caltrans's Division of Aeronautics administers Federal Aviation Administration regulations. The division issues permits for hospital heliports and public-use airports, reviews potential and future school sites proposed within 2 miles of an airport and authorizes helicopter landing sites at or near schools. In addition, it administers noise regulation and land use planning laws, which regulate the operational activities and provides for the integration of aviation planning on a regional basis.

CAL FIRE Regulations

Title 14 of the CCR establishes regulations for CAL FIRE in areas where CAL FIRE is responsible for wildfire protection. These regulations constitute the basic wildland fire protection standards of the California Board of Forestry and Fire Protection. They have been prepared and adopted for the purpose of establishing minimum wildfire protection standards in conjunction with building, construction, and development in state recreation areas. Additionally, Title 14 sets forth the minimum standards for emergency access, fuel modification, setback, signage, and water supply.

Emergency Services Act

Under the Emergency Services Act, Government Code Section 8550 et seq., the state developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an important part of the plan, which is administered by the California Office of Emergency Services. The office coordinates the responses of other agencies, including EPA, the CHP, regional water quality control boards, air quality management districts, and county disaster response offices.

International Building Code

In January of 2008, California officially switched from the Uniform Building Code to the International Building Code. The International Building Code specifies construction standards to be used in urban interface and wildland areas where there is an elevated threat of fire.

2010 Strategic Fire Plan for California

The 2010 Strategic California Fire Plan is the state's road map for reducing the risk of wildfire. By emphasizing fire prevention, the Fire Plan seeks to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health.

Local:

Certified Unified Program Agency

Pursuant to Senate Bill 1082 (1993), the State of California adopted regulations to consolidate six hazardous materials management programs under a single, local agency, known as the Certified Unified Program Agency. In addition to conducting annual facility inspections, the Hazardous Materials Program is involved with hazardous materials emergency response, investigation of the illegal disposal of hazardous waste, public complaints, and storm water illicit discharge inspections. In January 1997, the Tuolumne County Environmental Health Division was designated as the Certified Unified Program Agency by the Secretary of the California Environmental Protection Agency for Tuolumne County. Accordingly, it is the Environmental Health Division's responsibility to prevent public health hazards in the community and to ensure the safety of water and food. The Environmental Health Division coordinates activities with federal, state, and regional agencies when planning programs that deal with the control of toxic materials, housing conditions, nuisance complaints, protection of food and water supply, public bathing areas, and sewage and solid waste.

Tuolumne County Multi-Jurisdictional Hazard Mitigation Plan

Implementation of the *Tuolumne County Multi-Jurisdictional Hazard Mitigation Plan* (HMP) (2018) is a coordinated effort between Tuolumne County, the City of Sonora, the Tuolumne Utilities District, the Sonora Union High School District, the Groveland Community Services District, Twain Harte Community Services District, Mi-Wuk Sugar Pine Fire Protection District, Belleview Elementary School District, Big Oak Flat-Groveland Unified School District, Jamestown Sanitary District, Columbia Fire Protection District, Columbia Union School District, Curtis Creek School District, Jamestown Elementary School District, Sonora Elementary School District, Summerville Elementary School District, Summerville Union High School District, Twain Harte Long Barn School District, and the Tuolumne Band of Me-Wuk Indians to effectively deal with natural catastrophes that affect the County. The HMP addresses risks associated with numerous hazards, including wildfire, earthquake, flooding, sinkholes, and extreme weather.

Tuolumne County Emergency Operations Plan

The Tuolumne County Emergency Operations Plan delineates the County's procedures and policies in response to a significant disaster, including extreme weather, flood or dam failure, earthquakes, hazardous materials, terrorism or civil disturbance, transportation accidents, and wildland fires.

County 4290 In Lieu Regulations

California Public Resources Code Section 4290 requires local jurisdictions in California to adopt General Plan Safety elements that meet Section 4290 standards or, in lieu of this requirement, local jurisdictions must adopt local fire safe ordinances addressing issues including emergency access, signing and building numbering, private water supply reserves for emergency fire use, and vegetation modification. The County currently has local fire safe ordinances in place in Titles 11, 15, and 16 of the Tuolumne County Ordinance Code. The California Board of Forestry and Fire Protection certified the County's fire safe ordinances in 2016.

2018 Tuolumne County General Plan

The 2018 General Plan contains goals, policies, and implementation programs related to wildland fires, emergency services, and hazardous materials within the Safety Element and the Public Safety Element. These are contained within Chapters 9 and 17 of the 2018 General Plan.

Waste associated with construction (treated wood waste, organic vegetation waste, rock), and waste associated with project operation (ash, municipal solid waste), would be disposed of at the approved recycling Waste Management Facility located at 14909 Camage Avenue, less than 0.5 mile from the project site. The project would not produce excessive hazardous waste, solid waste for landfills, and may be served by existing facilities. Therefore, impacts would be minimal, and no mitigation is required.

Analysis:

- a) Construction activities would involve the use of hazardous materials such as fuels, lubricants, and solvents typically associated with construction equipment and vehicles. These materials are commonly used during construction and are not acutely hazardous. The federal Occupational Safety and Health Administration (OSHA) is the agency responsible for assuring worker safety in the handling and use of chemicals identified in the Occupational Safety and Health Act of 1970 (Public Law 91-596, 9 USC 651 et seq.). OSHA has adopted numerous regulations pertaining to worker safety, contained in CFR Title 29. These regulations set standards for safe workplaces and work practices, including standards relating to the handling of hazardous materials and those required for construction activities such as excavation and trenching. Any materials used during construction activities would be handled in accordance with applicable laws, regulations, and protocols related to protect worker, user, and public safety. Operation of the project would involve industrial activities, the operation of which would not involve the use, emission, or release of hazardous wastes or materials (beyond small amounts of common household products such as fuels, solvents, and cleaners). Implementation Program 9.I.d of the 2018 Tuolumne County General Plan states for the Tuolumne County Environmental Health Division and Tuolumne County Fire Department to review applications for discretionary projects for

compliance with the latest adopted regulations for safety and environmental protection. Both divisions reviewed the project application and provided comments. Compliance with applicable laws, regulations, and protocols and the 2018 General Plan would result in impacts being less than significant.

- b) Reasonably foreseeable upset and accident conditions could include small spills or leaks associated with the use of construction equipment and vehicles, as described in item (a). Any materials utilized during construction activities would be handled in accordance with applicable laws, regulations, and protocols, and operation of the project would not result in the creation of any hazards to the public. As discussed under item (a), operation of the project would not involve the use of or result in the release of hazardous materials. Impacts would be less than significant.
- c) The project site is located within 0.25 mile of an existing or proposed school. The closest school to the project site is Safari Learning Academy. However, the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Impacts would be less than significant.
- d) A review of the Department of Toxic Substances Control (DTSC) database, *EnviroStor*, which includes lists of hazardous materials sites compiled pursuant to California Government Code Section 65962.5, did not identify any sites on or adjacent to the project site that have used, stored, disposed of, or released hazardous materials. Therefore, there will be no impact.
- e) The project site is not located within an area that is subject to the Tuolumne County Airport Land Use Compatibility Plan. The nearest airport, Columbia Airport, is located approximately 7 miles northwest of the project site. A helipad supporting the Sonora Regional Medical Center Emergency Room is located approximately 3.3 miles northwest of the project site. The project would be located at a distance far enough from the airstrip that it would not create a unique safety hazard for people working within the project site. Therefore, there would be no impact. The project would be located at a distance far enough from the airstrip that it would not create a unique safety hazard for people working within the project site. Therefore, there will be no impact.
- f) Tuolumne County does not have a static emergency plan or evacuation plan due to the dynamic nature of emergencies. Tuolumne County does not have any designated evacuation routes because fires can happen anywhere and may block specific roads and certain areas may not be safe for travel. The Tuolumne County Sheriff Office is the responsible entity for declaring and directing evacuations in the case of emergencies. The Sherriff's Department will inform members of the public via the Emergency Notification System, local media, and door-to-door when feasible of where the wildfire is located, which routes are safe to use, and which locations are safe to seek refuge from the fire. Generalized emergency information is also contained within the adopted Multi-Jurisdictional Hazard Mitigation Plan. Tuolumne County maintains the Hazard Mitigation Plan and Emergency Operations Plan. Through the development approvals and coordination processes, the County would limit the potential for hazards, particularly associated with wildfire and emergency access, with the General Plan Update policies and implementation programs. The project has been found to be consistent with Chapter 9 Public Safety and Chapter 17 Natural Hazards of the 2018 General Plan, as shown in Section g below. Impact is less than significant.
- g) The project site is located within an SRA and is rated as high fire hazard severity zone. The project has been reviewed by the Tuolumne County Fire Prevention Division. The Fire Prevention Division provided conditions for the project to ensure consistency with the Titles 11, 12, 15 and 16 of the Ordinance Code, the California Building Code, and the California Fire Code. Conditions will be added to the project including requirements for fuel reduction and thinning, building setbacks, road construction standards, driveway construction standards, and fire and life safety requirements. The project has been found to be consistent with Chapter 9 Public Safety and Chapter 17 Natural Hazards of the 2018 General Plan. Consistency with specific Goals, Policies, and Implementation Programs will be demonstrated below.

Impacts would be less than significant.

Policy 9.A.1: *Actively involve fire protection agencies within Tuolumne County in land use planning decisions.*

The Tuolumne County Fire Prevention Division has been consulted with during the processing of the application. The Tuolumne County Fire Prevention Division provided conditions which have been incorporated into the projects' conditions of approval. See the "Wildfire" Section below for specific conditions provided by the Tuolumne County Fire Prevention Division.

Policy 9.E.3: *Require new development to be consistent with State and County regulations and policies regarding fire protection.*

The development and operation of the site will be consistent with all applicable State and County regulations and policies regarding fire protection. Road and driveway improvement plans will be reviewed by the Tuolumne County Fire Prevention Division and Engineering Division of the Department of Public Works to ensure compliance with the California Fire Code and Titles 11 and 15 of the TCOC. All building permits will be reviewed for compliance with the California Building Code and Fire Code.

Policy 17.E.2: *Require the maintenance of defensible space setbacks in areas proposed for development if wildland fire hazards exist on adjacent properties.*

Conditions have been incorporated into the projects conditions of approval to require defensible space setbacks from all property boundaries and to require a fuel modification prior to construction.

Policy 17.E.3: *Require new development to have adequate fire protection and to include, where necessary, design and maintenance features that contribute to the protection of the County from the losses associated with wildland fire.*

Conditions provided by the Tuolumne County Fire Prevention Division have been incorporated into the projects' conditions of approval to minimize fire hazards and to contribute to the protection of the County from the losses associated with wildland fire. See the "Wildfire" Section below for specific conditions provided by the Tuolumne County Fire Prevention Division. The incorporation of these conditions and the project's consistency with Titles 11, 12, 15 and 16 of the Ordinance Code, the Tuolumne County General Plan, the California Building Code, and the California Fire Code would result in a less than significant impact. See the Wildfire Section below for additional information and analysis.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would create flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

The project site is bordered by Curtis Creek to the south, which is located within the Stanislaus River watershed. This drainage eventually flows into the Tuolumne River and Lake Don Pedro Reservoir. The project proposes to be served via public water and sewer provided by the Tuolumne Utilities District.

A Water Quality Plan was prepared for Tuolumne County in 2007 and contains a comprehensive program that addressed a wide range of water quality concerns within the county and emphasizes mechanisms for maintaining and improving surface water quality (Tuolumne County 2007). 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 was adopted to protect the quality of surface waters of the Country and is implemented through the National Pollutant Discharge Elimination System (NPDES). In California, the NPDES is implemented through the Storm Water Permitting Unit of the State Water Resources Control Board. Pursuant to State regulations, land development projects which disturb one acre or more must submit a Notice of Intent (NOI) to obtain coverage under the General Construction Activity Storm Water Permit. A Stormwater Pollution Prevention Plan (SWPPP) is required to be submitted with the NOI. The SWPP is required to be prepared by a qualified professional and includes Best Management Practices (BMPs) to be implemented during project construction to minimize stormwater runoff, erosion, and sediment movement.

The Federal Emergency Management Agency (FEMA) provides information on flood hazards for communities based on its Flood Insurance Rate Maps (FIRM). The project site is located with Flood Zone X, which are areas of minimal flood hazards. Chapter 15.24 of the TCOC provides regulations related to flood hazards. The

purpose of Chapter 15.24 is to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas by legally enforceable regulations applied uniformly throughout the County to all publicly and privately owned land within flood prone or flood relation erosion areas.

Chapter 13.20 of the TCOC provides guidance on management of groundwater within Tuolumne County. The purpose of Chapter 13.20 is to establish an effective county policy that will assure that the overall economy and environment of Tuolumne County are protected from the impacts of the exportation of groundwater out of the county. All wells within Tuolumne County must be constructed and maintained in accordance with Chapter 13.16 and 13.20 of the TCOC.

Analysis:

- a) Runoff from the project site has the potential to transport silt and other sediments to off-site surface waters if soil surfaces exposed during construction on the project site are not stabilized. However, the requirement of preparation of a SWPPP with BMPs and the submittal of a NOI with the State Water Resources Control Board would ensure compliance with water quality standards and waste discharge requirements and would protect the discharge of pollutants into surface or ground water. The Open Space zoning on site would prohibit development or ground disturbing activities adjacent to the drainages on site. Further, prior to operation of the sports facility, a fence shall be constructed along the Open Space zoning to prohibit woody material from entering the riparian area (BIO-3).

Compliance with applicable permits and construction measures would ensure that the project would not violate any water quality standards or waste discharge requirements set forth by the Central Valley RWQCB or result in the degradation of surface and groundwater quality. Impacts would be less than significant.

- b) The project site will be served via public water provided by Tuolumne Utilities District. The Tuolumne Utilities District has reviewed the proposed project and indicated that there is adequate water supply capacity to serve the project. Further, the type of surfacing proposed will allow for groundwater recharge from runoff. Conformance with Ordinance Code and applicable State and Federal regulations would result in a less than significant impact.
- ci-civ) While Curtis Creek is adjacent to the project site, it is located within Open Space zoning, and no disturbance is proposed in this area. The Engineering Division of the Department of Public Works reviewed the project and indicated that a drainage plan is required to be submitted prior to the issuance of a Grading Permit. The drainage plan is required to address the entire project site drainage, including parking lots and paved areas, and eliminate any increase in run off to downstream drainages, culverts, and adjacent property.

Chapter 12.20 of the TCOC contains the County's regulations regarding grading activities. The Engineering Division of the Department of Public Works has reviewed the project and responded with conditions in accordance with Chapter 12.20, which will become Conditions of Approval for the project. Prior to the issuance of a Grading Permit by the Engineering Division of the Department of Public Works, the project proponent is required to submit an erosion control plan to be reviewed and approved which must be implemented during project construction activities. The project will also be conditioned to require that all soils that are disturbed by clearing, or grading shall be reseeded or hydro mulched or otherwise stabilized as soon as possible. Emergency erosion control measures shall be utilized as requested by County officials.

Additionally, the project is required to submit an NOI to the State Water Resources Control Board Water Permitting Unit to obtain coverage under the General Construction Activity Stormwater Permit for the disturbance of more than one acre. A SWPPP is required to be developed and submitted with the NOI. The SWPPP must be prepared by a qualified professional and includes BMPs to be implemented to

minimize stormwater runoff, erosion, and sediment movement during construction activities. Compliance with the above conditions would result in a less than significant impact.

- d) The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) delineating flood hazard zones for communities. Most of the project site, including areas where new structures would be sited and grading would occur is located in an area identified on the FEMA FIRM Panel Number 06109C0854C (dated April 16, 2009) in “Zone X,” an area of very low flood hazard. The project would connect to an existing sewage line within areas on the parcels identified to be within the “Zone A” flood risk area (one percent annual chance of flooding) of Curtis Creek. Connection to the sewage line would not alter existing impervious area or flood flows in that area. The project would not affect habitable structures, nor locate any people or habitable structures within any areas prone to flood. The project would not result in increased flood risk to people or property for the above reasons and would not alter pervious coverage in a manner that would lead to increased flood flows or alter the existing floodplain. The Technical Background Report for the 2018 General Plan indicates that there is no risk of tsunamis in Tuolumne County due to its distance from the ocean. There is also no risk of earthquake-induced seiches within Tuolumne County. No impact would occur.
- e) The goal of the Tuolumne County Water Quality Plan is to minimize the risk of pollution into water sources. This can be achieved by the implementation of BMPs during project development.

The Water Quality Plan categorizes BMPs into the following categories: prevention, source control, and treatment control. The project is required to submit an NOI with the State Water Resources Control Board. This submittal requires the preparation of a SWPPP, prepared by qualified professional, which must incorporate BMPs to be implemented during project construction. The SWPPP is required prior to the issuance of a Grading Permit by the Engineering Division of the Department of Public Works. Erosion control measures are required to be implemented during site disturbing activities, as required by Title 12 of the Tuolumne County Ordinance Code. The Engineering Division verifies these requirements prior to the issuance of a grading permit. Additionally, the drainages on site are protected with Open Space zoning in which development may not occur. These measures will help reduces impacts to water quality and would support the goals of the Tuolumne County Water Quality Plan.

The project is consistent with the following General Plan goals, policies, and implementation programs:

Policy 14.C.2: Encourage new urban development to locate in areas where public water and sewer services are available or can be developed.

Policy 3.E.3: Encourage new industrial and commercial development in areas where a public sewer system is available or require evidence that there is a capability of functioning on a private system without any adverse public health impact.

Implementation Program 3.B.b: Encourage new industrial development to locate in areas which have the capability of being served by a public water system, or a private system when it can be reasonably demonstrated that the development will not cause an adverse public health problem by maintain zoning code standards for the provision of public water for industrial zoning districts and requiring review by the Environmental Health Division when exceptions are requested.

As demonstrated above, the project is consistent with the goals, policies, and implementation programs of the General Plan and the Tuolumne County Water Quality Plan. Therefore, there would be a less than significant impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

The project site consists of three parcels totaling 7.18± acres zoned M-1 (Light Industrial) and O (Open Space) under Title 17 of the Tuolumne County Ordinance Code (Figure 4). The commercial and industrial development is located to the north and west of the project site. The project site is currently undeveloped and is located adjacent to the Sierra Industrial Park and Standard Park Sports Complex. There is Open Space zoning on the property along the riparian area, and this area will serve not only as protection for biological resources, but due to the development restrictions in the Open Space zoning, will also retain the only scenic features on the site. Parcels to the west and north are zoned M-1 and O with a Light Industrial general plan land use designation. Property to the north is zoned M-1, M-2 and O with a Heavy Industrial general plan land use designation. Commercial/industrial operations are to the west, east and south, and the SPI mill is located to the north.

Analysis:

- a) The project site will be developed with a sports complex facility and is surrounded by development. A community will not be divided, therefore there would be no impact.
- b) The Light Industrial General Plan land use designation provides for industrial land uses in addition to business support services and public facilities. This designation is applied to areas with good access to major truck transportation routes and rail lines, located near concentrated residential areas so that employee commute times and distances are minimized. Typical land uses allowed include all types of manufacturing and processing activities, business support services and public facilities. The proposed sports complex facility, through the evaluation of the required Conditional Use Permit and the subsequent conditions and mitigations, is compatible with the LI General Plan land use designation.

Table 1.3 of the Community Development and Design Element in the 2018 General Plan indicates that the LI land use designation is compatible with the M-1 zoning district. The O zoning district is compatible with all General Plan designations.

The following Goals, Policies and Implementation Programs of the 2018 Tuolumne County General Plan pertain to this project.

Goal 1.A

Protect and enhance the quality of life for all residents of Tuolumne County while facilitating growth and development to meet the present and future needs of the County’s residents, visitors, and businesses.

Policy 1.A.3

Address the impacts associated with new development on cultural resources and protect such resources.

Policy 1.A.5

Promote infill and clustered patterns of development that facilitate the efficient and timely provision of urban infrastructure and services.

Goal 1G

Promote the development of industrial uses to meet the present and future needs of Tuolumne County's residents and to provide jobs and promote economic vitality.

Policy 6.D.6

Identify areas within the County which will be appealing to, and capable of accommodating, the amount of industrial and other employment-generating development required to meet the County's needs over the planning horizon of this General Plan.

Policy 11.A.1

Acquire and develop recreation facilities to fulfill the County's projected unmet need based on a goal of 5 acres of recreational facilities per 1,000 residents.

Implementation Program 11.A.a

Maintain and update the Recreation Master Plan which describes the general location for regional recreation facilities, provides conceptual designs for future parks and recreational facilities, identifies desired recreational trails, estimates costs of construction, identifies potential funding sources, identifies potential management agencies and provides the rationale establishing the need for recreational facilities in Tuolumne County.

Goal 11D

Further the goals of other General Plan elements in the acquisition and development of lands for recreational facilities and opportunities.

Policy 11.D.1

Identify existing public parks and recreational facilities on the land use diagrams of the General Plan to facilitate planning compatible land uses near these facilities, planning trails to link such facilities and identifying locations for new parks and recreational facilities. This information will be utilized in updating the Recreation Master Plan for regional recreational facilities to meet the needs of the County's population as it continues to grow.

Tuolumne County Ordinance Code

The project site is zoned M-1 and O under Title 17 of the TCOC. "Recreational buildings and developments" is a conditional use in the M-1 zoning district. Therefore, the applicant has applied for Conditionally Use Permit CUP21-011.

The purpose of the O zoning district is to protect the public in areas not suitable for development because of flooding or other natural hazards and to provide areas of open space for the protection of wildlife habitat and scenic quality where vegetation removal may be appropriate in certain instances or for the preservation of cultural resources. The Open Space zoning currently protects the riparian corridor on site. Development of CUP21-011 would not impact the area of the site zoned Open Space.

Prior to development of the project site, the following entitlements may be required:

Table 4: Future Entitlements	
Permit	Agency
Grading Permit	Engineering Division of the Department of Public Works
Road Encroachment Permit	Engineering Division of the Department of Public Works
General Construction Activity Storm Water Permit	Regional Water Quality Control Board
Building Permits	Building Division of the Community Development Department

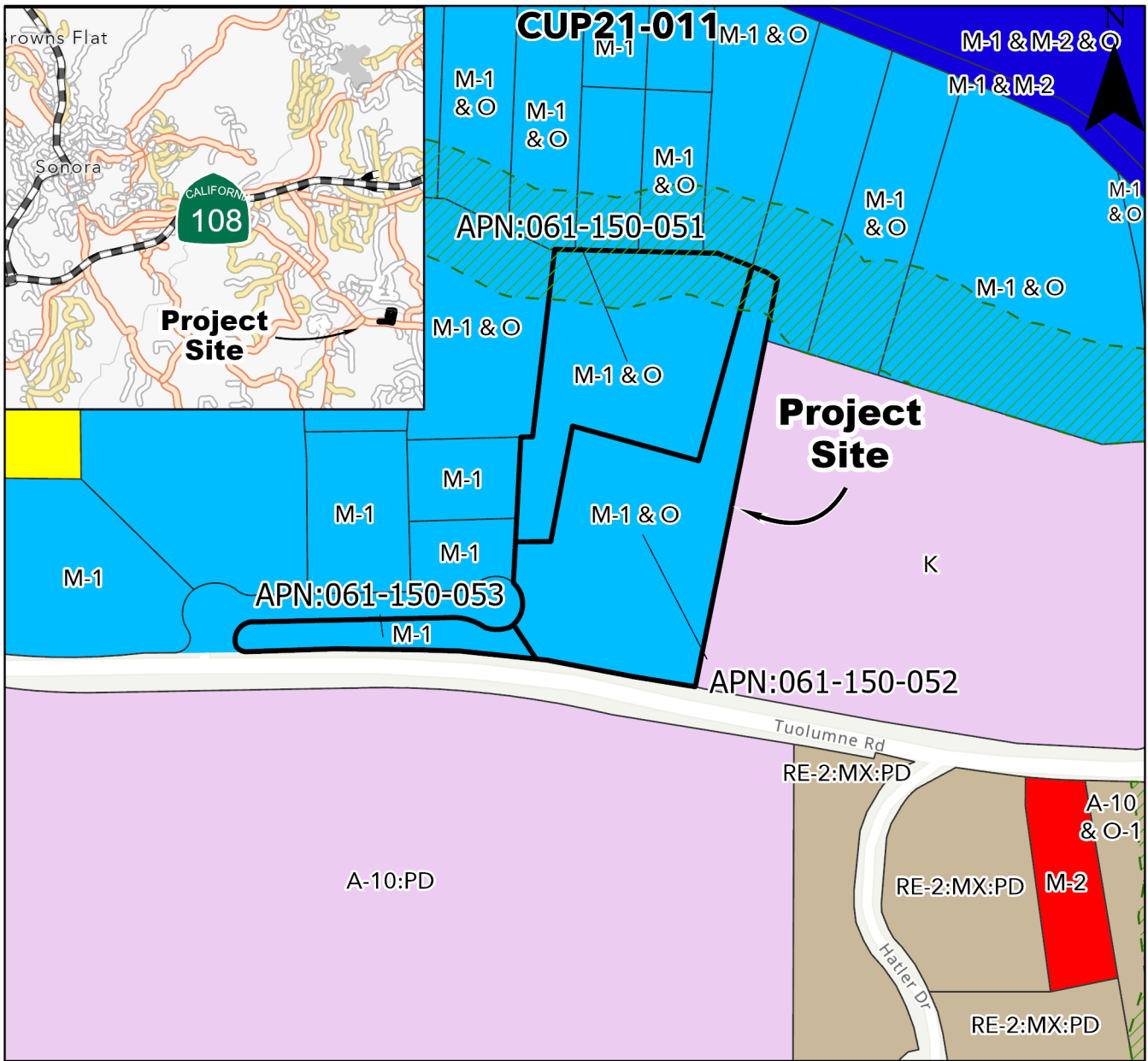
The project will be conditioned to require securement of the above permits (Table 4) if needed. This will ensure compliance with all applicable policies and regulations of each of the permitting agencies.

As indicated above, the project is consistent with all applicable land use plan, policy, and regulations of agencies with jurisdiction over the project. Therefore, there is a less than significant impact.

Mitigation Measures: None required.

Mitigation Monitoring: Not applicable.

Figure 4: General Plan and Zoning Designation Map



Project: CUP21-011

Owner: Youth Sports Foundation of Tuolumne County (061-150-051), Sierra Pacific Industries (061-150-052), PIP SM LLC (061-150-053)

Applicant: Zac Garman - Land and Structure

APN: 061-150-051, 061-150-052, 061-150-053

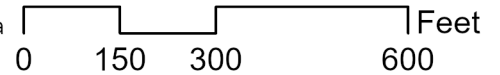
Acres: Three Parcels Totaling 7.18± acres

Current Zoning: M-1 and O

Current General Plan Designation: LI

Project Description: Conditional Use Permit CUP21-011 to allow the development of a sports complex on three parcels totaling 7.18± acres. The parcels are zoned M-1 (Light Industrial) and O (Open Space) under Title 17 of the Tuolumne Ordinance Code (TCOC).

Path: X:\Planning\Temp_Shapefiles\CUP21-011\CUP21-011.aprx



Open Space

Project Area

General Plan

- HI
- LI
- GC
- LDR
- ER
- P

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MINERAL RESOURCES:

Issues and Supporting Information Sources

	Potentially Significant Impact	Less-than-Significant With Mitigation Incorporation	Less-than-Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

Tuolumne County has an extensive history as a mining community. Tuolumne County was historically mined for gold during the early 1850s. Current mining operations within Tuolumne County mine for limestone and dolomite, and various crushed rock, gravel, and sand products.

Regulatory Setting:

The California Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land in the state according to the known or inferred mineral resource potential of that land, which is provided direction under the State Geologist. The California Department of Conservation Division of Mines and Geology has developed Mineral Resource Zones (MRZ) to classify the areas where significant mineral resources occur or are likely to occur. Areas classified as MRZ-2a or MRZ-2b have been identified as having demonstrated or inferred significant mineral resources.

The Mineral Preserve Overlay (MPZ) General Plan land use designation is used to identify land that has been classified as either Mineral Resource Zone MRZ-2a or MRZ-2b by the State Mining and Geology Board under the State Classification System and meets criteria for relationship to surrounding land uses, access, and other issues. The MPZ overlay designation is found along the Mother Lode gold ore zone, the carbonate belt from Columbia to Algerine, and the table mountain basalt as an aggregate source. The MPZ Overlay is used to direct the development potential towards the types of development that are compatible with possible mineral resource extraction.

Analysis:

a,b) The *Mineral Land Classification of a Portion of Tuolumne County, California for Precious Metals, Carbonate Rock and Concrete-Grade Aggregate (1997)*, DMG Open File Report 97-09, was reviewed for the project. For precious metals and aggregate minerals, the project site is located within Pocket Belt-East Belt, which is classified as MRZ-3b and is defined as areas of inferred mineral occurrence with undetermined mineral resources significance.

For carbonate minerals, the project site is located within the Southwestern County Area which is classified as MRZ-3b.

The -MPZ overlay designation provides for the extraction and processing of mineral resources. This overlay is used to identify land that has been classified as either Mineral Resource Zone MRZ-2a or MRZ-2b by the State Mining and Geology Board under the State Classification System and meets criteria for relationship to surrounding land uses, access, and other issues. Uses within the -MPZ overlay designation are those that are compatible with mineral resource extraction and processing. The project site does meet the criteria for the MPZ overlay as the site does not contain mineral deposits classified as MRZ-2a or MRZ-2b. Therefore, there are no known mineral resources of value

on site.

Policy 7.C.1 of the Tuolumne County General Plan directs the County to protect lands classified as significant Mineral Resource Zone-2 (MRZ-2) by the State Department of Conservation Division of Mines and Geology, and meeting the criteria established in the General Plan for MPZ overlay, from conflicts, such as incompatible development on surrounding land, which might prevent future mining activities. The project site does not contain the MPZ overlay General Plan land use designation and does not meet the criteria for the MPZ overlay. There are no parcels within the vicinity of the project site that contain the -MPZ overlay designation. Therefore, the project would have a less than significant impact on known mineral resources.

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting:

Noise (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz) (Tuolumne County 2018). In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress.

One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (Tuolumne County 2018). Typically, L_{eq} is summed over a one-hour period. The maximum instantaneous noise level (L_{max}) can be used to describe short noise events (e.g., construction activities, car pass-by). In addition, the community noise equivalent level (CNEL), is typically used for describing ambient noise levels and sources that generate noise over extended periods of time (e.g., roadway noise). The CNEL is a weighted noise level over a 24-hour period that applies a penalty of 5 dB during the evening hours (7:00 p.m. to 10:00 p.m.) and a 10-dB penalty during the nighttime hours (10:00 p.m. to 7:00 a.m.).

The sound pressure level is measured on a logarithmic scale with the 0-dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Decibels cannot be added arithmetically, but rather are added on a logarithmic basis. Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3-dB change in community noise levels is noticeable, while 1–2 dB changes generally are not perceived. Quiet suburban areas typically have exterior noise levels in the range of 40–50 dBA, while those along arterial streets are in the 50–60+ dBA range. Normal conversational levels are in the 60–65 dBA range and ambient noise levels greater than that can interrupt conversations (Tuolumne County 2018).

Discretionary projects are evaluated utilizing Chapter 5 of the Tuolumne County General Plan relating to Noise. The following definitions are from the Glossary of the Tuolumne County General Plan and are used in the Noise Element of the General Plan:

- CNEL: Community Noise Equivalent Level means a 24-hour energy equivalent level derived from a variety of single-noise events, with weighing factors of approximately 4.8 and 10 decibels applied to the evening (7:00 PM to 10:00 PM) and nighttime (10:00 PM to 7:00 AM) periods, respectively, to allow or the greater sensitivity to noise during these hours.

- Ldn: the day/night average sound level. The Ldn is the average equivalent sound level during a 24-hour day, obtained after addition of ten (10) decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.
- dBA: is the "A-weighted" scale for measuring sound in decibels. It weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.
- A-Weighted Sound Level: All sound levels referred to in this document are in A-weighted decibels. A weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A weighting, as it provides a high degree of correlation with human annoyance and health effects.

Decibel: means a unit used to express the relative intensity of a sound as it is heard by the human ear. The decibel scale expresses sound level relative to a reference sound pressure of 20 micronewtons per square meter, which is the threshold of human hearing. Sound levels in decibels (dB) are calculated on a logarithmic basis. An increase of 10 decibels represents a 10-fold increase in acoustic energy, and an increase of 20 decibels corresponds to a 100-fold increase in acoustic energy. An increase of 10 dB is usually perceived as a doubling of noise.

Equivalent Sound Level (Leq): The equivalent sound level is the sound level containing the same total energy as a time varying signal over a given sample period. Leq is typically computed over 1, 8 and 24-hour sample periods.

Leq is the energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California. The hourly Leg is measure over a 1-hour sample period.

Lmax: is the highest sound level measured over a given period of time.

The ambient noise environment in Tuolumne County is largely affected by traffic on highways and County roadways, commercial and industrial uses, agricultural uses, railroad operations, and aircraft. The most prominent sources of noise in the project vicinity are motor vehicles (e.g., automobiles, buses, trucks, and motorcycles) and industrial operations from adjacent land uses.

Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to noise sensitive uses. In general, corridors throughout Tuolumne County consist of one or two lanes in each direction with varying speed limits ranging from 35 miles per hour (mph) to 55 mph.

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

Receptors sensitive to noise include schools, day care facilities, hospitals, or senior nursing facilities. Safari Learning Center is located within 0.25 mile of the project.

Table 5 MAXIMUM ALLOWABLE NOISE EXPOSURE-STATIONARY NOISE SOURCES¹		
	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 6 SIGNIFICANCE OF CHANGES IN CUMULATIVE NOISE EXPOSURE¹	
Ambient Noise Level Without Project² (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

¹These 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.

²Ambient 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 would result in short-term noise. Construction activities would consist of grading and site preparation, paving activities, and building construction, all of which require the use of heavy-duty equipment that generate varying noise levels. Construction activities would be limited to the less noise-sensitive hours (e.g., daytime) of 7:00 a.m. to 7:00 p.m., Monday through Saturday, consistent with Tuolumne County General Plan Maximum Allowable Noise Exposure-Stationary Noise Source standards in Table 5.C of Chapter 5: Noise Element of the General Plan (Tuolumne County 2019).

Construction-generated noise levels would fluctuate depending on the type, number, and duration of equipment used. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment at nearby receptors. Construction equipment would vary by phase, but the entire construction process would include operation of dozers, excavators, loaders/backhoes, paving equipment, forklifts, and haul trucks. Noise generated from these pieces of equipment would be intermittent and short as typical use is characterized by periods of full-power operation followed by extended periods of operation at lower power, idling, or powered-off conditions.

The grading and site preparation phase typically generate the most substantial noise levels because of the onsite equipment associated with grading, compacting, and excavation are the noisiest. Site preparation equipment and activities include graders, dozers, and excavators. Because this is typically the loudest phase, it was assumed that one grader, one dozer, and one excavator could be operating simultaneously, generating the loudest anticipated noise levels for the overall construction activities. Noise emission levels from these types of construction equipment are shown in Table 7.

Table 7 Noise Levels Generated by Typical Construction Equipment		
Equipment Type	Maximum Noise Level (dB Lmax) at 50 feet¹	Typical Noise Level (dB Leq) at 50 feet^{1,2}
Grader	85	81
Dozer	85	81
Loader	80	76
Combined Noise Level at 50 feet	88.6	84.7
<small>Notes: dB= decibels; Lmax = maximum sound level; Leq = equivalent continuous sound level ¹ Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment. ² Assumes typical usage factors. Source: Federal Transit Administration 2006</small>		

Based on the reference noise levels listed in Table 7 and accounting for typical usage factors for each piece of equipment, onsite construction activities could generate a combined average noise level of approximately 86 dB Leq and 85 dB Lmax at 50 feet from the project site boundary.

Tuolumne County does not have adopted daytime construction noise standards. However, when evaluating potential noise impacts, temporary short-term noise occurring during the less sensitive times of the day, when people are active, out of their homes, or otherwise not sleeping, are generally considered less of a nuisance and less likely to disrupt sleep, or otherwise result in significant noise exposure. Thus, considering that construction activities would occur during the daytime hours, in accordance with typical County-required conditions of approval limiting construction activities to Monday through Saturdays from 7:00 a.m. and 7:00 p.m., overall construction activities would be temporary, construction noise would fluctuate, and the loudest levels would occur for a shorter duration than the overall construction duration, existing nearby sensitive receptors would not be substantially affected. To ensure impacts are less than significant, NOI-1 shall be implemented.

Operation

Noise generated by the project operation would be similar to that generated by Standard Park adjacent to the project. Noise sources would include a general increase in ambient noise levels resulting from increased noise from recreational activities. Project operations are expected to occur intermittently seven days a week, from 6AM to 10PM. It is not expected that activities would continuously occur every day from 6AM to 10PM.

The project may result in a temporary increase in ambient noise associated with construction, and in However, this increase would be to be temporary and limited to daytime hours.

The project does not include a Zone Change or change in use of the parcel, so sources and types of noise would not substantially change from what is currently permitted. However, to ensure that any noise generated by the project is reduced to a less than significant level, NOI-2 should be implemented and will be enforced through the Code Compliance process based on citizen complaints.

Incorporation of Mitigation Measures NOI-1 and NOI-2 would reduce potential impacts to a less than significant level.

- b) Sources of vibration would include construction equipment operating during construction of the facility. Vibration is not expected with operations of the project. Construction would occur between 7 a.m. and 7 p.m. to reduce potential disturbance impacts. No construction activities would occur on Sundays or County holidays. Vibration originating at this site would be generally be consistent with existing vibration levels from industrial uses in the project vicinity.

Construction would include grading, site preparation, building construction, and paving activities. No pile driving or blasting would occur. Typical equipment that would be used includes dozers, loaders, excavators, trucks, and paving equipment. In addition, construction activities would only take place during the daytime hours, when people are less susceptible to noise.

Considering reference vibration levels for large dozers, FTA's vibration standard of 80 vibration-decibels (VdB) would not be exceeded beyond 40 feet and Caltrans's recommended vibration level for fragile buildings of 0.1 in/sec peak particle velocity (PPV) would not be exceeded beyond 25 feet from construction activity. Existing receptors and structures are located beyond these distances. Considering that construction activities would not include major sources of vibration, would occur during the daytime hours, and existing structures are located at adequate distances from proposed construction activity, no existing structures or sensitive land uses would be exposed to excessive vibration levels. This impact would be less than significant.

- c) The project site is not located near an airport. There is no impact.

Mitigation Measures:

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.

NOI-2: The noise levels generated by the project shall be restricted to the following exterior noise limits as measured at the property line:

Zoning Classification of Receiving Property	Noise Level (dB) of Sound Source	
	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
MU, R-3, R-2, R-1, RE-1, RE-2, RE-3, RE-5, RE-10, C-O, C-1, C-S, BP	50 L _{eq.} (1 hour) ¹	45 L _{eq.} (1 hour) ¹

¹L_{eq.} 1 hour refers to the average noise level measured over a one-hour period.

Mitigation Monitoring: Mitigation Measure NOI-1 will be required during construction activities on site. Mitigation Measure NOI-2 will be on-going. These conditions will be monitored through citizen complaints. Confirmed violations will be referred to the Code Compliance Officer for processing consistent with established code compliance procedures outlined in Chapter 1.10 of the Ordinance Code. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.

POPULATION AND HOUSING:

Issues and Supporting Information Sources	<i>Potentially Significant Impact</i>	<i>Less-than-Significant With Mitigation Incorporation</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting:

The population in Tuolumne County in 2018 was at 55,365 for the entire County including the City of Sonora. Between 2010 and 2018 Tuolumne County’s growth rate was less than 1% and was negative for some years, as indicated in Figure 5 in the Housing Element found in the Technical Background Report of the 2018 General Plan. The projected population for Tuolumne County in 2024, including the City of Sonora, is estimated at 54,390, which is a decrease from its current population. The proposed project includes the development of a wood pellet facility in an area with existing infrastructure to serve the site.

The project site is vacant, and there are existing roads which serve the project site. Utilities are in the area, including electricity and telecommunications infrastructure. The property will be served by public water and public sewer. The project would not require the demolition of the existing single-family dwellings or conversions of the dwelling units to a non-residential use.

Analysis:

- a) Infrastructure and roads exist adjacent to the site to serve the development. The project will not induce substantial unplanned population growth in the area either indirectly or directly. Therefore, there would be no impact.
- b) The project site is vacant. Therefore, the proposed project would not displace people or housing and the construction of replacement housing elsewhere would not be required as a result of the project. Therefore, there would be no impact.

Mitigation Measures: None required.

Mitigation Monitoring: Not applicable.

PUBLIC SERVICES:

Issues and Supporting Information Sources

<i>Potentially Significant Impact</i>	<i>Less-than- Significant With Mitigation Incorporation</i>	<i>Less-than- Significant Impact</i>	<i>No Impact</i>
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

Fire Protection

Fire protection services are provided to unincorporated Tuolumne County by Tuolumne County Fire Department (TCFD), California Department of Forestry and Fire Protection (CAL FIRE), seven fire protection districts, and the United States Department of Agriculture in the Stanislaus National Forest (Tuolumne Fire Safe 2008). The majority of unincorporated Tuolumne County falls outside a fire district boundary and is protected by TCFD (administered by CAL FIRE under a contractual agreement with the County since 1975). TCFD has 13 fire stations, eight of which are in the unincorporated area of Tuolumne County. (Source: GPU EIR)

The nearest CalFire fire station to the project site at Striker Court, west of the project site. A County station is located at Hillsdale Road, Mono Village Station 51. This station is operated under a cooperative agreement with CalFire and Tuolumne County Fire. In 2006, Tuolumne County Fire Department and other local and State fire protection agencies entered in the Automatic Aid/Mutual Aid Agreement. This is a mutual cooperation agreement to increase fire and other emergency protection by allowing for the closest fire department to be dispatched for emergency calls, even if the emergency is outside of their jurisdictional boundary.

Police Protection

Law enforcement services in the in the unincorporated portion of Tuolumne County is provided by the Tuolumne County Sherriff's office. The nearest station to the project site is located at 28 Lower Sunset Drive in Sonora. Response times for the entire county averages between 5 minutes to 35 minutes depending on day of the week, time, and the location of the incident. An average of six deputies patrols the county at any given time.

The California Highway Patrol (CHP) provides additional enforcement along State Highways and County roadways. The CHP offers other services as needed to support the safety for residents of the County. The nearest CHP office to the project site is located at 18437 Fifth Avenue in Jamestown.

Schools

The project site is within the Curtis Creek Elementary School District and the Sonora Union High School District.

Parks

Tuolumne County has a variety of recreational opportunities for the public, including Yosemite National Park, Stanislaus National Forest, State parks, and other Federal, State and Local 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.

Recreational facilities in the area include Columbia State Park, the Heaven for Children playground and skatepark in Sonora, Tuttle town Recreation Area, and Standard Park. Columbia State Park offers hiking trails, picnic tables, museums and exhibits, and guided tours. The Heaven for Children playground offers a children's playground, skateboard park, and picnic and barbeque facilities. Tuttle town Recreation Area offers access to New Melones Reservoir, and includes camping facilities, a boat launch, day use area, and hiking trails. Standard Park offers baseball and soccer fields.

Analysis:

Fire Protection

Fire protection services would be provided via Tuolumne County Fire. The project has been reviewed by the Tuolumne County Fire Prevention Division (FPD) for consistency with the National Fire Code, California Fire Code, California Building Code, the Tuolumne County General Plan and Ordinance Code. Any future development on the project site will be subject to the rules and regulations contained in these documents.

The recommendations and conditions provided by the FPD include road construction standards and turn around areas to support fire apparatus, driveway construction requirements, defensible space requirements, the requirement of a fuel medication program approved by FPD, fire flow requirements, and gateway access requirements found in Titles 11, 12 and 15 of the Tuolumne County Ordinance Code and the California Fire Code. Additionally, neither the Tuolumne County Fire Prevention Division nor CalFire indicated the need for the development of a new facility based on development of the proposed project.

Application and enforcement of the above-mentioned code requirements would reduce impacts related to fire hazard and fire protection, which would not require the provision of new or physically altered fire protection facilities. Therefore, there would be a less than significant impact.

See the Wildfire Section below for additional analysis.

Police Protection

The Tuolumne County Sheriff's Division was notified of the proposed project. The Sheriff's Division did not provide a response on the project. The addition of recreational facility would not substantially impact existing police facilities or require additional facilities to be developed. Therefore, there would be a less than significant impact.

Schools

The addition of sports complex facility would not substantially impact existing educational facilities or require additional facilities to be developed. There would be no impact.

Parks

The addition of a sports complex facility would not substantially degrade existing recreational facilities or require additional facilities to be developed. There are a number of varying recreational opportunities located within the vicinity of the project site, and this project may help relieve the demand on those facilities for existing activities as well as new activities that will occur at the site. There would be a less than significant impact.

Other Public Facilities

Other public facilities would include churches or other places of worship, hospitals, and government buildings. Because the project is a commercial development, the project will not significantly increase the demand to require development of new public facilities. Therefore, there is a less than significant impact.

Mitigation Measures: None Required.

Mitigation Monitoring: Not Applicable

RECREATION:

Issues and Supporting Information Sources	<i>Potentially Significant Impact</i>	<i>Less-than- Significant With Mitigation Incorporation</i>	<i>Less-than- Significant Impact</i>	<i>No Impact</i>
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 recreational facilities to the project site include Standard Park, which is located to the immediate east of the site, the Heaven for Children playground and skate park in Sonora, Columbia State Park, and Tuttletown Recreation Area. Columbia State Park offers hiking trails, picnic tables, museums and exhibits, and guided tours. The Heaven for Children playground offers a children’s playground, skateboard park, and picnic and barbeque facilities. Tuttletown Recreation Area offers access to New Melones Reservoir, and includes camping facilities, a boat launch, day use area, and hiking trails. Standard Park offers baseball and soccer fields.

Analysis:

- a) The project includes the construction of recreational facilities, which contributes to the inventory of recreational facilities throughout Tuolumne County. The project will provide a covered multi-court sports pavilion, four outdoor pickleball courts and an outdoor futsal and soccer field. The project would have a less than significant impact on parks and other recreational facilities and, in fact, would improve the availability of facilities in the County. Therefore, the project would not cause physical deterioration of any recreational facility to occur or be accelerated.
- b) The project does include the construction of recreational facilities, which contributes to the overall inventory of recreational facilities throughout Tuolumne County. The project will provide a covered multi-court sports pavilion, four outdoor pickleball courts and an outdoor futsal and soccer field. There would be no impact.

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
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Would the Proposed Project/:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

The proposed project will be accessed via Striker Court, off of Tuolumne Road. The Project proposes the construction of parking areas adjacent to Striker Court, providing 80 parking spaces, a drop-off zone, and two (2) unidirectional drive-through aisles for the proposed snack shack kiosk near the Tuolumne Road intersection. Tuolumne Road is a county-maintained road. Striker Court is the legal route of ingress/egress for other commercial parcels in the immediate vicinity of the project.

Parking and Road Improvement plans will be reviewed by the Engineering Division of the Department of Public Works. An Encroachment Permit would be required prior to work within the County road rights-of-way

Public transit service is provided by Tuolumne County Transit, and a stop is located at the intersection of Tuolumne Road and Standard Road, just to the southeast of the project site. Services are available in the mornings, afternoons, and evenings and are available five days a week. Tuolumne County also has a “dial-a-ride” program available on demand for the route serving the area. There is a bus stop at the project site that is in the “Dial a Ride” system but is not on a current transit route. There are no sidewalks or bike lanes in the project vicinity.

Goals, policies, and implementation programs regarding Tuolumne County’s circulation system, including transit, roadway, bicycle, and pedestrian facilities, are contained within the Transportation Element in Chapter 4 of the 2018 General Plan. The Regional Transportation Plan (RTP), adopted by the Tuolumne County Transportation Council (TCTC), acts as the planning document to guide transit investments within Tuolumne County for the next 5 years. In addition, the project has been reviewed for consistency with applicable road standards found in Titles 11 and 15 of the Tuolumne County Ordinance Code and the California Fire Code.

Vehicle Miles Traveled

On August 4, 2020, the Board of Supervisors adopted CEQA thresholds regarding vehicle miles traveled (VMT) as required by Senate Bill (SB) 743. As stated in the legislation, upon adoption of the new guidelines, “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.”

The Board of Supervisors adopted screening criteria for projects- if a project meets any of the screening criteria, the project’s impacts on VMT would be less than significant. Included in this screening criteria is residential projects located within a low VMT area defined by Tuolumne County Transportation Council VMT maps.

In addition to analyzing a project's VMT generation, the County also analyzes projects based on vehicle trips per day or Level of Service, as required in the Tuolumne County General Plan. A site-specific traffic study is required when traffic generation for a project exceeds 500 vehicle trips per day or 50 trips during peak hours as indicated in the *Tuolumne County General Plan and Regional Transportation Plan Evaluation and Analysis*.

Trip Generation

The County's threshold for requiring a Traffic Study is 500 vehicle trips per day or 50 trips at peak hours. Because the project was expected to generate trips above that threshold, the Engineering Division of the CDD required a level 2 traffic study for the project. The "YSF Basin Sports Pavilion Project Traffic Impact Study" can be found on the project website: <https://www.tuolumnecounty.ca.gov/179/Planning>.

Net new trips generated by the proposed Project were estimated using rates and methodologies from the ITE Trip Generation Manual and Handbook. The proposed Project is estimated to generate 1,277 net new weekday daily trips and 1,195 net new Saturday daily trips. The proposed Project is estimated to generate 138 weekday PM peak hour net new trips and 125 Saturday Midday peak hour net new trips. The snack vending drive-through facility is estimated to attract 319 weekday and Saturday daily Pass-By Trips, with 79 weekday PM and Saturday Midday peak hour Pass-By Trips. The Pass-By Trips are assumed to represent people stopping by the snack vending drive-through facility as they travel along Striker Court on their way to/from the Sports Pavilion and therefore were assumed to not be new trips at the Striker Court and Tuolumne Road intersection. As a result, the Pass-By Trips were assumed to not affect Project volumes on Tuolumne Road.

Analysis:

- a) Goals, policies, and implementation programs regarding Tuolumne County's circulation system, including transit, roadway, bicycle, and pedestrian facilities, are contained within the Transportation Element in Chapter 4 of the 2018 General Plan. Specific road design standards are found in Titles 11 and 15 of the Tuolumne County Ordinance Code. These goals and policies outline how the project must meet operational standards.

All study intersections are projected to operate at acceptable LOS under all study conditions. Under "Existing Plus Project" conditions, the intersection of Tuolumne Road and Striker Court (Intersection #2) meets the peak hour signal warrant during the weekday PM peak hour but not the Saturday PM peak hour. It is not recommended to install a traffic signal at Intersection #2 since the peak hour signal warrant is not met for all time periods and Intersection #2 operates at acceptable LOS levels. No intersection improvements are recommended.

The study roadway segment of Tuolumne Road is projected to operate at acceptable LOS under all study conditions. Therefore, no improvements are recommended. The proposed project internal circulation is adequate, and no improvements are recommended. The project may consider installing reduced speed signs or traffic calming measures if there are speeding issues observed.

The queue storage at the proposed commercial snack vending drive-through facility was analyzed, to determine if the available storage would accommodate potential queues. By extrapolating data collected at an existing, local drive-through facility of similar size, the maximum anticipated queue per drive-through window was estimated to be a maximum of four (4) vehicles per window, or eight (8) vehicles total for both windows, at any one time.

The site plan indicates that approximately three (3) vehicles may queue at the window serving the eastbound direction and approximately five (5) vehicles may queue at the window serving the westbound direction for a total capacity of eight (8) queued vehicles. Therefore, the proposed drive-through would have adequate capacity for the projected maximum queue of eight (8) vehicles.

It should be noted that three (3) queuing vehicles may be accommodated at the westbound serving window, versus the anticipated maximum queue of four (4) vehicles. However, if there is insufficient space at the window serving the eastbound direction, vehicles may continue along Striker Court to use the window serving the westbound direction.

It is recommended to install signage and striping to minimize the possibility of incoming vehicles spilling back into the traveled way of Tuolumne Road. Specifically, it is recommended to implement "KEEP CLEAR" striping adjacent to the drive-through access points in order to keep vehicles flowing in and out of the drive-through. Furthermore, it is recommended to add R10-7 "DO NOT BLOCK INTERSECTION" signs in front of the drive-through access points. The signing and striping recommendations described above have been incorporated into the proposed site plan, therefore mitigation is not required.

The YSF Traffic Impact Study (TIS) indicates that, "If the maximum number of vehicles are queued in the drive-through area, vehicles may park on-site and use the walk-up window at the proposed commercial snack vending drive-through facility. The site plan implies that pedestrians would use the same window as the westbound queuing vehicles which may create conflicts between vehicles and pedestrians. It is recommended to install a separate pedestrian walk-up window on the western edge of the drive-through facility to minimize conflicts between vehicles and pedestrians. The pedestrian aisle is recommended to be extended to the separate pedestrian walk-up window." Project mitigation measure TRANSP-1 addresses the provision of this pedestrian aisle.

The Community Development Department recommends that in lieu of dedicating a specific pedestrian access window, which may only be needed on high traffic days, that the project operators determine when operations modifications are necessary to limit pedestrian access to the drive through facility. Therefore, in response to the recommendation from the Traffic Impact Study, the applicants shall modify vehicle and pedestrian access to the business as necessary to eliminate conflicts between these two uses.

Further, it is recommended that the project would provide a continuous pedestrian path from the project site to the "Standard Park" bus stop located at the Standard Road and Tuolumne Road intersection. However, as there is a Dial a Ride service site located at the project site, which will divert transit service to the immediate project vicinity instead of a bus stop further away at the Standard Road/Tuolumne Road intersection, CDD staff is not recommending a path to the identified bus stop, as there will be onsite pathways to the existing transit stop. Therefore, no mitigation is required, and the impact is less than significant.

- b) The results of the traffic study indicated that the project screened out of VMTs, as the project meets the criteria for a Local -Serving Public Facility. Public facility projects serve the local community or operate as passive facilities. Public facilities that serve the local community include public K-12 schools, local parks, libraries, post offices, police stations, fire stations, transit centers, and park-and-ride lots. The Project is a local park that is anticipated to serve the surrounding community. Thus, the VMT impacts are less than significant.
- c) Project plans that have been submitted to staff do not indicate that any hazardous or incompatible designs are proposed. The traffic study found that due to minimal queuing at the intersection of Tuolumne Road at Striker Court, it is anticipated that vehicles, including emergency vehicles, exiting/entering the industrial park would not experience queuing issues. The driveway plans and internal circulation roadways will be reviewed by the Engineering Division of the Department of Public Works and the Tuolumne County Fire Prevention Division to ensure compliance with Title 11 and Title 15 to ensure that the onsite circulation will not introduce hazardous or incompatible design. Therefore, there will be a less than significant impact.

- d) The proposed driveways and internal roadways will be designed and constructed in accordance with all applicable regulations contained in Titles 11 and 15 of the Tuolumne County Ordinance Code and the California Fire Code to allow for sufficient emergency vehicle access, including width and clearance of the roadways, the surfacing of the roadways, and turnaround bulbs and hammerheads for emergency vehicles to be able to turn around. The Tuolumne County Fire Prevention Division reviewed the proposed project and provided conditions to ensure compliance with these requirements. These conditions have been incorporated into the projects' conditions of approval. Therefore, there will be a less than significant impact.

Mitigation Measures:

TRANSP-1: The project shall modify operations during times where pedestrian and vehicle conflicts result in safety issues for pedestrians, including ceasing service to walk up customers.

Mitigation Monitoring: Mitigation Measure TRANSP-1 are required to be shown on improvement plans for the proposed project and will be verified by the LUNR Division of CDD. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.

TRIBAL CULTURAL RESOURCES:

Issues and Supporting Information Sources

<i>Potentially Significant Impact</i>	<i>Less-than-Significant with Mitigation Incorporation</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
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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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

The project site is located in East Sonora, near the community of Standard. The project site consists of modifications made in the Twentieth Century consisted of access roads and industrial and commercial development. The Central Sierra Miwok settled in much of Tuolumne County are known to have lived in the area including the project site.

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 Tuolumne Band of Me-Wuk Indians have requested formal consultation under the AB 52 process for projects subject to CEQA.

Formal consultation letters were sent to the contacts for the Chicken Ranch Rancheria of Me-Wuk Indians and Tuolumne Band of Me-Wuk Indians Tribes. AB 52 consultation letters we sent via certified mail on June 27, 2022. To date, neither Tribe has requested consultation or provided comments on the proposed project. project notification letters were sent to both Tribes during the initial project notification period.

Analysis:

a,b) In accordance with Assembly Bill 52, formal consultation letters were sent to the contacts for the Chicken Ranch Rancheria of Me-Wuk Indians and Tuolumne Band of Me-Wuk Indians Tribes. AB 52 consultation letters we sent via certified mail on June 27, 2022. Informal project notification letters were sent to both Tribes on November 2, 2021, during the initial project notification period. To date, neither Tribe has responded to the proposed project or requested consultation.

As indicated in the “Cultural Resources” Section above, the project site contains no cultural resources consisting of Native American resources. Mitigation Measures CUL-1 and CUL-2 would ensure protection of resources that are potentially unearthed or discovered during constructions activities.

Incorporation of Mitigation Measures CUL-1 and CUL-2 will result in a less than significant impact on Tribal Cultural Resources.

Mitigation Measures: See Cultural Resources section of this report.

Mitigation Monitoring: See 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statues and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

Water and sewer system infrastructure and service will be provided by Tuolumne Utilities District (TUD).

Pacific Gas and Electric (PG&E) provides electric service to the project site. There is no natural gas consumption in Tuolumne County. There are existing telecommunications facilities that serve the area. Potential wireless internet providers include Xfinity, AT&T, Conifer Communications, Hughes Net and Cal.net. Cellular providers include Verizon and AT&T.

Cal Sierra Disposal Inc, which is owned by Waste Management, is responsible for garbage and recycling collection in the Sonora area and would provide weekly trash service to the site. Chapter 8.05 of the Tuolumne County Ordinance Code contains the County's regulations for refuse, rubbish, and recycling handling and storage. All of the solid waste generated within the County is processed at one of the transfer stations where solid waste is sorted to remove recyclables and hazardous materials from the waste stream. Residual waste is transported to the Highway 59 Landfill located in Merced. The maximum capacity of the Highway 59 Landfill is 30,012,352 cubic yards.

Cal Sierra Disposal operates a buy-back center at 14959 Camage Avenue, in East Sonora. Untreated wood and yard waste are presently accepted by Cal Sierra Disposal at its Earth Resources Facility located at 14909 Camage Avenue. Such material is accepted for a fee and is ground up or chipped and sold as compost or any other uses deemed appropriate for such material.

Analysis:

- a) The project site is adjacent to utilities that can serve the project. There are existing roads, electrical facilities, and telecommunication facilities readily available to serve the site. Storm water drainage is provided via natural drainages and channels. The project will not require the construction of new or expanded water wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Therefore, there will be a less than significant impact.

- b) The project site will be served by the Tuolumne Utilities District. TUD has reviewed the proposed project and indicated that there is adequate water supply to serve the project, however, capacity is not reserved until fees have been paid. The impact will be less than significant.
- c) The project site will be served by the Tuolumne Utilities District. TUD has not indicated that there is wastewater capacity limitation that would render them unable to serve the project. The impact will be less than significant.
- d,e) Burns Refuse Inc provides weekly trash service to the area. Local waste is disposed of at the Highway 59 Landfill. The Highway 59 Landfill is below its maximum capacity; therefore, there is capacity to serve the project. Any future construction on the project site or land use would be required to comply with all applicable Federal, State, and Local statutes and regulations related to solid waste. Conditions have been added to the project to ensure compliance with the provisions of Chapter 8.05 of the TCOC, which contains the County's regulations for the storage and handling of solid waste. Therefore, there would be a less than significant impact.

Mitigation Measures: None required.

Mitigation Monitoring: Not applicable.

WILDFIRE:

	<i>Potentially Significant Impact</i>	<i>Less-than- Significant With Mitigation Incorporation</i>	<i>Less-than- Significant Impact</i>	<i>No Impact</i>
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Issues and Supporting Information Sources

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

In 2018, a Multi-Jurisdictional Hazard Mitigation Plan (Plan) for Tuolumne County was prepared to provide mitigation solutions to minimize each jurisdiction’s vulnerability to the identified hazards and ultimately reduce both human and financial losses subsequent to a disaster. The Plan includes existing information on typical hazards, such as earthquakes, flooding, and fire, and provides risk assessments of each hazard and the potential for occurrence within the County. Specific wildland fire objectives provided in the Plan include vegetation management, code enforcement, GIS mapping, and compliance with the planning process.

Mitigation actions provided in the Plan range from improving water supply systems and conveyance systems for potential fire needs, initiating fuel thinning and chipping projects in high-priority areas, to updating existing and preparing new fire protection and evacuation plans. The Plan states that Tuolumne County Fire Protection District/CAL FIRE along with seven fire districts and one city fire department provide life and property emergency response. In addition to services traditionally provided by most fire protection agencies nationwide, these agencies work cooperatively with the U.S. Forest Service and the National Park Service in providing wildfire response in Tuolumne County. Although there are existing plans, programs, ordinances, and regulations in place within the County, wildland fire risks and the potential for future fire hazards occurring within the County is considered high (Tuolumne County 2018).

Tuolumne County does not have a static emergency plan or evacuation plan due to the dynamic nature of emergencies. In the event of an emergency, the Tuolumne County Sheriff Office is the responsible entity for declaring and directing evacuations in the case of emergencies. The Sherriff’s Department will inform members of the public via the Emergency Notification System, local media, and door-to-door when feasible.

The project site is located within a State Responsibility Area (SRA) and is rated as high fire hazard severity zone. This rating is based on factors of slope, vegetation, and annual summer weather patterns. These zones, referred to as Fire Hazard Severity Zones (FHSZ), provide the basis for application of various mitigation strategies to reduce risks to buildings associated with wildland fires. The zones also relate to the requirements for building codes designed to reduce the ignition potential to buildings in the wildland-urban interface zone.

Analysis:

- a) Tuolumne County does not have a static emergency plan or evacuation plan due to the dynamic nature of emergencies. Tuolumne County does not have any designated evacuation routes because fires can

happen anywhere and may block specific roads and certain areas may not be safe for travel. The Tuolumne County Sheriff Office is the responsible entity for declaring and directing evacuations in the case of emergencies. The Sheriff's Department will inform members of the public via the Emergency Notification System, local media, and door-to-door when feasible of where the wildfire is located, which routes are safe to use, and which locations are safe to seek refuge from the fire. Generalized emergency information is also contained within the adopted Multi-Jurisdictional Hazard Mitigation Plan.

In an emergency, Striker Court would be utilized by workers at the project site. From there, residents could travel towards Tuolumne Road or Standard Road towards State Route 108, depending on which route was the safest for travel. The traffic study evaluated impacts of queuing or waiting resulting from the project. The traffic study did not identify any emergency access issues as a result of the project. The addition of project would not significantly impact the ability for roads in the vicinity of the project site to be used as evacuation routes in the event of an emergency. Approval of this project would result in a less than significant impact on Tuolumne County's emergency or evacuation plans.

- b,c) The slopes on the site are relatively flat. Due to the location of the project site to existing roadways and other developed areas, it is unlikely that the project would exacerbate wildfire risks.

The project has been reviewed by the Tuolumne County Fire Prevention Division (FPD) for consistency with the National Fire Code, California Fire Code, California Building Code, the Tuolumne County General Plan and Ordinance Code. Any future development on the project site will be subject to the rules and regulations contained in these documents. Prior to the issuance of a building permit, the following conditions will be required to be met:

- The required fire flow for the proposed building is 1,500 gpm at 20-psi for 2 hours with Type V –B construction. If the building's construction type changes, the required fire flow shall also change. Fire flow is determined by the square footage of the largest building on site including all horizontal projections. A reduction of up to 75%, as approved, is allowed when the building is provided with an approved automatic sprinkler system. The resulting fire-flow shall not be less than 1,500 gallons per minute. (CFC Section 508.3)
- The required fire flow shall be on site, tested and approved by Tuolumne County Fire Prevention prior to the issuance of any building permits. (TCOC Chapter 15.20.010)
- County Standard Dry Barrel Hydrant shall be available within 300 feet of the furthest portion of all proposed buildings measured by way of drivable access. Tuolumne County Fire Prevention shall approve all hydrant plans, locations and installations. (TCOC Chapter 15.20)
- An automatic sprinkler system shall be provided throughout all buildings containing a Group F-1 occupancy where the fire area exceeds 2,500 square feet. Submit plans and calculations for the Automatic Engineered Fire Sprinkler System to Fire Prevention for review and approval prior to the issuance of a building permit or the installation of any portion of the system. Plan check fees are assessed upon completion of review. (TCOC Section 15.20.10)

The Tuolumne County Fire Prevention Division also provided conditions to ensure that the internal roadways and driveways would meet applicable fire code regarding width, clearance, surfacing, and to prohibit obstructions of roadways.

The following Policies of the 2018 Tuolumne County General Plan apply to the proposed project:

Policy 9.A.1: *Actively involve fire protection agencies within Tuolumne County in land use planning decisions.*

The Tuolumne County Fire Prevention Division has been consulted with during the processing of the application. The Tuolumne County Fire Prevention Division provided conditions which have been incorporated into the projects' conditions of approval, as discussed above.

Policy 9.E.3: *Require new development to be consistent with State and County regulations and policies regarding fire protection.*

The development and operation of the site will be consistent with all applicable State and County regulations and policies regarding fire protection. Road and driveway improvement plans will be reviewed by the Tuolumne County Fire Prevention Division and Engineering Division of the Department of Public Works to ensure compliance with the California Fire Code and Titles 11 and 15 of the TCOC. All building permits will be reviewed for compliance with the California Building Code and Fire Code.

Policy 17.E.2: *Require the maintenance of defensible space setbacks in areas proposed for development if wildland fire hazards exist on adjacent properties.*

The project site is required to comply with all applicable defensible space regulations.

Policy 17.E.3: *Require new development to have adequate fire protection and to include, where necessary, design and maintenance features that contribute to the protection of the County from the losses associated with wildland fire.*

Conditions provided by the Tuolumne County Fire Prevention Division have been incorporated into the projects' conditions of approval to minimize fire hazards and to contribute to the protection of the County from the losses associated with wildland fire.

The incorporation of these conditions and compliance with the National Fire Code, California Fire Code, California Building Code, the Tuolumne County General Plan, and Tuolumne County Ordinance Code would reduce the risk of wildfire and would not exacerbate wildfire risks or the risk of uncontrolled spread of wildfire. Project development would not require the installation or maintenance of associated infrastructure. Therefore, there would be a less than significant impact.

- d) As discussed under "Geology and Soils," and "Hydrology and Water Quality," runoff occurs naturally at the project site and flooding and landslide events are not common within the project area. Once operational, onsite drainage would not affect offsite drainage conditions, including runoff that naturally occurs to Curtis Creek. The project site and surrounding areas have not been subject to burns such that downslope areas would be affected by project development. Impacts would be less than significant.

Mitigation Measures: None required.

Mitigation Monitoring: Not applicable.

MANDATORY FINDINGS OF SIGNIFICANCE:

	<i>Potentially Significant Impact</i>	<i>Less-than- Significant With Mitigation Incorporation</i>	<i>Less-than- Significant Impact</i>	<i>No Impact</i>
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Supporting Information Sources

Proposed Project/Action:

<p>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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis:

- a) As discussed under “Aesthetics,” the project could create spillover lighting onto adjacent properties and Tuolumne Road. Mitigation has been included to reduce impacts to a less than significant level.

As discussed under “Biological Resources,” the project site provides suitable habitat for nesting birds. Mitigation has been included that requires preconstruction surveys to identify the presence of these species, avoid or remove them from the construction area (if they are present), and establish disturbance buffers to ensure they are not disturbed during construction.

As discussed in the “Cultural Resources” section, there is the potential for unmarked, previously unknown Native American or other graves to be present and be uncovered during construction activities. Mitigation has been included that would ensure that proper procedures would be followed in the event of the discovery of previously unknown human remains.

As discussed in the “Noise” section, there is a potential for impacts from construction and operation noise. Mitigation has been included to reduce impacts to a less than significant level.

As discussed in the Transportation and Traffic section, there are potential impacts to the pedestrian circulation system. Mitigation has been included to reduce impacts to a less than significant level.

For the reasons above, all impacts would be a less-than-significant impact with mitigation incorporated.

- b) As discussed throughout the “Environmental Checklist,” all potentially significant impacts would be reduced to a less-than-significant level with mitigation. In addition, aesthetic, biological resources, cultural and tribal cultural resources, greenhouse gas emissions, noise, and recreation impacts discussed above would result from temporary construction activities and would be limited to the immediate project site, and, therefore, would not combine with impacts from other past, present, and probable future development. Noise-related impacts are also localized and limited to the immediate project vicinity. Operation of the project would be limited to noise similar in nature to the commercial and industrial land uses in the area. The project’s potential contribution to significant cumulative impacts would not be considerable and this impact would be less than significant.

- c) As discussed above in the “Hazards and Hazardous Materials,” construction activities would require the use of hazardous materials such as fuels, lubricants, and solvents. However, all construction activities would be required to comply with existing regulations that would limit exposure of nearby sensitive receptors and construction workers to hazardous materials. Operation of the project would not include the use or storage of any hazardous material and would not result in adverse effects on people. This impact would be less than significant.

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

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

Table 8: Mitigation Monitoring and Reporting Program

Mitigation Measure	When Implemented	Monitored by	Verified by
<p>AES-1: A lighting plan shall be submitted and approved by the Land Use and Natural Resources Division prior to the issuance of a building permit by the Building and Safety Division. Any exterior lighting shall incorporate the following features: direct the light downward to the area to be illuminated, install shields to direct light and reduce glare, utilize low rise light standards or fixtures attached to the buildings, and utilize low or high pressure sodium lamps instead of halogen type lights.</p>	<p>The submittal and approval of a lighting plan will be required prior to the issuance of a Building Permit issued by the Building and Safety Division of the Community Development Department and will be verified by the Land Use and Natural Resources (LUNR) Division. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.</p>	<p>Tuolumne County Community Development Department (CDD)</p>	<p>Land Use and Natural Resources (LUNR) Division</p>
<p>BIO-1: For construction activities expected to occur during the nesting season of raptors (February 1 to August 31) and migratory birds, a pre-construction survey by a qualified biologist shall be conducted to determine if active nests are present on or within 500 feet of the project site where feasible. Areas that are inaccessible due to private property restrictions shall be surveyed using binoculars from the nearest vantage point. The survey shall be conducted by a qualified biologist no more than seven days prior to the onset of construction. If no active nests are identified during the pre-construction survey, no further mitigation is necessary. If construction activities begin prior to February 1, it is assumed that no birds will nest in the project site during active construction activities and no pre-construction surveys are required. If at any time during the nesting season construction stops for a period of two weeks or longer, pre-construction surveys shall be conducted prior to construction resuming.</p> <p>If active nests are found on or within 500 feet of the project site, the applicant shall notify CDFW and explain any additional measures that a qualified biologist plans to implement to prevent or minimize disturbance to the nest while it is still active. Depending on the conditions specific to each nest, and the relative location and rate</p>	<p>The nesting bird surveys are required prior to ground disturbance or construction activities on site and would be verified by the LUNR Division prior to the issuance of a grading permit issued by the Department of Public Works or building permit issued by the Building and Safety Division. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.</p>	<p>CDD/ Tuolumne County Department of Public Works (DPW)</p>	<p>LUNR Division</p>

<p>of construction activities, it may be feasible for construction to occur as planned within the 500-foot buffer without impacting the breeding effort. Appropriate measures may include restricting construction activities within 500 feet of active raptor nests and having a qualified biologist with stop work authority monitor the nest for evidence that the behavior of the parents have changed during construction. Nests that are inaccessible due to private property restrictions shall be monitored using binoculars from the nearest vantage point. Appropriate measures would be implemented until the young have fledged or until a qualified biologist determines that the nest is no longer active. Construction activities may be halted at any time if, in the professional opinion of the biologist, construction activities are affecting the breeding effort.</p>			
<p>BIO-2: Prior to initiation of ground disturbing activities, all areas within 50-foot Open Space zoning shall be clearly flagged. Orange fencing shall be placed along the Open Space zoning.</p>	<p>The orange flagging and fencing are required prior to ground disturbance or construction activities on site and would be verified prior to the issuance of a grading permit issued by the Department of Public Works or building permit issued by the Building and Safety Division. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.</p>	<p>CDD/DPW</p>	<p>Engineering Division and Building and Safety Division</p>
<p>BIO-3: The project applicant should implement construction best management practices (BMPs) when operating in the northern portion of the project site adjacent to the riparian mixed hardwood habitat and Curtis Creek. BMPs will include those required by the project Stormwater Pollution Prevention Plan and the Tuolumne County Wildlife Handbook, and may include the following:</p> <ul style="list-style-type: none"> • Install fiber rolls, a sandbag barrier, or a straw bale barrier between the active construction site and the riparian mixed hardwood habitat/Curtis Creek to intercept runoff and remove sediment 	<p>Required prior to operation of the site and will be verified by the LUNR Division prior to a Final Inspection by the Building and Safety Division. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.</p>	<p>CDD</p>	<p>LUNR Division</p>

<p>from runoff.</p> <ul style="list-style-type: none"> • Maintain all diesel- and gasoline-powered equipment per manufacturer's specifications, and in compliance with all state and federal emissions requirements. Prior to the start of project activities, inspect all equipment for leaks and inspect everyday thereafter until equipment is removed from the site. Any equipment found leaking will be promptly removed to prevent inadvertent discharge into Curtis Creek. • Equipment storage, working areas, and spoils should be limited to project staging areas. • Equipment should not be serviced within areas within 100 feet of riparian mixed hardwood habitat and Curtis Creek, or in any locations that would allow grease, oil, or fuel to pass into Curtis Creek. • Disturbed soils and all other disturbed areas should be stabilized as soon as possible and before the rainy season begins (but no later than October 15th of the construction year) in accordance with the County and Caltrans landscape guidelines and specifications. <p>Prior to working in or near any stream, equipment should be thoroughly cleaned to prevent introduction of invasive aquatic species.</p>			
<p>CUL-1: In the unlikely event that buried cultural deposits (e.g., prehistoric stone tools, milling stones, historic glass bottles, foundations, cellars, privy pits) are encountered during project implementation, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist (36 Code of Federal Regulations [CFR] 61) shall be notified immediately and retained to assess the significance of the find. Construction activities could continue in other areas. If the find is determined to be significant by the</p>	<p>Required during construction activities on site. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.</p>	<p>CDD</p>	<p>LUNR Division</p>

<p>qualified archaeologist (i.e., because it is determined to constitute either a historical resource or a unique archaeological resource), the archaeologist shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.</p>			
<p>CUL-2: In accordance with the California Health and Safety Code (CHSC), Section 7050.5, and the Public Resources Code (PRC) 5097.98, regarding the discovery of human remains, if any such finds are encountered during project construction, all work within the vicinity of the find shall cease immediately, a 100-foot-wide buffer surrounding the discovery shall be established, and the County shall be immediately notified. The County Coroner shall be contacted immediately to examine and evaluate the find. If the coroner determines that the remains are not recent and are of Native American descent, the County Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.</p>	<p>Required during construction activities on site. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.</p>	<p>CDD</p>	<p>LUNR Division</p>
<p>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.</p>	<p>Required during construction activities on site. Will be monitored through citizen complaints. Confirmed violations will be referred to the Code Compliance Officer for processing consistent with established code compliance procedures outlined in Chapter 1.10 of the Ordinance Code. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.</p>	<p>CDD</p>	<p>Building and Safety Division</p>
<p>NOI-2: The noise levels generated by the project shall be restricted to the following exterior noise limits as</p>	<p>Required as an on-going condition. Will be monitored through citizen complaints.</p>	<p>CDD</p>	<p>LUNR Division</p>

measured at the property line:

Zoning Classification of Receiving Property	Noise Level (dB) of Sound Source	
	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
MU, R-3, R-2, R-1, RE-1, RE-2, RE-3, RE-5, RE-10, C-O, C-1, C-S, BP	50 L _{eq} . (1 hour) ¹	45 L _{eq} . (1 hour) ¹

Confirmed violations will be referred to the Code Compliance Officer for processing consistent with established code compliance procedures outlined in Chapter 1.10 of the Ordinance Code. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.

TRANSP-1: The project shall install a separate pedestrian walk-up window on the western edge of the drive-through facility to minimize conflicts between vehicles and pedestrians.

Required to be shown on improvement plans for the proposed project and will be verified by the LUNR Division of CDD. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.

CDD

LUNR Division

AGENCIES CONTACTED:

Tuolumne County:

Community Development Department, Building and Safety Division
Community Development Department, Environmental Health Division
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
U.S. Postal Service
Willow Springs Homeowners Association

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

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PREPARED BY: Cheydi Gonzales, Land Use Coordinator
Dave Ruby, Planning Manager
Quincy Yaley, AICP, Community Development Director
Steve Gregory, Fire Prevention Bureau
Brian Bell, Assistant CDD Director

Appendix A – Air Quality Model

YSF Park 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, Unmitigated
 - 2.3. Construction Emissions by Year, Mitigated
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
 - 2.6. Operations Emissions by Sector, Mitigated
3. Construction Emissions Details
 - 3.1. Demolition (2022) - Unmitigated
 - 3.2. Demolition (2022) - Mitigated

3.3. Site Preparation (2022) - Unmitigated

3.4. Site Preparation (2022) - Mitigated

3.5. Grading (2022) - Unmitigated

3.6. Grading (2022) - Mitigated

3.7. Grading (2023) - Unmitigated

3.8. Grading (2023) - Mitigated

3.9. Building Construction (2023) - Unmitigated

3.10. Building Construction (2023) - Mitigated

3.11. Paving (2023) - Unmitigated

3.12. Paving (2023) - Mitigated

3.13. Architectural Coating (2023) - Unmitigated

3.14. Architectural Coating (2023) - Mitigated

3.15. Architectural Coating (2024) - Unmitigated

3.16. Architectural Coating (2024) - Mitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.2. Unmitigated

4.3.1. Mitigated

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

4.4.1. Mitigated

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

4.5.1. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

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

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

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

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

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

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	YSF Park
Lead Agency	County of Tuolumne
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.10
Precipitation (days)	41.4
Location	37.958887272270175, -120.31569095703888
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

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
City Park	7.00	Acre	7.00	0.00	80,000	80,000	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-4*	Use Local and Sustainable Building Materials
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads
Transportation	T-32*	Orient Project Toward Transit, Bicycle, or Pedestrian Facility
Transportation	T-43*	Provide Real-Time Transit Information
Transportation	T-50*	Required Project Contributions to Transportation Infrastructure Improvement

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

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.	1.50	1.26	11.8	13.2	0.02	0.55	0.00	0.55	0.51	0.00	0.51	—	2,397	2,397	0.10	0.02	0.00	2,406
Mit.	1.50	1.26	11.8	13.2	0.02	0.55	0.00	0.55	0.51	0.00	0.51	—	2,397	2,397	0.10	0.02	0.00	2,406
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.19	25.6	46.2	38.6	0.06	2.00	20.1	22.1	1.85	10.2	12.1	—	6,537	6,537	0.23	0.22	0.07	6,609
Mit.	5.19	25.6	46.2	38.6	0.06	2.00	8.06	10.1	1.85	4.04	5.89	—	6,537	6,537	0.23	0.22	0.07	6,609

% Reduced	—	—	—	—	—	—	60%	54%	—	60%	51%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.07	1.40	8.39	9.42	0.02	0.39	0.80	0.96	0.36	0.40	0.55	—	1,688	1,688	0.07	0.02	0.08	1,694
Mit.	1.07	1.40	8.39	9.42	0.02	0.39	0.33	0.49	0.36	0.16	0.40	—	1,688	1,688	0.07	0.02	0.08	1,694
% Reduced	—	—	—	—	—	—	59%	49%	—	60%	28%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.20	0.26	1.53	1.72	< 0.005	0.07	0.15	0.18	0.07	0.07	0.10	—	279	279	0.01	< 0.005	0.01	280
Mit.	0.20	0.26	1.53	1.72	< 0.005	0.07	0.06	0.09	0.07	0.03	0.07	—	279	279	0.01	< 0.005	0.01	280
% Reduced	—	—	—	—	—	—	59%	49%	—	60%	28%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.50	1.26	11.8	13.2	0.02	0.55	0.00	0.55	0.51	0.00	0.51	—	2,397	2,397	0.10	0.02	0.00	2,406
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	5.19	4.37	46.2	38.6	0.06	2.00	20.1	22.1	1.85	10.2	12.1	—	6,537	6,537	0.23	0.22	0.07	6,609
2023	2.58	25.6	21.3	21.1	0.03	0.95	7.34	8.29	0.88	3.49	4.37	—	3,638	3,638	0.13	0.12	0.04	3,676
2024	0.17	25.6	0.91	1.15	< 0.005	0.03	0.00	0.03	0.03	0.00	0.03	—	134	134	0.01	< 0.005	0.00	134
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2022	0.44	0.37	3.67	3.19	< 0.005	0.16	0.80	0.96	0.15	0.40	0.55	—	497	497	0.02	0.01	0.08	501
2023	1.07	0.95	8.39	9.42	0.02	0.39	0.18	0.57	0.36	0.08	0.45	—	1,688	1,688	0.07	0.02	0.03	1,694
2024	0.01	1.40	0.05	0.06	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	—	7.32	7.32	< 0.005	< 0.005	0.00	7.34
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	0.08	0.07	0.67	0.58	< 0.005	0.03	0.15	0.18	0.03	0.07	0.10	—	82.2	82.2	< 0.005	< 0.005	0.01	82.9
2023	0.20	0.17	1.53	1.72	< 0.005	0.07	0.03	0.10	0.07	0.02	0.08	—	279	279	0.01	< 0.005	0.01	280
2024	< 0.005	0.26	0.01	0.01	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	—	1.21	1.21	< 0.005	< 0.005	0.00	1.22

2.3. Construction Emissions by Year, Mitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.50	1.26	11.8	13.2	0.02	0.55	0.00	0.55	0.51	0.00	0.51	—	2,397	2,397	0.10	0.02	0.00	2,406
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	5.19	4.37	46.2	38.6	0.06	2.00	8.06	10.1	1.85	4.04	5.89	—	6,537	6,537	0.23	0.22	0.07	6,609
2023	2.58	25.6	21.3	21.1	0.03	0.95	3.02	3.97	0.88	1.40	2.28	—	3,638	3,638	0.13	0.12	0.04	3,676
2024	0.17	25.6	0.91	1.15	< 0.005	0.03	0.00	0.03	0.03	0.00	0.03	—	134	134	0.01	< 0.005	0.00	134
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	0.44	0.37	3.67	3.19	< 0.005	0.16	0.33	0.49	0.15	0.16	0.31	—	497	497	0.02	0.01	0.08	501
2023	1.07	0.95	8.39	9.42	0.02	0.39	0.08	0.47	0.36	0.03	0.40	—	1,688	1,688	0.07	0.02	0.03	1,694
2024	0.01	1.40	0.05	0.06	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	—	7.32	7.32	< 0.005	< 0.005	0.00	7.34
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	0.08	0.07	0.67	0.58	< 0.005	0.03	0.06	0.09	0.03	0.03	0.06	—	82.2	82.2	< 0.005	< 0.005	0.01	82.9
2023	0.20	0.17	1.53	1.72	< 0.005	0.07	0.01	0.09	0.07	0.01	0.07	—	279	279	0.01	< 0.005	0.01	280

2024	< 0.005	0.26	0.01	0.01	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	—	1.21	1.21	< 0.005	< 0.005	0.00	1.22
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2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	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.	0.14	0.79	0.11	0.76	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.32	104	104	0.04	0.01	0.46	108
Mit.	0.14	0.79	0.11	0.76	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.32	104	104	0.04	0.01	0.46	108
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.13	0.78	0.13	0.78	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.32	98.6	98.9	0.04	0.01	0.01	102
Mit.	0.13	0.78	0.13	0.78	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.32	98.6	98.9	0.04	0.01	0.01	102
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	0.72	0.06	0.39	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	0.32	53.1	53.4	0.04	< 0.005	0.10	55.5
Mit.	0.07	0.72	0.06	0.39	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	0.32	53.1	53.4	0.04	< 0.005	0.10	55.5
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01	0.13	0.01	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.05	8.79	8.84	0.01	< 0.005	0.02	9.18
Mit.	0.01	0.13	0.01	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.05	8.79	8.84	0.01	< 0.005	0.02	9.18

% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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2.5. Operations Emissions by Sector, Unmitigated

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

Sector	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	0.14	0.13	0.11	0.76	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	102	102	0.01	0.01	0.46	105
Area	0.00	0.66	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78
Waste	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.14	0.79	0.11	0.76	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.32	104	104	0.04	0.01	0.46	108
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.13	0.12	0.13	0.78	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	96.8	96.8	0.01	0.01	0.01	99.1
Area	0.00	0.66	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78
Waste	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.13	0.78	0.13	0.78	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.32	98.6	98.9	0.04	0.01	0.01	102
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.07	0.06	0.06	0.39	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	51.3	51.3	< 0.005	< 0.005	0.10	52.6

Area	0.00	0.66	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78
Waste	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.07	0.72	0.06	0.39	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	0.32	53.1	53.4	0.04	< 0.005	0.10	55.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	0.01	0.01	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.49	8.49	< 0.005	< 0.005	0.02	8.70
Area	0.00	0.12	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Waste	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	0.01	0.00	—	0.19
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.01	0.13	0.01	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.05	8.79	8.84	0.01	< 0.005	0.02	9.18

2.6. Operations Emissions by Sector, Mitigated

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

Sector	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	0.14	0.13	0.11	0.76	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	102	102	0.01	0.01	0.46	105
Area	0.00	0.66	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78
Waste	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.14	0.79	0.11	0.76	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.32	104	104	0.04	0.01	0.46	108

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.13	0.12	0.13	0.78	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	96.8	96.8	0.01	0.01	0.01	99.1
Area	0.00	0.66	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78
Waste	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.13	0.78	0.13	0.78	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	0.32	98.6	98.9	0.04	0.01	0.01	102
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.07	0.06	0.06	0.39	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	51.3	51.3	< 0.005	< 0.005	0.10	52.6
Area	0.00	0.66	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78
Waste	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.07	0.72	0.06	0.39	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	0.32	53.1	53.4	0.04	< 0.005	0.10	55.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.01	0.01	0.01	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.49	8.49	< 0.005	< 0.005	0.02	8.70
Area	0.00	0.12	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Waste	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	0.01	0.00	—	0.19
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.01	0.13	0.01	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.05	8.79	8.84	0.01	< 0.005	0.02	9.18

3. Construction Emissions Details

3.1. Demolition (2022) - 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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.59	3.02	29.6	24.3	0.03	1.31	—	1.31	1.21	—	1.21	—	3,422	3,422	0.14	0.03	—	3,434
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.62	1.33	< 0.005	0.07	—	0.07	0.07	—	0.07	—	187	187	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.30	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.0	31.0	< 0.005	< 0.005	—	31.1
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.14	1.42	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	154	154	0.01	0.01	0.02	157	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.27	4.27	< 0.005	< 0.005	< 0.005	4.47	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.01	0.01	0.01	0.08	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	8.57	8.57	< 0.005	< 0.005	0.02	8.77	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.23	0.23	< 0.005	< 0.005	< 0.005	0.24	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.42	1.42	< 0.005	< 0.005	< 0.005	1.45	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04	

3.2. Demolition (2022) - Mitigated

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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.59	3.02	29.6	24.3	0.03	1.31	—	1.31	1.21	—	1.21	—	3,422	3,422	0.14	0.03	—	3,434
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.17	1.62	1.33	< 0.005	0.07	—	0.07	0.07	—	0.07	—	187	187	0.01	< 0.005	—	188
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.30	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.0	31.0	< 0.005	< 0.005	—	31.1
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.14	1.42	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	154	154	0.01	0.01	0.02	157
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.27	4.27	< 0.005	< 0.005	< 0.005	4.47
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	8.57	8.57	< 0.005	< 0.005	0.02	8.77
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.23	0.23	< 0.005	< 0.005	< 0.005	0.24
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.42	1.42	< 0.005	< 0.005	< 0.005	1.45
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04

3.3. Site Preparation (2022) - 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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.99	4.20	43.4	36.7	0.05	1.99	—	1.99	1.83	—	1.83	—	5,291	5,291	0.21	0.04	—	5,309
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.14	0.11	1.19	1.01	< 0.005	0.05	—	0.05	0.05	—	0.05	—	145	145	0.01	< 0.005	—	145
Dust From Material Movement	—	—	—	—	—	—	0.54	0.54	—	0.28	0.28	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.22	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.14	0.17	1.65	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	180	180	0.01	0.01	0.02	184
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.05	0.04	2.64	0.25	0.01	0.02	0.07	0.08	0.02	0.02	0.04	—	1,066	1,066	< 0.005	0.17	0.05	1,116
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	5.00	5.00	< 0.005	< 0.005	0.01	5.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.07	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	29.2	29.2	< 0.005	< 0.005	0.02	30.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.83	0.83	< 0.005	< 0.005	< 0.005	0.85
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.84	4.84	< 0.005	< 0.005	< 0.005	5.07

3.4. Site Preparation (2022) - Mitigated

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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.99	4.20	43.4	36.7	0.05	1.99	—	1.99	1.83	—	1.83	—	5,291	5,291	0.21	0.04	—	5,309
Dust From Material Movement:	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	1.19	1.01	< 0.005	0.05	—	0.05	0.05	—	0.05	—	145	145	0.01	< 0.005	—	145
Dust From Material Movement:	—	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.02	0.22	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.14	0.17	1.65	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	180	180	0.01	0.01	0.02	184
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.05	0.04	2.64	0.25	0.01	0.02	0.07	0.08	0.02	0.02	0.04	—	1,066	1,066	< 0.005	0.17	0.05	1,116
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	5.00	5.00	< 0.005	< 0.005	0.01	5.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.07	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	29.2	29.2	< 0.005	< 0.005	0.02	30.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.83	0.83	< 0.005	< 0.005	< 0.005	0.85
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.84	4.84	< 0.005	< 0.005	< 0.005	5.07

3.5. Grading (2022) - 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
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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.62	2.20	22.0	20.2	0.03	1.06	—	1.06	0.98	—	0.98	—	2,956	2,956	0.12	0.02	—	2,966
Dust From Material Movement	—	—	—	—	—	—	7.09	7.09	—	3.43	3.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.73	0.67	< 0.005	0.04	—	0.04	0.03	—	0.03	—	98.3	98.3	< 0.005	< 0.005	—	98.7
Dust From Material Movement	—	—	—	—	—	—	0.24	0.24	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.3	16.3	< 0.005	< 0.005	—	16.3
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.14	1.42	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	154	154	0.01	0.01	0.02	157
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.02	1.32	0.13	0.01	0.01	0.03	0.04	0.01	0.01	0.02	—	533	533	< 0.005	0.08	0.02	558
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	5.21	5.21	< 0.005	< 0.005	0.01	5.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.7	17.7	< 0.005	< 0.005	0.01	18.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.86	0.86	< 0.005	< 0.005	< 0.005	0.88
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.94	2.94	< 0.005	< 0.005	< 0.005	3.08

3.6. Grading (2022) - Mitigated

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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.62	2.20	22.0	20.2	0.03	1.06	—	1.06	0.98	—	0.98	—	2,956	2,956	0.12	0.02	—	2,966

Dust From Material Movement:	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.73	0.67	< 0.005	0.04	—	0.04	0.03	—	0.03	—	98.3	98.3	< 0.005	< 0.005	—	98.7
Dust From Material Movement:	—	—	—	—	—	—	0.09	0.09	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	16.3	16.3	< 0.005	< 0.005	—	16.3
Dust From Material Movement:	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.14	1.42	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	154	154	0.01	0.01	0.02	157
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.02	1.32	0.13	0.01	0.01	0.03	0.04	0.01	0.01	0.02	—	533	533	< 0.005	0.08	0.02	558

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	5.21	5.21	< 0.005	< 0.005	0.01	5.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.7	17.7	< 0.005	< 0.005	0.01	18.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.86	0.86	< 0.005	< 0.005	< 0.005	0.88
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.94	2.94	< 0.005	< 0.005	< 0.005	3.08

3.7. Grading (2023) - 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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.43	2.04	20.0	19.7	0.03	0.94	—	0.94	0.87	—	0.87	—	2,958	2,958	0.12	0.02	—	2,968
Dust From Material Movement	—	—	—	—	—	—	7.09	7.09	—	3.43	3.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.47	0.46	< 0.005	0.02	—	0.02	0.02	—	0.02	—	69.5	69.5	< 0.005	< 0.005	—	69.7

Dust From Material Movement:	—	—	—	—	—	—	0.17	0.17	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.5
Dust From Material Movement:	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.11	0.13	1.29	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	151	151	0.01	0.01	0.02	155
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.02	1.22	0.11	0.01	0.01	0.03	0.04	0.01	0.01	0.02	—	528	528	< 0.005	0.08	0.02	554
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.61	3.61	< 0.005	< 0.005	0.01	3.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.4	12.4	< 0.005	< 0.005	0.01	13.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.60	0.60	< 0.005	< 0.005	< 0.005	0.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.06	2.06	< 0.005	< 0.005	< 0.005	2.15
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3.8. Grading (2023) - Mitigated

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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.43	2.04	20.0	19.7	0.03	0.94	—	0.94	0.87	—	0.87	—	2,958	2,958	0.12	0.02	—	2,968
Dust From Material Movement:	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.47	0.46	< 0.005	0.02	—	0.02	0.02	—	0.02	—	69.5	69.5	< 0.005	< 0.005	—	69.7
Dust From Material Movement:	—	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.5

Dust From Material Movement:	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.11	0.13	1.29	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	151	151	0.01	0.01	0.02	155
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.02	1.22	0.11	0.01	0.01	0.03	0.04	0.01	0.01	0.02	—	528	528	< 0.005	0.08	0.02	554
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.61	3.61	< 0.005	< 0.005	0.01	3.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.4	12.4	< 0.005	< 0.005	0.01	13.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.60	0.60	< 0.005	< 0.005	< 0.005	0.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.06	2.06	< 0.005	< 0.005	< 0.005	2.15

3.9. Building Construction (2023) - 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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	11.8	13.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	11.8	13.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.79	7.44	8.30	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,516
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.36	1.51	< 0.005	0.06	—	0.06	0.06	—	0.06	—	250	250	0.01	< 0.005	—	251
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2023) - Mitigated

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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	11.8	13.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.50	1.26	11.8	13.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.79	7.44	8.30	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,516
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.36	1.51	< 0.005	0.06	—	0.06	0.06	—	0.06	—	250	250	0.01	< 0.005	—	251
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2023) - 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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.04	0.88	8.06	10.0	0.01	0.41	—	0.41	0.38	—	0.38	—	1,512	1,512	0.06	0.01	—	1,517
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.44	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8

Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.11	0.13	1.29	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	151	151	0.01	0.01	0.02	155
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	8.43	8.43	< 0.005	< 0.005	0.02	8.55
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.40	1.40	< 0.005	< 0.005	< 0.005	1.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2023) - Mitigated

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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.04	0.88	8.06	10.0	0.01	0.41	—	0.41	0.38	—	0.38	—	1,512	1,512	0.06	0.01	—	1,517
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.44	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.11	0.13	1.29	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	151	151	0.01	0.01	0.02	155
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	0.01	0.01	0.07	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	8.43	8.43	< 0.005	< 0.005	0.02	8.55
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.40	1.40	< 0.005	< 0.005	< 0.005	1.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2023) - 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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	0.93	1.15	< 0.005	0.04	—	0.04	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	25.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.26	0.26	< 0.005	< 0.005	—	0.26
Architect ural Coatings	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.04	0.04	< 0.005	< 0.005	—	0.04	
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.14. Architectural Coating (2023) - Mitigated

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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	0.93	1.15	< 0.005	0.04	—	0.04	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	25.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.26	0.26	< 0.005	< 0.005	—	0.26
Architect ural Coatings	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.04	0.04	< 0.005	< 0.005	—	0.04
Architect ural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Architectural Coating (2024) - 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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134

Architect Coatings	—	25.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architect ural Coatings	—	1.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architect ural Coatings	—	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Architectural Coating (2024) - Mitigated

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
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	25.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architect ural Coatings	—	1.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22	—
Architectural Coatings	—	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.14	0.13	0.11	0.76	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	102	102	0.01	0.01	0.46	105
Total	0.14	0.13	0.11	0.76	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	102	102	0.01	0.01	0.46	105
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.13	0.12	0.13	0.78	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	96.8	96.8	0.01	0.01	0.01	99.1
Total	0.13	0.12	0.13	0.78	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	96.8	96.8	0.01	0.01	0.01	99.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.01	0.01	0.01	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.49	8.49	< 0.005	< 0.005	0.02	8.70
Total	0.01	0.01	0.01	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.49	8.49	< 0.005	< 0.005	0.02	8.70

4.1.2. Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.14	0.13	0.11	0.76	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	102	102	0.01	0.01	0.46	105

Total	0.14	0.13	0.11	0.76	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	102	102	0.01	0.01	0.46	105
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.13	0.12	0.13	0.78	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	96.8	96.8	0.01	0.01	0.01	99.1
Total	0.13	0.12	0.13	0.78	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	96.8	96.8	0.01	0.01	0.01	99.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.01	0.01	0.01	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.49	8.49	< 0.005	< 0.005	0.02	8.70
Total	0.01	0.01	0.01	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.49	8.49	< 0.005	< 0.005	0.02	8.70

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.2. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.66	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	51.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	51.7	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

Consum Products	—	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.38	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

4.3.1. Mitigated

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.66	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	51.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

Consumer	—	0.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	51.7	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.38	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

4.4. Water Emissions by Land Use

4.4.2. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29

4.4.1. Mitigated

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	1.76	1.76	< 0.005	< 0.005	—	1.78
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.29	0.29	< 0.005	< 0.005	—	0.29

4.5. Waste Emissions by Land Use

4.5.2. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14
Total	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14
Total	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	0.01	0.00	—	0.19
Total	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	0.01	0.00	—	0.19

4.5.1. Mitigated

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14
Total	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14
Total	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.14

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	0.01	0.00	—	0.19
Total	—	—	—	—	—	—	—	—	—	—	—	0.05	0.00	0.05	0.01	0.00	—	0.19

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

4.6.2. Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

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

Equipment Type	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

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

Equipment Type	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

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

Equipment Type	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

Vegetation	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

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

Land Use	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	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	11/1/2022	11/29/2022	5.00	20.0	—
Site Preparation	Site Preparation	11/30/2022	12/14/2022	5.00	10.0	—
Grading	Grading	12/15/2022	1/12/2023	5.00	20.0	—
Building Construction	Building Construction	1/13/2023	12/1/2023	5.00	230	—
Paving	Paving	12/2/2023	12/30/2023	5.00	20.0	—
Architectural Coating	Architectural Coating	12/31/2023	1/28/2024	5.00	20.0	—

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
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Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73

Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	13.0	LDA,LDT1,LDT2
Demolition	Vendor	—	8.76	HHDT,MHDT
Demolition	Hauling	0.05	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	13.0	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.76	HHDT,MHDT
Site Preparation	Hauling	12.5	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	13.0	LDA,LDT1,LDT2
Grading	Vendor	—	8.76	HHDT,MHDT
Grading	Hauling	6.25	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	0.00	13.0	LDA,LDT1,LDT2
Building Construction	Vendor	0.00	8.76	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	13.0	LDA,LDT1,LDT2
Paving	Vendor	—	8.76	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.00	13.0	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.76	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	13.0	LDA,LDT1,LDT2
Demolition	Vendor	—	8.76	HHDT,MHDT
Demolition	Hauling	0.05	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	13.0	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.76	HHDT,MHDT
Site Preparation	Hauling	12.5	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	13.0	LDA,LDT1,LDT2
Grading	Vendor	—	8.76	HHDT,MHDT
Grading	Hauling	6.25	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	0.00	13.0	LDA,LDT1,LDT2
Building Construction	Vendor	0.00	8.76	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	13.0	LDA,LDT1,LDT2
Paving	Vendor	—	8.76	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—

Architectural Coating	Worker	0.00	13.0	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.76	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	33,000	11,000	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	2.00	—
Site Preparation	500	500	15.0	0.00	—
Grading	500	500	20.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.80

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
City Park	0.80	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2022	0.00	204	0.03	< 0.005
2023	0.00	204	0.03	< 0.005
2024	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
City Park	5.46	13.7	15.3	2,938	36.0	90.4	101	19,358

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
City Park	5.46	13.7	15.3	2,938	36.0	90.4	101	19,358

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
City Park	—

Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
City Park	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	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	0.00	33,000	11,000	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	5.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	5.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
City Park	0.00	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
City Park	0.00	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
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City Park	0.00	1,808,343
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5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
City Park	0.00	1,808,343

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
City Park	0.60	0.00

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
City Park	0.60	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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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	28.2	annual days of extreme heat
Extreme Precipitation	14.8	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	16.6	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 (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth 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 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

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	4	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	0	0	0	N/A
Air Quality	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	4	1	1	4
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	1	1	1	2
Air Quality	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
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Exposure Indicators	—
AQ-Ozone	75.1
AQ-PM	18.4
AQ-DPM	3.37
Drinking Water	64.8
Lead Risk Housing	14.6
Pesticides	17.0
Toxic Releases	1.16
Traffic	30.4
Effect Indicators	—
CleanUp Sites	80.9
Groundwater	77.1
Haz Waste Facilities/Generators	69.4
Impaired Water Bodies	43.8
Solid Waste	93.6
Sensitive Population	—
Asthma	64.8
Cardio-vascular	59.3
Low Birth Weights	57.4
Socioeconomic Factor Indicators	—
Education	40.5
Housing	31.7
Linguistic	0.51
Poverty	48.2
Unemployment	25.2

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	60.96496856
Employed	35.14692673
Education	—
Bachelor's or higher	40.90850764
High school enrollment	100
Preschool enrollment	29.19286539
Transportation	—
Auto Access	20.85204671
Active commuting	7.904529706
Social	—
2-parent households	89.97818555
Voting	75.17002438
Neighborhood	—
Alcohol availability	78.94264083
Park access	18.37546516
Retail density	11.85679456
Supermarket access	23.29013217
Tree canopy	97.57474657
Housing	—
Homeownership	68.04824843
Housing habitability	50.62235339
Low-inc homeowner severe housing cost burden	59.30963685
Low-inc renter severe housing cost burden	64.22430386
Uncrowded housing	58.74502759
Health Outcomes	—

Insured adults	78.05723085
Arthritis	0.0
Asthma ER Admissions	44.7
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	29.4
Cognitively Disabled	6.7
Physically Disabled	25.6
Heart Attack ER Admissions	12.9
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	46.3
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	52.2
SLR Inundation Area	0.0
Children	95.0

Elderly	2.1
English Speaking	92.1
Foreign-born	1.8
Outdoor Workers	30.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	94.1
Traffic Density	22.3
Traffic Access	0.0
Other Indices	—
Hardship	45.5
Other Decision Support	—
2016 Voting	83.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	48.0
Healthy Places Index Score for Project Location (b)	50.0
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

Measure Title	Co-Benefits Achieved
CCD-2: Conduct a Stakeholder Analysis and Develop a Community-Centered Outreach Plan	Social Equity
IE-4: Inclusive Community Meetings	Social Equity

A-3: Evaluate Project Performance with Community Project Steering Committee/CBO	Social Equity
CE-5: Air Quality Monitoring and Response Plan	Improved Air Quality, Improved Public Health, Social Equity
IEP-1: Local Labor and Apprenticeships (Construction)	Social Equity
IC-2: Adopt Design Standards	Improved Air Quality, Social Equity

7.5. Evaluation Scorecard

Health and Equity Evaluation Scorecard not completed.

8. User Changes to Default Data

Screen	Justification
Construction: Paving	0.8 acre
Operations: Hearths	no stoves or fireplaces
Operations: Landscape Equipment	moderate snow